Intermodal TIR

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TIR Intermodal

A Customs transit system and guarantee that uses one simple procedure, applied globally, for door-to-door transport by road, sea, rail and in the future by air.







Today mostly RoRo under TIR in the Mediterranean



Turkey – Trieste / Toulon

- Ferry capacity: up to 280 trucks or semi-trailers
- 30-40% of movements under TIR
- Route shortened by 1 to 2 days
- Trucks leave port within 2-3 hours
- Data for truck and vessel predeclarations shared electronically via IRU TIR-EPD application (single window application for TIR transport operators)

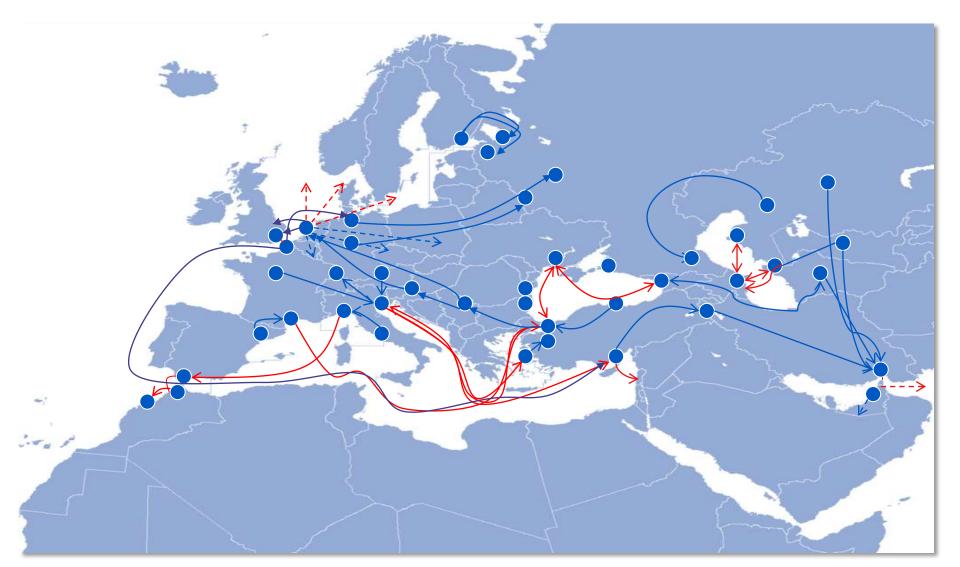
TIR carnets are sent with drivers by plane

TIR carnets are processed 1 day before ferry arrival



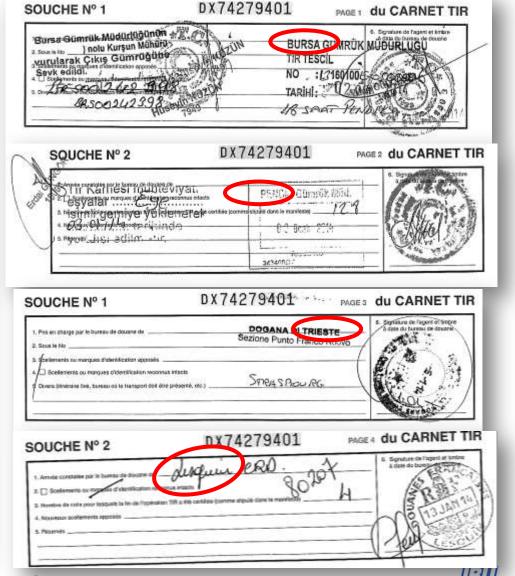


Geographical scope of TIR Carnets use



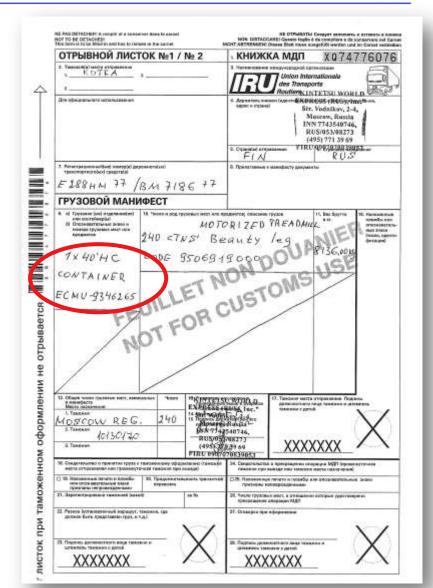
Example 1: Turkey → France via Italy





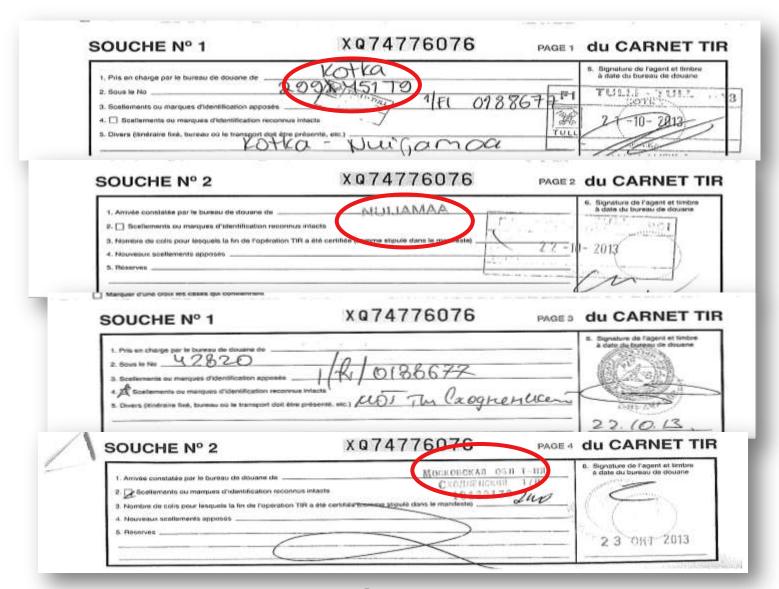
Example 2: China → Russia via Finland





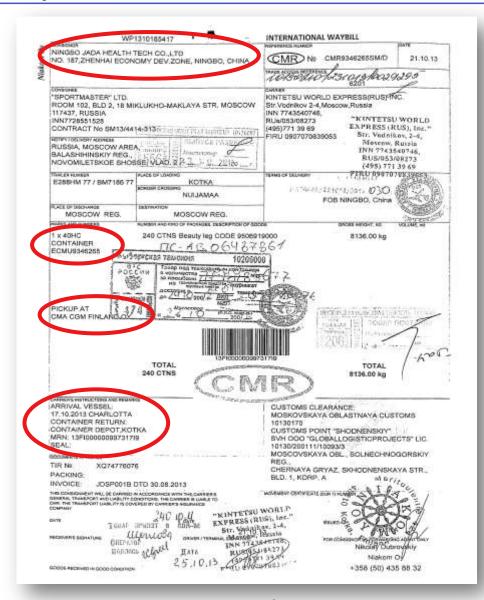


Example 2: China → Russia via Finland



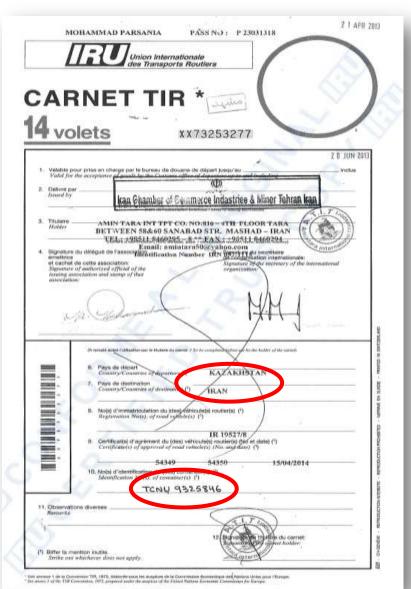


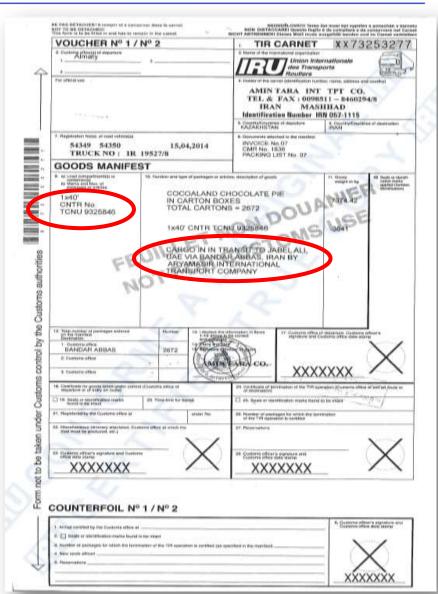
Example 2: China → Russia via Finland





Example 3: Kazakhstan → UAE via Iran





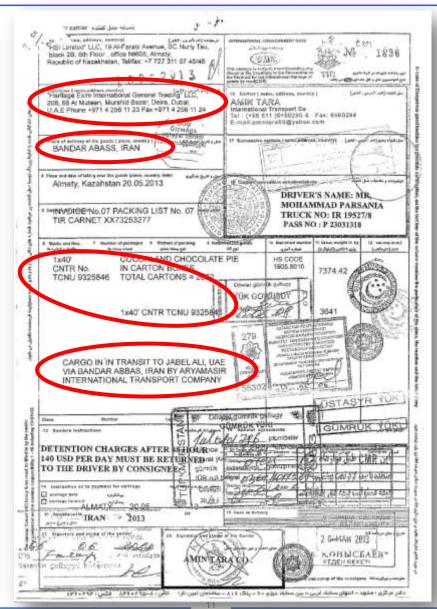
Example 3: Kazakhstan → UAE via Iran







Example 3: Kazakhstan → UAE via Iran





Example 4:Georgia → Kazakhstan via Baku

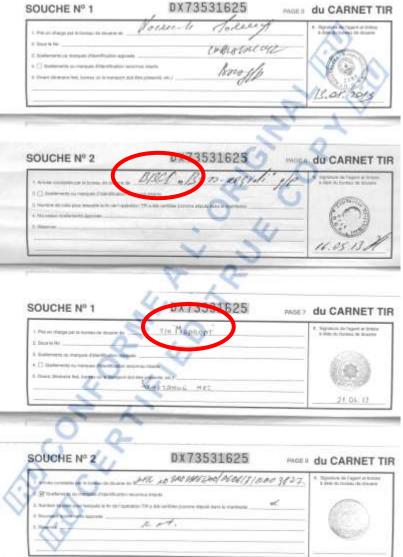




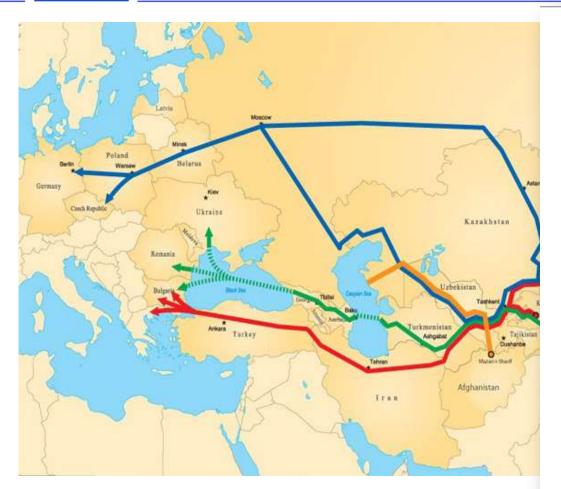


Example 4:Georgia → Kazakhstan via Baku port

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IRU NELTI initiative



- Northern Route: 10–16 days (between 6,000 –
- Central Route: 13–18 days (between 5,300 6
- Southern Route: 8–17 days (between 4,500 km

NELTI

CHAPTER 3. PUBLIC-PRIVATE PARTNERSHIP AS THE DRIVING FORCE FOR THE EXPANSION OF ROAD HAULAGE BETWEEN EUROPE AND ASIA

An increase in the volumes of shipments between Europe and Asia will require an improvement in the system of licensing international drivers, the implementation of significantly improved systems of licensing and training drivers, including offering courses in foreign languages and transport law. The knowledge and skills of drivers and other haulage company employees will greatly influence the qualitative indicators of shipments undertaken, as well as their safety. With this in mind, the following steps are deemed crucial:

- Working in conjunction with national bodies to increase access to international training programmes for all staff involved in international road haulage.
- 2) Making the most of the opportunities offered by the IRU Academy to train managerial staff for haulage companies and raise the level of qualifications of professional drivers involved in international road shipments.
- 3) To improve the criteria used to select professional drivers by using international experience and best practices in the process of professional international drivers, in order to improve the quality and safety standards of shipments.
- Assisting drivers engaged in long-haul international shipments in improving their foreign language speaking skills.

Intermodal transport (ferries / trucks)

The expansion of Eurasian road haulage along the NELTI Central route will require significantly greater access to Black Sea and Caspian Sea ferry crossings. Ferry crossings are one of the most important elements of the international maritime industry. The success of Eurasian cargo shipments along the Central route will depend on the levels of co-operation between the road haulage industry and the maritime industry. The following points should be viewed as the cornerstone of such cooperation:

- The provision of a regular and reliable published timetable for ferry crossings. This will simplify the planning process for road haulage companies, undertaking shipments between Asia and Europe.
- 2) A non-discriminatory system of "first come, first served", when loading ferries in terminats (with regard to individual hautiers and between road hautage companies and ratiway companies.").
- 3) The introduction of additional ferries, should there be a significant volume increase in Eurasian road freight transport.
- 4) Closer co-operation between the maritime industry and the relevant port authorities in Azerbaijan, Georgia, Kazakhstan, Turkmenistan and Turkey, with the aim of simplifying and speeding up procedures and formalities in terry terminals to the greatest possible degree.
- 5) The expansion of co-operation between the maritime industry and freight forwarders, to expand the system for pre-booking ferry slots. This would enable ferry companies to assess the need for additional services (should there be an increase in vehicle numbers), as well as reducing the vehicle waiting times at ports.

^{*}Most femas currently in use on both the Black Sea and the Caspian Sea have the capacity to transport both vehicles and nativaly containers.

TIR Intermodal...

- Only part of transport leg by road between departure and end
- Containers recognised as safe loading units
- TIR linked to Container only
- Standard TIR advantages also apply for intermodal operations

- Door-to-door transport under a unique Customs guarantee
- Customs formalities done at origin and destination rather than at borders, ports, terminals
- Advance cargo info and mutual recognition of Customs controls to reduce number of inspections – only risk based controls
- Harmonisation and digitisation of transport and Customs documents
- Modern solutions for real-time sharing of transport and Customs data: C2C, B2C
- Implementation of Authorised Consignor / Consignee Concept
- Green lanes for even faster operations





TIR expansion: Asia, Arabian Peninsula, Africa and Latin America



Paperless TIR procedure



Increased TIR use for intermodal operations



Revolution in data exchange capability, incl. for TIR platforms

- Access by various parties owning parts of the data necessary for customs declarations
- Clearer separation of responsibilities in the production of data
- New B2C and C2C data exchange
- ...



TIR facilitates trade facilitation worldwide

Saves time and money



