

### Practical cases. IRU example

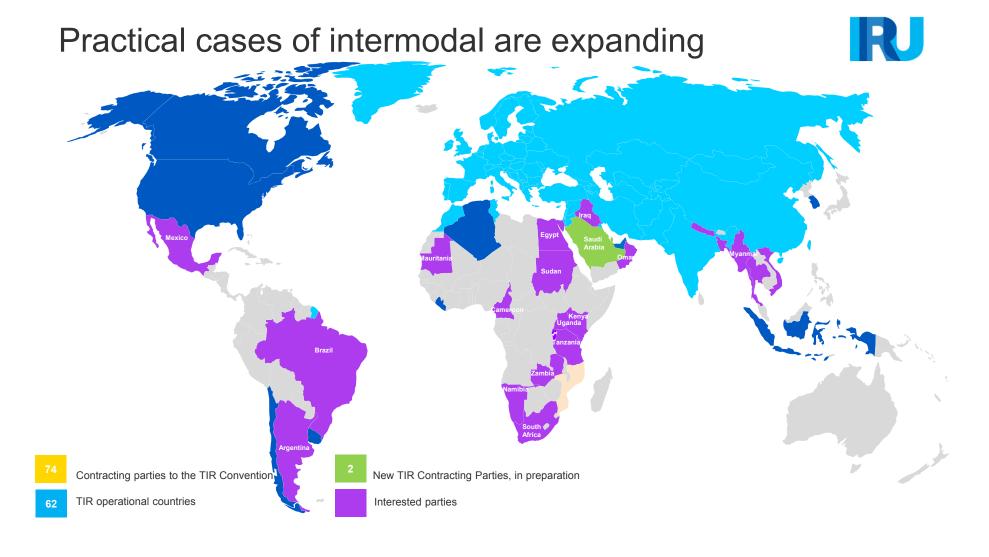
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- **IRU focus** in terms of practical cases- around intermodal transport operations that are done under the TIR system because of the direct outreach to the organisers
- Door to door intermodal transport operations are of primary focus because of their compatibility with the TIR system, however also look beyond to ensure road carriers get the necessary information
- Practical cases: way to identify rooms for improvement and get the information to set up standard guidelines and help IRU member to conduct smoother intermodal transport operations





Geographic focus for international road-rail - diverse



AZERBAIJAN

+ EU and bordering liberalisation

**International North-**

**South Corridor** 

## Main source of practical cases



- Communication with IRU and National Associations Members
- Monitored transport operations jointly monitored
- Two concrete examples in this document:
  - UAE- CZE
  - SVN-IRN

Perspective of SME and global logistics company

#### UAE – Czech Republic By Kuehne and Nagel int

# Intermodal TIR transport from UAE to CZE by K+N



















Olomouc

#### Accompanying documents



- Sea waybill
- Bill of lading for combined transport( road rail)
- TIR carnet

#### Conclusions



- The entire transport operation under umbrella of a global logistical company and its regional offices
- Combination of rail and road and the leg between Germany and Czech republic provided significant economic saving yet some delaysinvolvement of mobile customs team
- Change of transport mode from maritime to rail- more time constrains and logistical difficulties than rail to road
- Readiness of the DEU customs to use TIR as a transit document for rail leg too.

Slovenia- Iran Intermodal transport by WIT Logistica

## Slovenia-Iran: intermodal transport





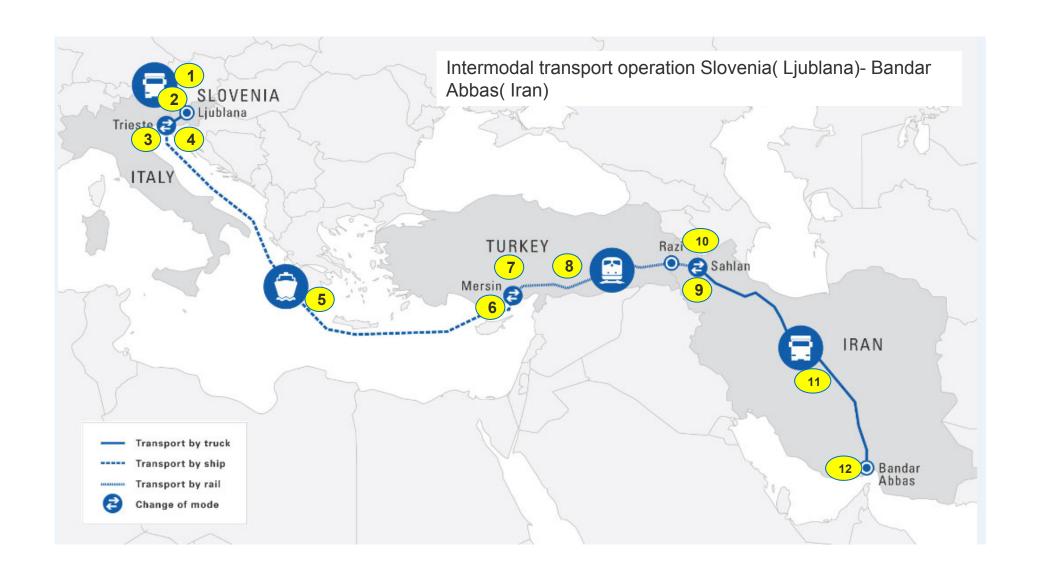


Figure of on			
the map	Part of process	Responsibility	Interface
1	Preparation of all the respective cargo accompnaying	Road transport Carrier( WIT	
	documents	logistika)	
1		Road transport Carrier( WIT	
	Loading of a container on a truck	logistika)	
2	Road leg from the warehouse where container is loaded(	Road transport Carrier( WIT	
	Ljublana) until the port of Trieste.	logistika)	
3			Unloading a container from a trailer to the waiting zone in the port. Agent
3	Unloading of the container at the port of Trieste( Italy)	Road Carrier	of the road carrier based in the port of Trieste
4	Sorting of containers at the port of Trieste and their		
	loading on board of a ship	Maritime carrier( U.N. Ro-Ro)	Loading the container on board of a cargo vessel
5	Sea leg from the port of Trieste to the port of Mersin		
6			The enterprise performing the loading/uloading of the containers bears
			the responsibility of safe placement of containers in accordance with the
	Unloading of containers in the port of Mersin(Turkey)	Maritime carrier( U.N. Ro-Ro)	maritime company's instructions
			Agent of the road carrier preparing the documents on behalf of the road
	Handling of the necessary documents		carrier
7			Agent of the rail carrier performs the loading of the conainers on the
	Loading of a container on a train	Rail carrier	train bears responsibility of safe placement of containers on the train
8	Rail leg from the port of Mersin( Turkey) until the rail		
	terminal of Sahlan( Iran)	Rail carrier. Arka Rail Azar Co	Rail carrier
9	Unloading of a container from the cargo train to a waiting		Agent of a rail company is responsible for safe unloading of containers
	zone in the terminal of Sahlan( Iran)	Rail carrier. Arka rail Azar. Co	from the train
10			Agent of a road carrier is responsible for safe loading of containers on a
			truck from a waiting zone. Prior notification to rail terminal authorities(
	Loading of a container from the waiting zone in Sahlan)		Sahlan) are made about the expected truck arrival, plate number and
	on a truck.	Road Carrier	driver information to ensure security
11	Road leg from the rail terminal of Sahlan to the		
	destination .The port of Bandar Abbas	Road Carrier	
12	Unloading of the container in the port of destination		
	Bandar Abbas	Road Carrier	

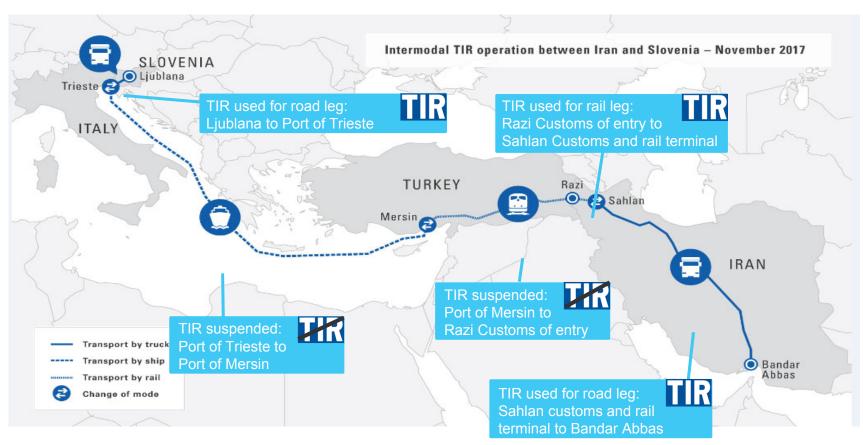
## Organisation



- Intermodal route was used because it was much more economically attractive vs. road leg. However the situation changed now.
- Slovenian logistics Company WIT Logistica organised the entire transport operation.
- Slovenian Exporter covered the expense of the following:
  - Road Slovenia- Italy, Ferry, Rail: Turkey
- Iranian partner company (Rahanjam International transport- authorised TIR operator in Iran)- co-organised(rail in Iran, road in Iran).
- Iranian importer covered the expense for the following:
  - Road leg in Iran

## The use of TIR in intermodal transport Slovenia-Iran





#### Benefits of the use of TIR



- Single transit document used instead of multiple documents
  - Time saving
  - More seamless procedures
  - Financial saving
  - Reduced red tape
- TIR was accepted as a transit document and guarantee for the payment of taxes and duties in Iran at rail leg



#### Other documents used



- 1) Contract type: Though bill of lading
  - Prepaid
  - IRN Representative as a counterpart mentioned
  - Two agents in Turkey for CIM and Bill of lading mentioned
- CMR: Slovenia(Ljublana)- Italy(Trieste) with a note for Bandar Abbas ( signed by WIT logistika)
- 3) Bill of lading: Trieste Mersin
- 4) CIM: Turkey( Mersin)- Iran( Sahlan)- WIT logistika mentioned as freight forwarder- prepared by an agent of WIT logistika in Mersin
- 5) T document Mersin exit from Turkey(Razi)

## Main obstacles in the use of intermodal transport by SME logistics companies



- Cash flow
- Absence of funds to provide better conditions with main operators in logistics chains
- Difficulty to find international trusted partners
- Discrepancy in legislation and standards in various countries





Thank you for your attention



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