

Development and Prospects of
Intermodal Transport

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Lithuanian Railways

Director of Freight Forwarding Department «LG

— ekspedicija»

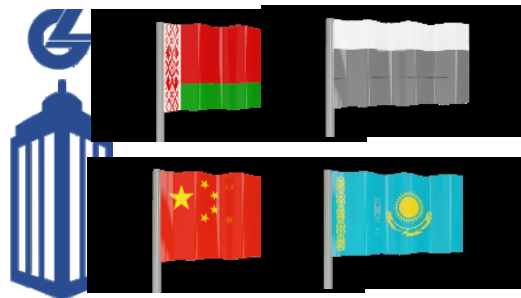
Rima Terminaite



JSC "Lithuanian Railways" - National Integrated Railway Company in Lithuania



The largest transport company in Lithuania



4 Representative Offices of Lithuanian Railways



Employs over ~12,000 people
(including the subsidiary enterprises)



The company is in the EU Top 8 countries by the volume of goods transported by rail

Данные: UIC



Focus on the cooperation with the EU transport companies, CIS and Asia



Large investments to increase the rail capacity of Lithuania.
Over the last 5 years –
EUR 1,265 billion

The key strategic directions for the development of transport potential of JSC "Lithuanian Railways"

1 Development of Klaipeda rail hub and expansion of the Klaipeda Port capacities

2 IXB Corridor electrification
(Quena-Klaipeda)

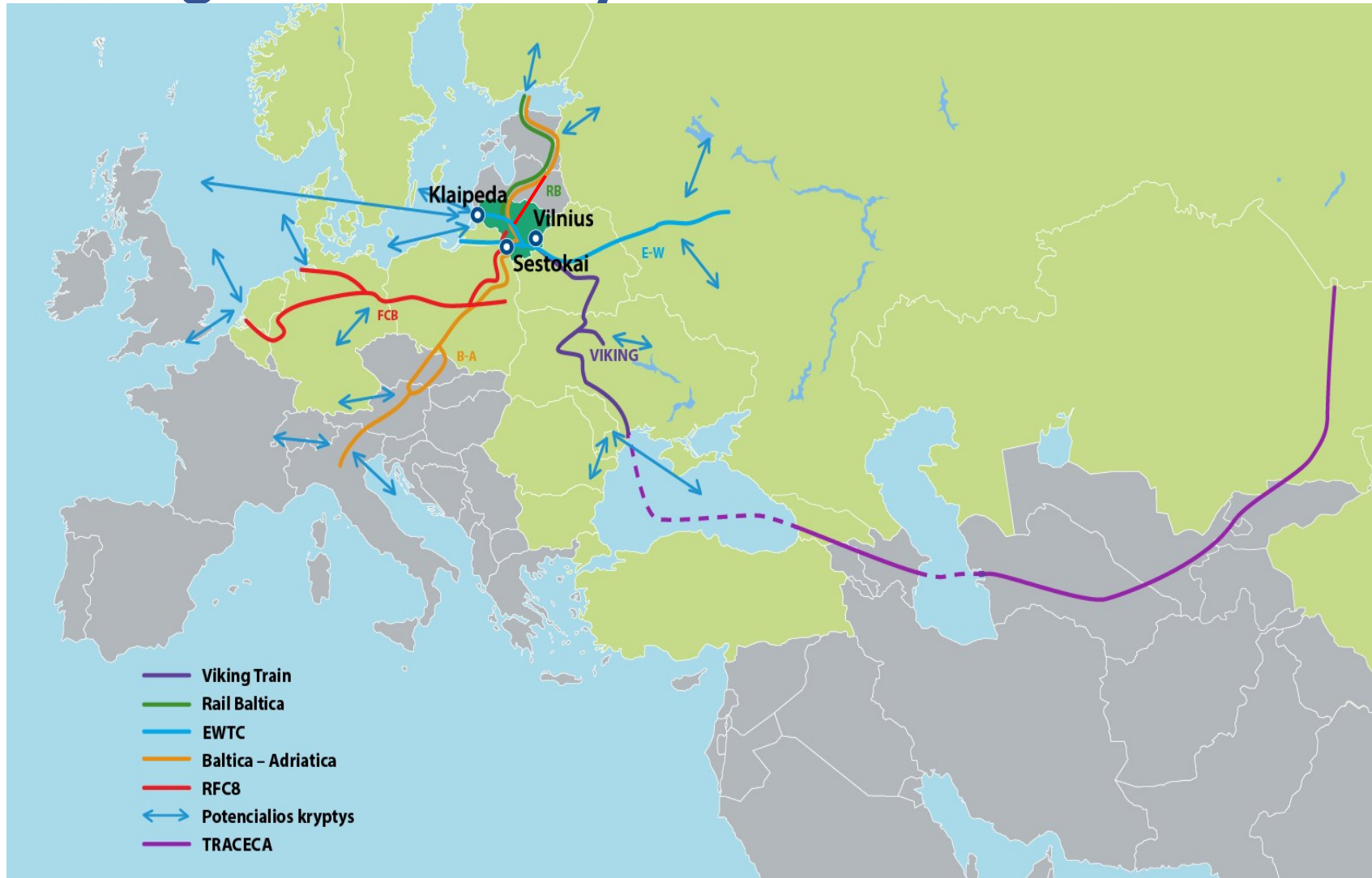
3 The development of intermodal solutions

4 Integration into the European Rail Network - construction of Rail Baltica

5 Modernization of rolling stock

6 Party to the projects: Silk Road and the 8th Transport Corridor
(Rotterdam -Kaunas)

International transport corridors and their branches run through the territory of Lithuania



International transport corridors and their branches run through the territory of Lithuania: the North-South highway connecting Scandinavia with Central Europe, and East-West highway as well as railways linking the markets of Eastern countries to the rest of Europe.

To transport the goods in transit between the EU, the CIS, and China, Lithuania offers two alternatives :

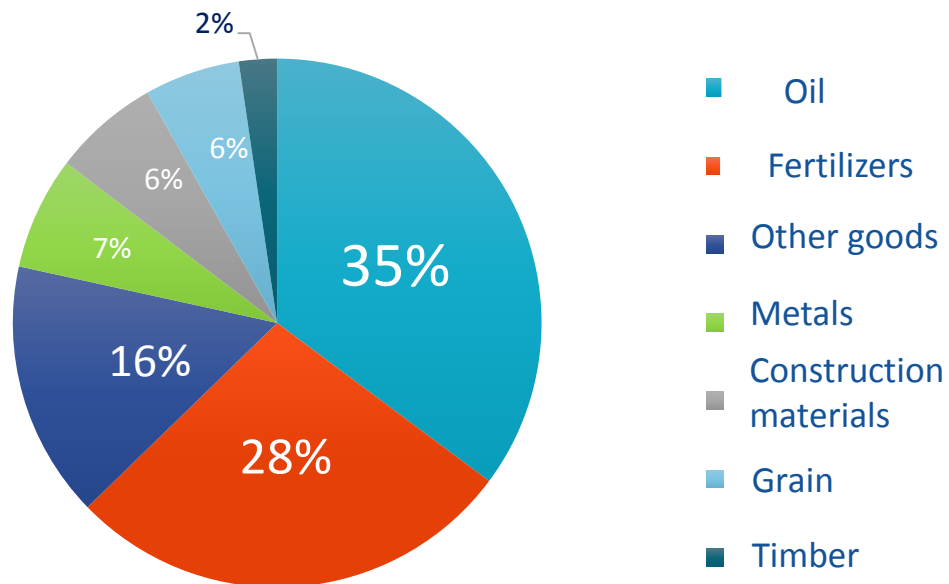
- The traditional route - through ports of Klaipeda and Kaliningrad.
- A new land route - through Kaunas to Poland, Germany or through Sestokai station.



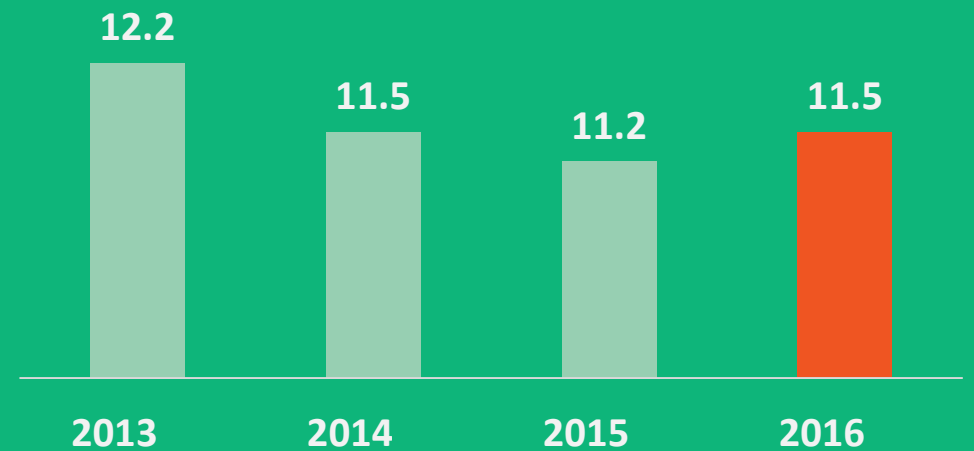
Stability is a necessary condition for the successful development

Basic goods: fertilizers, oil and oil products, metals, chemicals, timber, containers, etc.

2016, 1st quarter, %



Dynamics of freight traffic (mln. t)
2013-2016 1st quarter

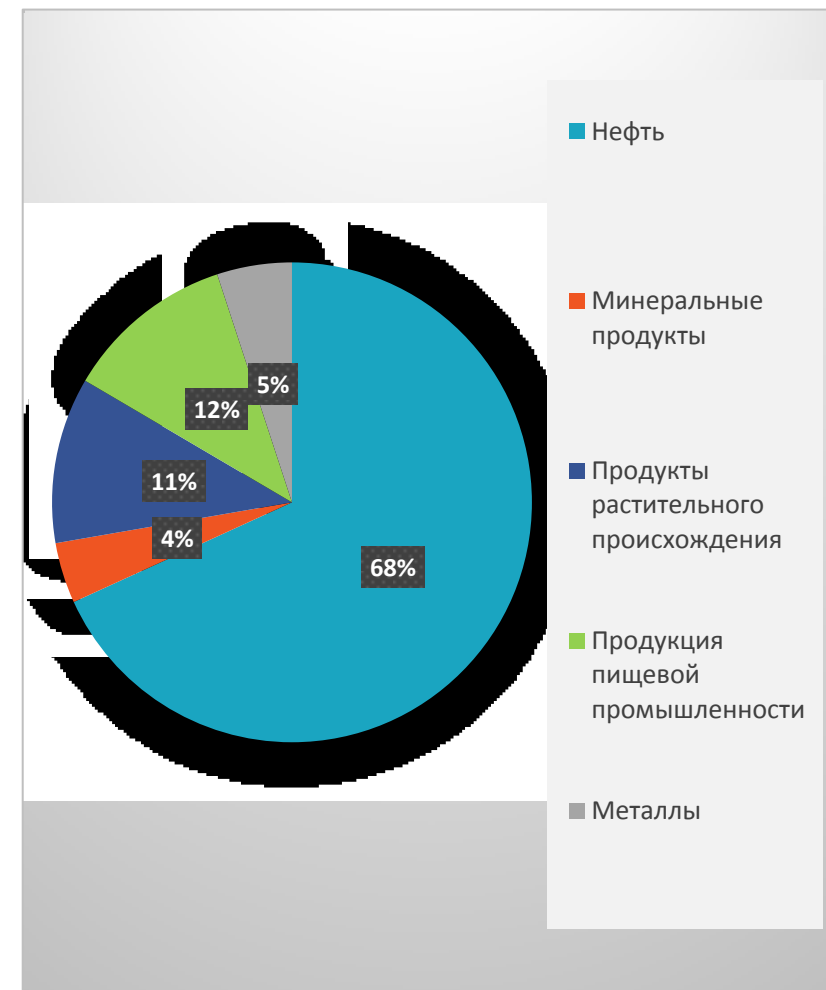
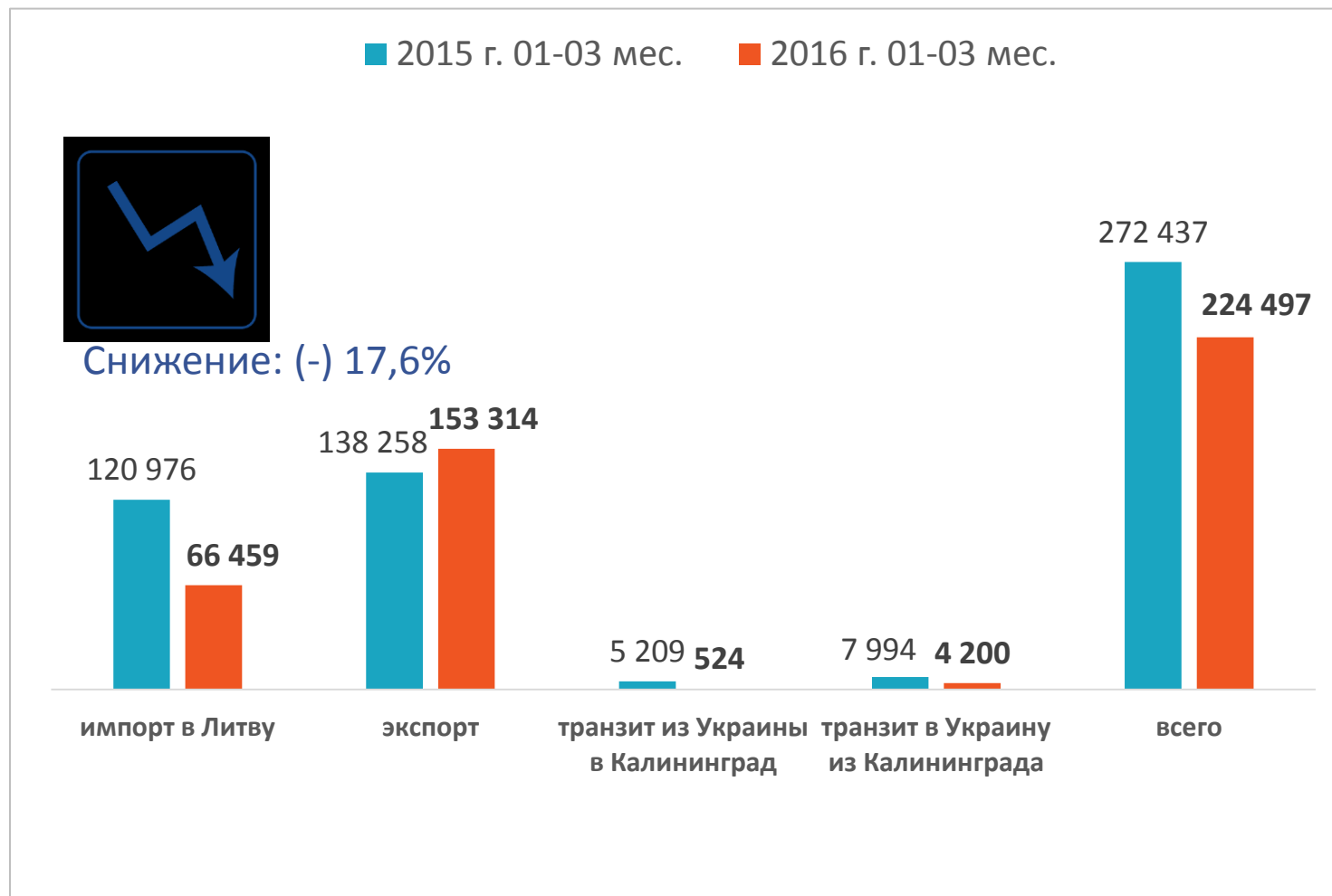


The development of mutually beneficial cooperation between Lithuania and Ukraine



- Delivery of energy resources from the port of Klaipeda to Ukraine
- The development of intermodal VIKING train and expanding the geography of its route
- The development of new directions for the transport of goods to Turkey, Georgia, Azerbaijan
- The development of trailers and semi-trailers carriage
- The development of the passenger traffic
- Other cooperation activities

LITHUANIA-UKRAINE RAIL TRAFFIC (TH. T).



VIKING TRAIN expands opportunities and geography of transport and services

«Викинг трайн»

Частота рейсов

Курсирует 3 раза в неделю

Операторы

LG Ekspedicija, Belintertrans, USCTS Liski, TransContainer Ukraine, Plaske, Ruscon Transit Ukraine, BDZ Cargo, Georgian Railway, LevadaCargo, GEFCO, Steveco Logistics, Rofersped, Translogistic Systems

Ж.д. администрации

JSC „Lithuanian railways, Belarusian railways, Ukrainian railways, BDZ Cargo, State enterprise „Railway of Moldova“, Georgian railway, Turkish State Railways, SNTFM „CFR Marfa“ S.A., „Karvanlogistics“

Ассоциированные члены

„Containerships Ltd Oy“, Navigaion Maritime Bulgare.

Расстояние 1766 км

Срок доставки 2,5 дня.

Маршрут Клайпеда – Минск – Киев – Одесса

Расстояние 3174 км

Срок доставки 8-10 дней

Маршрут Клайпеда – Минск – Киев – Бухарест – София – Стамбул

Расстояние 4104 км

Срок доставки 10-12 дней

Маршрут Карсхамн – Клайпеда – Минск – Киев – Потти/Батуми – Баку/Алят

--- Морской путь



The development of combined VIKING TRAIN

Active work with Turkey brought the following results :

- The interest of the Turkish freight forwarding companies
- Contracts signed with the following Turkish companies: «Gebruder Weiss», «Inchape SS», «Ozsoy Group» «Arkas»
- Carriages using multimodal transport
- Route: Istanbul-Vilnius
- Goods transported: consumer electronics, home appliances parts
- Contracts signed with the following companies: «Karvan Logistics LLP», «ADY Express», «StevecO OY»
- Azerbaijan signed a protocol on the accession of CJSC "Azerbaijan Railways" to the project of the international container train VIKING



Azerbaijan joined the "From Caspian Sea to the Baltic Sea" project



Azerbaijan signed a protocol on the accession of CJSC "Azerbaijan Railways" to the VIKING TRAIN project

Problems

- **HIGH FREIGHT FORWARDING RATES (especially in Ukraine)**
- **HIGH RATES FOR ADDITIONAL SERVICES**
- **MONTHLY CHANGES IN RATES FOR IMPORT-EXPORT OPERATIONS**
- **DELAYS OF CONTAINERS AFTER LANDING**



Further work on the development of the project

- The joining of Azerbaijan and Kazakhstan may attract the flow of goods from the Central Asia and China
- Joining of the Scandinavian states to the project
- Participation in various presentations, conferences, exhibitions; arrangement of bilateral meetings
- The active participation of operators in the expansion and development of the project
- Geographical expansion of the VIKING TRAIN within the Nordic markets, the countries of the Black Sea, Caucasus and Central Asian countries, and connecting it with the TRACECA international transport corridor may provide an opportunity to attract new cargo flows to the train



ROUTES OF INTERMODAL TRAINS: THE LINK BETWEEN SOCIETIES, CULTURES AND ECONOMIES OF EUROPE AND ASIA



«Викинг трайн»

Маршруты
 Клайпеда – Вильнюс – Минск – Киев – Одесса;
 Клайпеда – Минск – Бельцы – Бухарест – Стамбул

Расстояние (в одну сторону)
 1 734 / 3 005 км

Продолжительность поездки
 2 / 9 дней

Частота рейсов
 Курсирует 3 раза в неделю

Операторы
 LG Ekspedicija, Belintertrans, USCTS Liski, TransContainer Ukraine, Plasko, Ruscon Transit Ukraine, BDZ Cargo, Georgian Railway, LevadaCargo, GEFCO, Steveco Logistics, Rofersped, Translogistic Systems

Ж.д. администрации
 JSC „Lithuanian railways, Belarusian railways, Ukrainian railways, BDZ Cargo, State enterprise „Railway of Moldova“, Georgian railway, Turkish State Railways, SNTFM, CFR Marfa“ S.A., „Karvanlogistics“

Ассоциированные члены
 „Containerships Ltd Oy“, Navigation Maritime Bulgare

«Сауле»

Маршруты
 Клайпеда – Минск – Смоленск – Самара – Астана – Алматы – Достык;
 Антверпен – Берлин – Варшава – Шяштокай – Минск – Смоленск – Самара – Актобе – Алматы – Достык – Урумчи – Чунцин – Ляньюнганг

Расстояние (в одну сторону)
 5 800 / 11 065 км

Продолжительность поездки
 8 / 18 дней

Частота рейсов
 Курсирует по потребности

Оператор
 VPA Logistics

«Балтийский ветер»

Маршруты
 Клайпеда – Минск – Самара – Костанай / Астана

Расстояние (в одну сторону)
 3 233 / 5 499 км

Продолжительность поездки
 5 / 12 дней

Частота рейсов
 Курсирует 3 раза в месяц

Оператор
 Hoptrans Projects

«Шяштокай экспресс»

Маршрут
 Варшава – Шяштокай – Смоленск

Расстояние (в одну сторону)
 1 126 км

Продолжительность поездки
 3 дня

Частота рейсов
 Курсирует по потребности

Операторы
 Hupac Intermodal, Intermodal Express

«Меркурий»

Маршруты
 Клайпеда / Калининград – Москва

Расстояние (в одну сторону)
 1 382 км

Продолжительность поездки
 2 дня

Частота рейсов
 Курсирует по потребности

Оператор
 AAA Intermodal

«Вильнюс Шатл»

Маршрут
 Клайпеда – Вильнюс (Панеряй)

Расстояние (в одну сторону)
 330 км

Продолжительность поездки
 9 часов

Частота рейсов
 Курсирует 2 раза в неделю

Оператор
 Intermodal Container Service

«Нямунас»

Маршруты
 Вильнюс / Каунас / Клайпеда – Минск

Расстояние (в одну сторону)
 242 / 327 / 612 км

Продолжительность поездки
 8 / 10 / 18 часов

Частота рейсов
 Курсирует по потребности

Операторы
 LG Ekspedicija, Belintertrans

«ВИТ экспрес»

Маршрут
 Клайпеда (Драугисте) – Вильнюс (Вайдотай)

Расстояние (в одну сторону)
 387 км

Продолжительность поездки
 9 часов

Частота рейсов
 Курсирует 2 раза в неделю

Оператор
 LG ekspedicija

«Милано Экспресс»

Маршрут
 Каунас – Варшава – Людвигсхафен – Милан

Расстояние (в одну сторону)
 2 000 км

Продолжительность поездки
 1 неделя

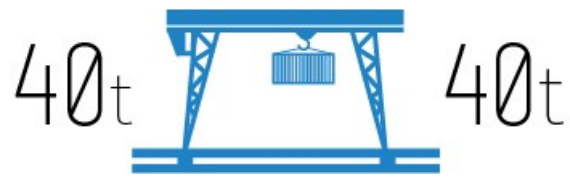
Частота рейсов
 Курсирует 1 раз в неделю

Партнер
 Hupac Intermodal SA

Оператор
 LG Ekspedicija



Kauno Intermodalinis Terminalas



gantry crane



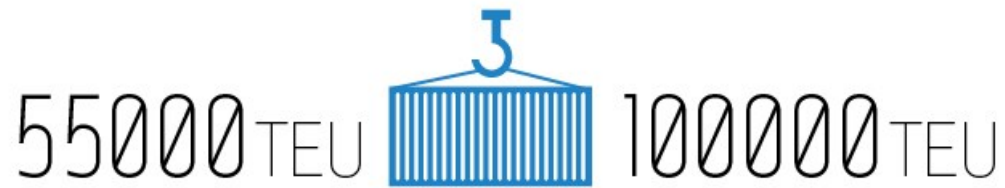
direct loading



the number of trucks for the direct loading



warehousing



TERMINALO KROVOS PAJĖGUMAS PER METUS



Vilniaus Intermodalinis Terminalas



Project cost::
32 mln. \$

Project cost::
40 mln. \$



Погрузка / выгрузка контейнеров из автотранспорта на жд. транспорт



Обслуживание морских, танк-контейнеров и термос-контейнеров



До 45 дней бесплатно хранение контейнеров



Открытый таможенный склад А типа



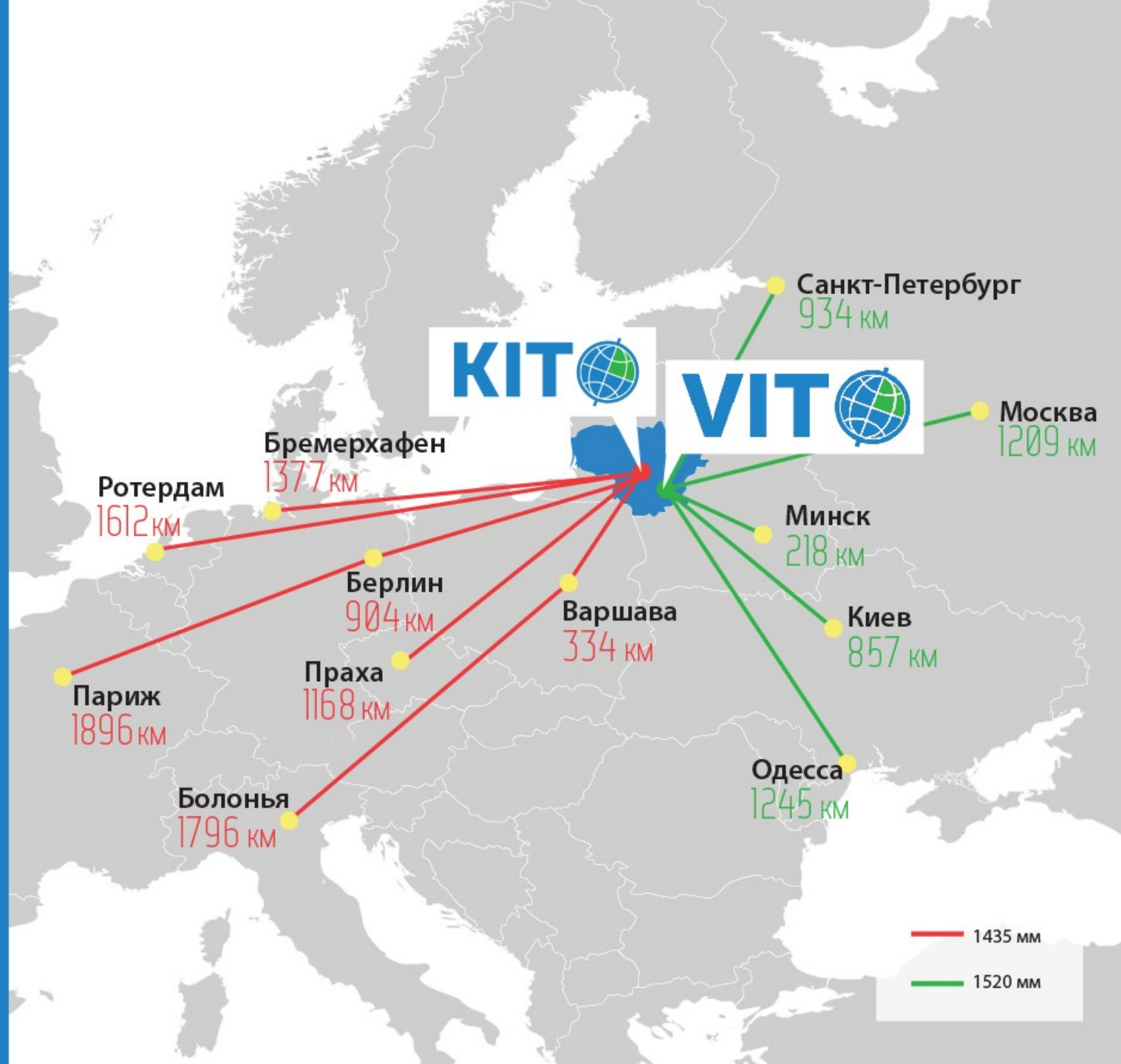
Администрация документов через электронную систему e.Krovinyus



Услуги Государственной службы растений



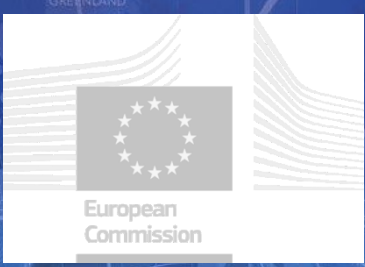
Услуги Государственной продовольственной и ветеринарной службы





THE EU TRANSPORT POLICY

The possibility for the development of
semi-trailers and trailers carriage

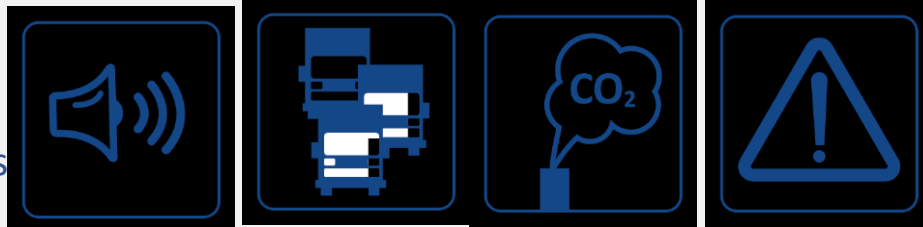


The key objectives of the EU transport policy

- The path to a competitive and resource-efficient transport system

The main types of vehicles have a significant impact on economic growth. Besides the obvious advantages, the majority of them have a negative impact on the public:

- Congestion
- Noise
- Air pollution
- The loss of productivity due to deaths in road accidents



The main objectives outlined in the "White Paper"

By 2030

By 2030, 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport

and more than 50%
by 2050

Vision on the development of semi-trailers and trailers carriage



SUMMARY

- **Lithuania focuses on the cooperation with Ukraine and the development of the joint projects :**
 - The development of intermodal VIKING TRAIN project and expanding its route geography
 - The development of the new directions for the transport of goods to Turkey, Georgia, Azerbaijan
 - The development of trailers and semi-trailers carriages
 - The development of the passenger traffic
 - Other cooperation-related activities
- Developing the capacity of JSC "Lithuanian Railways" is aimed at the fact that our company, together with the Klaipeda port ensures competitiveness of Lithuanian direction for traffic between the EU and the CIS, Central Asia and China. Therefore, cooperation with the rail and transport companies of Belarus, Ukraine, Russia, Kazakhstan, China, Poland, Germany, Sweden and Finland is the top priority for JSC "Lithuanian Railways"
- Today, relations between Ukraine and Lithuania are the closest ones in the history of their bilateral cooperation. And, despite the geopolitical situation, the Lithuanian party has no doubt that trade relations between the two countries will continue to develop

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