VIKING TRAIN

Freight consolidation, collaboration (cooperation with competitors), coordination, development of services, interoperability, IT-technologies, innovative solutions

The Viking train is an international intermodal freight logistics project covering the railway, sea and motor transport. The solution mainly focuses on shortening the time that trains spend on international borders while cargo-checked. The solution also involves instant checking of possible radiation presence on the trains, the weight of the wagons and quick check of goods present on the cargo.

While implementing the Viking project, the border crossing time was reduced by successful cooperation with customs and border authorities and development of progressive IT-Systems.

Economic benefits
- Improves the good delivery speed as well as improves trade potential between countries and increases the potential trade between EU member states and third countries

Environmental benefits, expressed in CO2 or CO2 equivalent
- Relatively reduces the emission per transported ton of goods

Starting point/objectives/motivation:

The common practice was that trains as usually spent a lot time on cross-border cargo check (and safety of cargo) along Baltic – Black sea route. Lithuania and Belarus together had a vision of becoming a transportation bridge between East and West Europe. This encouraged the idea of looking for possible competitive advantage.

Solution

Implementation of the Freight carriage management system KROVINYS allows to perform custom and border crossing procedures easily and quickly due to preloaded electronic invoice. The checking of the whole train at the EU and CIS border now takes only 30 minutes. Final stations of the route are the seaports Klaipeda and Ilyichevsk which are connecting the Baltic Sea region with the Black Sea region. That provides additional possibilities to cover freight flows from the Far East (China, Kazakhstan). The Viking project is one of the most successful projects on freight carriage among the EU and CIS countries.
While implementing the project, following limitations were overcome:

- Technology (lack of platform for loading/unloading cars and trucks),
- Information (variety of standards of Integrated Transaction Control Systems (ITC) and documentation);
- Organization (variety of interests and action instructions);
- Law (different legislation in separate countries, link between EU/CIS (Commonwealth of Independent States));
- Economy (different economic and transport policy in separate countries);
- Policy (lack of international agreements).

By implementing the project, barriers of interoperability also were overcome.

In general, if the solution is accepted by Governments, it requires no specific framework to be transferred. This is one of the benefits of this solution.

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Transport mode or supply chain elements

Lithuanian, Belarusian and Ukrainian Railways companies
Klaipėda, Odessa and Iljichiovsk seaports
Belarusian, Lithuanian and Ukrainian customs

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