TIR for intermodal transport

Working Party on Intermodal Transport and Logistics
21 November 2018

Geneva
Managed by IRU under UN mandate since 1949
About the TIR System

A tried and tested, affordable facilitation instrument for international transport and trade

– Multilateral
– Intermodal (road-rail, road-maritime, road-air)
– Global

Based on the UN TIR Convention of 1975 – signed by 74 contracting parties
TIR Geography today

Contracting parties to the TIR Convention
TIR operational countries
TIR implementation countries
Interested parties
Every stage of TIR lifecycle is accompanied by electronic messages
Fully digital TIR pilots
eTIR operations between Iran – Turkey

Gebse, Dilovasi
Istanbul, Erenköy
Derince
Izmir
Ege Serbest Bolge
Adana
Mersin
Gaziantep
Gürbulak/Bazargan
Sahlan
Tabriz
Zanjan
Tehran (2)
Gebse, Dilovasi
Istanbul, Erenköy
Derince
Izmir
Ege Serbest Bolge
Adana
Mersin
Gaziantep
Gürbulak/Bazargan
Sahlan
Tabriz
Zanjan
Tehran (2)

100+ eGuarantees issued

Customs Offices 6 Holders
The “Batumi” Corridor
Recent achievements in digitalisation

1. Signature of a long-term cooperation agreement with UNECE and financing of eTIR International system

2. Technical cooperation with major TIR countries

3. Developments in the framework of the TIR Convention (Annex 11)
TIR has been intermodal since 1975

- Road has always been the focus
- Intermodal TIR profile is raising especially in view of TIR Expansion
Intermodal TIR: a brief overview

TIR Convention allows for the intermodal transport of goods provided that at least one leg of the journey is carried out by road.

During a non-road leg, the TIR guarantee can be either suspended or continued. When suspended, TIR transport can be resumed at the customs office situated at the end of the non-road leg.

TIR is most frequently used in intermodal operations in RoRo transport through ferry services, however the interest and volumes of transport of containers under TIR are growing now.
Under intermodal TIR we can transport

- The entire truck with trailer (RoRo)
- Only trailer (RoRo)
- Only container
Containers are in focus

TIR: from a trade facilitation tool for road transport to intermodal tool user friendly for containers
TIR for Containers: how it works

Container and TIR Carnet checked, Container sealed

Start of TIR transport at Customs of departure

Container and TIR Carnet reach port, Customs TIR formalities processed

TIR Carnet left with agent in Port – after loading Shipper issues B/L

Vessel reaches Port of destination

Driver submits TIR Carnet and B/L to collect container

Customs formalities done – truck and container exit port

TIR Carnet Holder is always liable despite the change of carrier
Benefits of the use of TIR in intermodal transport

- **Security**: sealed load compartments, possibility to track the transit of containers via TIR-EPD

- Possible preferential treatment of containers/ Ro-Ro under TIR in the ports (e.g. Aktau and other to come) – **time saver**

- Access to the network of **trusted road transport operators** via TIR Associations (facilitation of such access via TIR-EPD in the future)

- **No physical cargo inspection** along the route (only at departure to destination)
Benefits of the use of TIR in intermodal transport

- **Financial benefits and time saving benefits**: 1 guarantee instead of a combination of guarantees in different countries (up to several thousands USD per container)

- Significant **delivery time decrease** along various itineraries
  - 4 days saved - container transport from SRB to AZE with TIR vs. w/o TIR
  - 1-2 days saved on Mediterranean route between Turkey and France
  - 5 days: Slovenia- Iran

- Improved **utilisation of containers** due to decreased transport time (up to 33% per container)
Examples of the use of TIR in intermodal transport
Slovenia-Iran: intermodal TIR transport with TIR used for rail

TIR used for road leg: Ljubljana to Port of Trieste

TIR used for rail leg: Razi Customs of entry to Sahlan Customs and rail terminal

TIR suspended: Port of Trieste to Port of Mersin

TIR suspended: Port of Mersin to Razi Customs of entry

TIR used for road leg: Sahlan customs and rail terminal to Bandar Abbas

Goods: air conditioning equipment
Further technical details

- TIR Carnet used belonged to Slovenia TIR carnet holder (liable for all parts of itinerary where TIR was used)
- The use of TIR IT tools enhanced the security and traceability of transport
- Road transport in Iran performed by a Slovenian TIR carnet holder representative who is an authorised TIR operator in Iran (TIR carnet holder of the Iranian TIR operator was included in Box. 11 of the cover of TIR carnet)
- Iranian company asked the customs to act as sub-contractor
- Iranian Customs accepted **TIR as a transit document and a guarantee for rail transport**
11. Observations diverses
Remarks

IRJ / 057 / 1656
Intermodal TIR transport from UAE to CZE by K+N

Road leg UAE: Saif zone (Sharjah) – Jebel Ali (Dubai)
Sea leg: Jebel Ali - Hamburg
Rail leg: Hamburg - Olomouc
Road leg: Ceska Trebova - Olomouc

Departure from UAE: 20 Sept 2018
Main benefits of the use of TIR

- Movement of goods between the Free Zones in UAE without the need to 5% customs duties and taxes deposit. Total saving for three containers approx. 14000 USD

- Simplified customs clearance procedure in Customs of UAE
  - 30 minutes with TIR vs. 2 hours w/o TIR – customs inspection
  - 2 hrs only with TIR (integrated IT systems) vs 3 days are spent on Exit/Entry stamp required w/o TIR vs

- TIR as a single guarantee instrument and transit document in UAE, Germany and Czech Republic for both road and rail VS. combination of several guarantee instruments:
  - no cargo inspection at the port of Hamburg (sealed compartment) at start of transit
  - All import related procedures completed at destination (avoid congestion at ports)
  - No need to settle separate rail transit declaration and guarantee document (all in one)
Other intermodal TIR scenarios that are under discussion now
Possible TIR scenarios with China

- **China – EU**
- **China – UAE**

Transport modes:
- Transport by truck
- Transport by ship
- Transport by train
- Change of mode

Key locations:
- Hamriyah Free Zone (Sharjah)
- Khalid Port Free Zone (Sharjah)
- Jebel Ali Sea port (Dubai)
- Wuhan
- Shanghai
- Hamburg
- Genoa
- Hamburg
- EU
- ITA
Possible scenarios with the UAE

- UAE – Iran
- UAE – India
- UAE – Turkey

Transport by truck
- Transport by ship
- Transport by train
- Change of mode
Thank you!
Thank you for your attention