Intermodal VIKING Project - Implementation of Traditional Silk Way Opportunities
Europe – Asia International Transport Corridors

cargo@plaske.ua
International Transport Corridors crossing Ukraine
Brief profile of Ukrainian Transport Complex

PRIORITIZED RAIL NETWORK OF UKRAINE
- Miles of track: 29691.00 km
- Route miles: 21640.40 km
- Among them: electrified track - 10266.00 km
- Including:
  - with DC: 4761.00 km
  - on alternating current: 5505.00 km
- Fleet of cars:
  - Freight: 152.5 thousand units

SEA AND RIVER PORTS OF UKRAINE
- Sea ports: 13
- Total cargo handling capacity to date: 250 million tons per year
- More than 8,300 employees
- Private handling terminals: 31
- River ports: 11

PRIORITIZED ROAD NETWORK OF UKRAINE
- Characteristic of public road network of Ukraine
- Length of public roads: 169.3 thousand km
- State significance: 51.7 thousand km
- Local significance: 117.9 thousand km
Main Route:
• Klaipeda (Lithuania) – Minsk (Kolyadichi), Belarus – Kyiv/Illichivsk/Odessa, Ukraine;
• Route length – 1766 km;
• Time of transportation – 52 hours;
• In project: Lithuania, Belarus, Ukraine

Joined routes:
• Bulgaria: Varna-ferry – Sofia/Yana/Plovdiv/Veliko
  Ternovo/Kulata/Dragoman/Svilengrad/Rus
• Moldova;
• Transit segments
  Dzhurdzhulesht (exp) – Novosavitskaya (exp), Ungen (exp) – Velchinets (exp)/Novosavitskaya (exp);
• Domestic stations: Chisinau, Ungeni, Reucel, Bender 2
• Romania
• Georgia

Prospects: Turkey, Azerbaijan
VIKING Train Operators

Cargo

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PLASKE ПЛАСКЕ

LISKI

BELINTERTRANS

transport-logistics centre

Lietuvos geležinkeliai

TURKISH CARGO

ROFERSPED

BALO

GEORGIAN RAILWAY
What the VIKING project has for intermodality today?

Connection of new participants with different regions, territorial extension of the project

Involvement of sea carriers into the project and provision of intermodal service

Fixed schedule, transit time, allowing to plan not only expenses and delivery time, but the optimum linking of transport

In future – fixed cost at the whole route and single transport document
Intermodal carriage with VIKING container train in TRACECA

VIKING project prospects

- Involvement of cargo for carriage with railway transport in the direction Europe-Caucasus-Asia through TRACECA corridor;
- Cargo carriage from Turkey and Middle East countries to Northern Europe and back;
- Joining of new countries to the Agreement and creation of preferential terms of carriage promote extension of existing route through Georgia to Azerbaijan and further to the countries of Middle Asia and back;
- Long-term prospect: most TRACECA countries
- Implementation of e-document flow;
- CIM/SMGS — single through transport document;
- VIKING Project in the regional multimodal transport system
VIKING Train - Intermodal Project

TRANSPORT CONNECTION BETWEEN UKRAINE AND BLACK SEA REGION COUNTRIES

- VIKING Train + railway-ferry connection
- Railway route of the Viking Train (on land)
- VIKING Train + Ro-Ro ferry connection
- VIKING Train + container lines
Container Service in the Black Sea Region
Container Service in the Black Sea Region

Volume of loaded containers in the Black Sea countries, TEU

- Ukraine
- Russia
- Romania
- Georgia
- Bulgaria

2013
2014
Project calculations of intermodal transportation Turkey/Georgia - Scandinavian countries

Container Service Istanbul/Poti - Odessa

Forwarder in Odessa port
VIKING Train Operator (Odessa - Klaipeda)

Ferry connection in the Baltic Sea
(Klaipeda - Karlshamn/Fredericia/Kiel/Copenhagen)
Project calculations of intermodal transportation Turkey/Georgia - Scandinavian countries

<table>
<thead>
<tr>
<th>Route</th>
<th>20'</th>
<th>40'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Istanbul - Klaipeda</td>
<td>2110 USD</td>
<td>2765 USD</td>
</tr>
<tr>
<td>Istanbul - Karlshamn</td>
<td>3790 USD</td>
<td>4835 USD</td>
</tr>
<tr>
<td>Istanbul - Kiel</td>
<td>3830 USD</td>
<td>5265 USD</td>
</tr>
<tr>
<td>Istanbul - Fredericia</td>
<td>3810 USD</td>
<td>5480 USD</td>
</tr>
<tr>
<td>Istanbul - Copenhagen</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poti - Klaipeda</td>
<td>2175 USD</td>
<td>3175 USD</td>
</tr>
<tr>
<td>Poti - Karlshamn</td>
<td>3855 USD</td>
<td>5240 USD</td>
</tr>
<tr>
<td>Poti - Kiel</td>
<td>3895 USD</td>
<td>5670 USD</td>
</tr>
<tr>
<td>Poti - Fredericia</td>
<td>3845 USD</td>
<td>5830 USD</td>
</tr>
<tr>
<td>Poti - Copenhagen</td>
<td>3875 USD</td>
<td>5885 USD</td>
</tr>
</tbody>
</table>

Rates indicated on the bases LILØ / for liner containers / via sea line (ferry carrier) / with forwarding in Odessa Sea Port / with providing of the platform of common park / with return of empty containers to Odessa Sea Port. Rates don’t include additional charges.
Advantages

- Low cost of transportation
- Transit time
- Line container use
- No rent
- Possible to increase free time of using the container
- Possible to use container for back loading without payment for empty run
Disadvantages

- Empty container must be returned to Odessa port (payment of empty container run)
- Demurrage in case of excess free time
- Indirect service
Ferry connection in the Black Sea Region
Railway-ferry connection between Ukraine and Black Sea Region countries
Railway/Ro-Ro ferries

• “Vilnius Seaways”
• “Greifswald”

**Type:** RAIL/R0-R0 CARRIER  
**Gross Tonnage:** 22341 - 24084 tn  
**Length:** 190.9 m  
**Beam:** 28 m  
**Cargo space capacity:** rail wagons: 50 units  
**Rail gauge:** 1520 mm

• “Geroite na Odessa”  
• “Geroite na Sevastopol”  
• “Geroi Shipki”  
• “Geroi Plevny”

**Type:** RAIL/R0-R0 CARRIER  
**Gross Tonnage:** 19019 - 19518 tn  
**Summer DWT:** 12889 - 13008 tn  
**Length:** 184 - 185.45 m  
**Beam:** 26.7 m  
**Cargo space capacity:** rail wagons: 108 units  
**Rail gauge:** 1520 mm
Project calculations of intermodal transportation Georgia - Scandinavian countries

Railway-ferry connection Batumi - Illichivsk Sea Commercial Port

Forwarder in Illichivsk Sea Commercial Port
VIKING Train Operator (Illichivsk - Klaipeda)

Ferry connection in Baltic Sea (Klaipeda - Karlshamn/Fredericia/Kiel/Copenhagen)
Advantages

Transportation on single carriage document (SMGS)
Single legal framework

No transshipment of container (container at platform from the point of departure to point of destination)

Possible to use rolling stock of common park (no rent)
Ro-Ro ferry connection between Ukraine and Black Sea Region countries

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Ro-Ro ferry connection between Ukraine and Black Sea Region countries. Ro-Ro transportations Bulgaria/Georgia - Ukraine on the railway/Ro-Ro ferries Navigation Maritime Bulgaria
Ro-Ro ferry connection between Ukraine and Black Sea Region countries. STENA SEALINE Ro-Ro ferries: route Illichivsk Sea Fishing Port - Haydarpaşa port

Stena SeaLine
Ro-Ro ferry connection between Ukraine and Black Sea Region countries. STENA SEALINE Ro-Ro ferries: route Illichivsk Sea Fishing Port – Haydarpaşa port

Advantages

- Cost-effective carriage
- Savings on cost of freight and THC due to use trailers on overload of containers
- Fixed schedule of ship calls
- Decrease of route against land carriage
- On-line booking of carriage
- Advantageous location of Haydarpaşa port connects it with main export regions of Turkey and allows fast handling of cargo shipped in Northern direction
Project calculations of intermodal transportation Turkey – Scandinavian countries

R0-R0 ferry connection Haydarpaşa - Illichivsk Sea Fishing Port

Forwarder in Illivhicsk Sea Fishing Port
VIKING Operator (Illichivsk - Klaipeda)

Ferry connection in Baltic Sea (Klaipeda - Karlshamn/Fredericia/Kiel/Copenhagen)
Ro-Ro ferry connection between Ukraine and Black Sea Region countries. STENA SEALINE Ro-Ro ferries: route Illichivsk Sea Fishing Port - Haydarpaşa port and back to ILLICHIVSK.
Ro-Ro ferry connection between Ukraine and Black Sea Region countries. STENA SEALINE Ro-Ro ferries: route Illichivsk Sea Fishing Port - Haydarpaşa port and back
Ro-Ro ferry connection between Ukraine and Black Sea Region countries. STENA SEALINE Ro-Ro ferries: route Illichivsk Sea Fishing Port - Haydarpaşa port and back.
### Indicative price of transportation (container on the trailer at the ferry section)

<table>
<thead>
<tr>
<th>Route</th>
<th>20'</th>
<th>40'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haydarpaşa – Klaipeda</td>
<td>1725 USD</td>
<td>2595 USD</td>
</tr>
<tr>
<td>Haydarpaşa – Karlshamn</td>
<td>3405 USD</td>
<td>4670 USD</td>
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<tr>
<td>Haydarpaşa – Kiel</td>
<td>3445 USD</td>
<td>5095 USD</td>
</tr>
<tr>
<td>Haydarpaşa – Fredericia</td>
<td>3395 USD</td>
<td>5260 USD</td>
</tr>
<tr>
<td>Haydarpaşa – Copenhagen</td>
<td>3425 USD</td>
<td>5310 USD</td>
</tr>
</tbody>
</table>

Rates indicated on the bases LILO / for SOC containers without rent / via sea line (ferry carrier) / with forwarding in Illichivsk Sea Fishing Port / with providing of the platform of common park / with return of empty containers to Illichivsk Sea Fishing Port. Rates don’t include additional charges.
Advantages

- High speed delivery
- Clear schedule of ship entries
- Direct service
- Low competitive cost
Disadvantages

Limited quantity of containers, need for rent

Service position only for Ro-Ro carriage, no ads
Ro-Ro ferry connection between Ukraine and Black Sea Region countries. STENA SEALINE Ro-Ro ferries: route Illichivsk Sea Fishing Port – Haydarpaşa port and back

Piggy-back transportation in the direction Turkey – countries of Northern Europe and back
Transportation of TIR-s on the line Illichivsk – Haydarpasa on Ro-Ro ferries

- From Turkey
- To Turkey

<table>
<thead>
<tr>
<th>Year</th>
<th>From Turkey</th>
<th>To Turkey</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>3000</td>
<td>1000</td>
</tr>
<tr>
<td>2012</td>
<td>5000</td>
<td>3000</td>
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<td>2013</td>
<td>10000</td>
<td>7000</td>
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<tr>
<td>2014</td>
<td>20000</td>
<td>22000</td>
</tr>
</tbody>
</table>
Piggy-back carriage in the direction Turkey – countries of Northern Europe and back

**Background**

- Integration of international transport system
- Development of logistics services market
- Successful European experience and wide use of piggy-back carriage to provide service for delivery of cargo from “door to door”

**Aims**

- Increase of carriage volumes
- Establishment of new universal transport product
- Extension of logistics services range
Piggy-back carriage in the direction Turkey - countries of Northern Europe and back

High speed and guarantee of cargo delivery according to the train schedule

Saving of expenses for fuel and issue of transport documents

Significant decrease of time for border and customs control

Safety of vehicle

Guaranteed security of delivery in any weather conditions

Safety of roads and environment
Project calculations. Turkey / Georgia – Ukraine - Poland

Istanbul - Slawkow
Rate for 20' 2240 USD
Rate for 40' 3095 USD

Poti - Slawkow
Rate for 20' 2305 USD
Rate for 40' 3500 USD

Rates indicated on the bases LILO / with forwarding in Odessa Sea Port / for liner containers on private platforms / with return of empty containers to Odessa Sea Port. Rates don't include providing of platforms, additional charges.

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PLASKE JSC — Intermodal Operator

Our services

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- Ferry Service
- Truck Transport
- Transshipment in Ports
- Routing
- Customs clearance
- Intra-port forwarding

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