INTERNATIONAL EAST – WEST TRANSPORT CORRIDOR ASSOCIATION

ESTABLISHMENT ACTIVITIES ACHIEVEMENTS

2012 – 2013
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The International East-West Transport Corridor Association was established in June 2010 with the aim to improve the competitiveness of the global East-West Transport Corridor linking the Baltic Sea region with the Asian and European countries surrounding it.

The Association unites partners representing business, academic and public structures from 13 states: Belarus, Belgium, China, Denmark, France, Germany, Kazakhstan, Lithuania, Mongolia, Russian Federation, Sweden, Slovenia and Ukraine.

The Association is an innovative instrument for regional and inter-regional cooperation, uniting partners with the primary task to reach a high level mutual dialogue that would lead to the most environmentally friendly, sustainable, efficient and safe connection and freight transportation through the East-West intermodal transport corridor. The tasks and functions of the Association are to implement the concept of the green corridor, to establish intermodal transport corridor flows and link Europe with other countries, namely China, Kazakhstan, Mongolia, Russia, Ukraine and Belarus, and to respond to the key priorities laid out in the new White Paper of the EU Commission on Transport „Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System."

The Association is promoting adoption and implementation of common KPIs and common standards of services. These instruments will help to achieve closer cooperation, are compatible with the concept of the green transport on the Corridor and will enhance the efficiency of the East-West Transport Corridor connecting EU and non-EU countries. The Association is seeking to link the European Neighbourhood Policy and the European Transport Policy and extend them to the neighbouring countries. The Association is an effective and powerful instrument developing regional and inter-regional cooperation and this is made clear considering the activities of the International East-West Transport Corridor Association, its contribution to closer cooperation among different partners and industry players on the East-West axis and already achieved results.

Dr. Algirdas Šakalys
President of
the East-West Transport Corridor Association
East-West Transport Corridor conception, elaborated with 2007-2013 Baltic Sea Region programme East-West Transport Corridor II project
Introduction

The East-West Transport Corridor (EWTC) is an intermodal transportation route connecting Asian countries (China, Kazakhstan, et al.), the countries of the Black Sea region (Russia, Belarus, Ukraine), the countries of the Southern Baltic Sea region (Lithuania, Kaliningrad district, Northern Germany, Denmark, Southern Sweden) and Central, Western and Northern Europe.

The idea to elaborate on a transport corridor of the East-West direction were developed during the INTERREG III B programme East-West Transport Corridor I project and the 2007-2013 Baltic Sea Region programme East-West Transport Corridor II project (a Green Corridor Concept within the Northern Transport Axis Approach).

Both projects focused on the development of the rail, motorway and waterborne transportation hubs located along the Corridor striving to increase its capacity, efficiency and safety.

A number of bottlenecks were removed: traffic congestion problems solved, border crossing procedures harmonized, negative environment mitigation measures introduced, IT management systems implemented and stakeholders’ personnel trained. Moreover, pro-active promotion and marketing were carried out.

Having implemented these projects, East-West Transport Corridor has been established, further developed and expanded. With proven sustainability and credibility, the Corridor meets freight market demands, shippers’ expectations and assures safe, reliable and environmentally-friendly transportation.
Green Corridor Concept within the Northern Transport Axis

The concept of the green corridor within the East-West Transport Corridor is an example of good practice from a Pan-European perspective: it helps to meet market needs, enhances freight transportation to and from the trading areas in the EU, Russia and Far East (including China) via the EWTC and establishes more efficient and environment-friendly freight transportation modes.

Objectives of the Green Corridor

- To implement the EU policy on transport, meet market needs, enhance the efficiency of transportation and make it environment-friendly.
- To establish an innovative base for pilot testing of modern technology and information systems, increase traffic efficiency, traffic safety and security and reduce impact on the environment.
East-West Transport Corridor and Economic Growth of the Region

- International cooperation within the EWTC in the Southern Baltic area ensures efficient, safe and environment-friendly handling of increasing volumes of freight from the East to the West via the South Baltic region.
- Joined forces of the EWCT stakeholders enhance sustainable transportation, planning and innovative solutions in the transport sector.
- Joint ventures of the transport sector within the EWTC stimulate the economic growth of the countries.
- The EWTC plays a role of a platform for governments to combine efforts and facilitate needed improvements; for transport and logistics businesses to communicate and interact with the governments and thus gain competitive advantages.

The EWTC connects the Trans-European Transport Network (TEN-T) with the networks in the neighbouring countries (Belarus, Russia, Ukraine).

A pilot scheme of crossing the EU-CIS border, drawing on the experience of the intermodal shuttle train, Viking operating since 2003, has been developed within the EWTC II project. The agreement signed by railway companies in Lithuania, Belarus and Ukraine has enabled them to apply the same principle and achieve the same benefit crossing other borders along the EWTC route. The EWTC and its infrastructure allow for the establishment of better links between transport hubs and terminals, enhance the efficiency of transportation solutions within the EWTC and thus meet market demands.
Agreement of the Establishment of East-West Transport Corridor Association

Signatories to the Agreement of the Establishment of East-West Transport Corridor Association
Establishment of International East-West Transport Corridor Association

On 29 June 2010, the founding conference of International East-West Transport Corridor Association (EWTCA) was held in Vilnius (Lithuania).

The conference was attended by over 100 participants from 14 countries: Sweden, Denmark, Belgium, France, Germany, Poland, Latvia, Ukraine, Russia, Kazakhstan, Mongolia, Belarus, China and Lithuania.

The conference resulted in signing the International East-West Transport Corridor Association founding agreement by 26 representatives of business, academia and administrative bodies from Lithuania, China, Russia, Ukraine, Kazakhstan, Mongolia, Sweden, France, Denmark and Germany.

The mission of the International East-West Transport Corridor Association is to be a platform for inter-regional cooperation, innovation promotion, new technologies, business models and transportation management systems, market analysis, new logistics schemes and business plans.
Objectives of International East-West Transport Corridor Association

- To strengthen cooperation among the EWTC partners: transportation and logistics companies, operators of intermodal terminals, shippers and consignees, science and research institutions along with authorities on a national, regional and local level;
- To connect various regions and services in Europe and Asia;
- To initiate simplified procedures and documentation;
- To establish infrastructure and operations needed to eliminate bottlenecks;
- To initiate adoption and establishment of common Key Performance Indicators and common standards of services in the EWTC partner organizations with the focus on the green transport;
- To promote cooperation between the private and public sectors;
- To disseminate good practice and modern solutions of logistic services;
- To support the development of IT networks among the EWTC partners;
- To represent the associated partners of the EWTC in the European Commission, international transportation organizations and national and regional bodies.
“The Association aims at increasing trade volumes among the northern Baltic states and Asia, China via Lithuania, Belarus, Russia, Ukraine, Caucasus using the advantages of intermodal transport. We are glad that the East-West Transport Corridor axis allows employing new pilot technology on EU-CIS border crossing drawing on the experience of the shuttle train Viking. An agreement between Lithuania, Belarus and Ukraine made it possible to cross the border in just 30 minutes. The same concept may be used on other borders along the Corridor.”

Mr. Ivan Liptuga,
Vice President,
PLASKE JSC
International East-West Transport Corridor Association – Contribution to Closer Interregional Cooperation

The Association is an innovative instrument of regional and interregional cooperation among businesses, academia and the public sector. It aims at establishing a complete transport corridor capable of handling freight flows between Asia and Europe. Presently, special emphasis is placed on connecting land transport networks in China, the Far East and Central Asia with those in the CIS and Europe. A rapidly increasing demand for transport on the East-West axis shows that the concerned states are facing various problems: speed of interaction among transport structures, differences in standards and systems, bottlenecks in just-in-time transport deliveries, etc.

Therefore, seeking to develop global intermodal logistics chains, united efforts to integrate different means and instruments, various transport modes, business structures and research institutions are being actively discussed and promoted.

Increasing competitiveness challenges the Association to create new forms of cooperation and find most effective solutions to transnational transportation problems.

At present implementation of international projects requires constant and continuous interaction among transport sector participants. The Association is a platform and a meeting place for businesses: freight forwarding companies, cargo owners, port authorities, stevedoring companies, research institutions, etc. Through forums and meetings held by the Association companies have opportunities to discuss the main trends in the transport industry, harmonize the key areas, cooperate, exchange information, etc.
International East-West Transport Corridor Association – Instrument for Implementation of the EU Transport Policy

The Association is an innovative instrument to enhance regional and inter-regional cooperation by uniting business, academia and public companies and building a high level of dialogue on the establishment of the most environmentally-friendly, sustainable, efficient and safe transportation of freight, intermodal cargo carriage on the East-West Transport Corridor.

The Association has launched and implemented several important initiatives aimed at reducing bottlenecks and facilitating the functioning of the East-West Transport Corridor.

Some of them are worth mentioning.

Firstly, the Association has initiated the project „System of Monitoring and Testing the Corridor“ an innovative e-Seals method was used to trace carriage arrivals at control stations. It was applied in container transportation from Turkey to Lithuania. In the future, this method, as a part of the Brokerage Information System, may be successfully applied in EWTC operational activities.
“The establishment of the International East-West Transport Corridor Association timely responded to the challenge of the global economy, as nowadays competition in the transportation business takes place not only among different transport service companies but also among separate logistics chains. The activities of the Association are especially useful for building green transport corridors and opening new opportunities to increase rail freight transportation volumes.”

Mr. Stasys Dailydka,
Director General
AB Lietuvos Geležinkeliai (Lithuanian Railways)
Secondly, the Association compatible with the concept of the green transport on the East-West Transport Corridor ensures closer cooperation and more efficient usage of the Corridor within in the EU connecting it with non-EU states. The Association aims to tightly link the neighbouring European states and their transport policies by these instruments and to extend their application to the neighbouring countries.

The activities of the Association in promoting and constructively coordinating cooperation of businesses with the public structures on the EWTC are widely recognized, therefore the gained experience may also be used on the Baltic-Black Sea Corridor by launching the shuttle train *Viking* from Klaipeda to Odessa/Ilyichevsk ports via Minsk and Kiev.

Presently the container train *Viking* links the ports and hubs in the southern part of the Baltic Sea region: Klaipeda port - Karlshamn port (Sweden) - Sassnitz port (Germany). It also facilitates cooperation between the Eastern and Western parts of Europe. Short term plans of the Association include launching new container shuttle trains and connecting Klaipeda / Kaliningrad ports, Moscow transport hubs and China / Kazakhstan with the rest of the EU.
“I am confident that European Commission and the East-West Transport Corridor Association will have a number of possibilities to work together in the coming year. This work will also be relevant in the run-up to Lithuania’s EU Presidency in the second half of 2013. As we understand, Eastern Partnership has been defined as one of the priorities for Lithuania’s EU Presidency.”

Mr. S. Kallas Cabinet letter

(In the letter (dated on 29 March, 2011) addressed to East-West Transport Corridor Association, Mr. S. Kallas informed that the European Commission has taken several steps to strengthen transport cooperation between the EU and neighbouring countries in the East)
Contribution of International East-West Transport Corridor Association to the Implementation of the New European Neighborhood Policy

International East-West Transport Corridor Association assists the EU transportation stakeholders in implementing the European Neighborhood Policy by:

• Establishing rail freight flows between the EU and the neighbouring countries. Taking into consideration recognized constructive undertakings of the Association to coordinate cooperation of public authorities with business structures its experience in coordinating the EWTC activities may be also applied on the Baltic-Black Sea corridor by launching the shuttle train *Viking* from Klaipeda to Odessa/Ilyitchovsk port via Minsk and Kiev;

• Developing networks with the focus on the East-West networks;

• Establishing connection lines with the neighbouring countries in the East.

The Association plays a significant role in expanding cooperation among the container train *Viking* partners and developing relations among businesses in the Baltic and the Black Sea regions.
Trade relations in the East-West Trade Region (by imported and exported value of goods)
Capacity and Potential of East-West Transport Corridor

Within BSR East-West Transport Corridor II project, the engineering and consultancy company SWECO AB (Sweden) carried out Global Study on Trade and Transports in the East-West Transport Corridor (completed on March 31 of 2012).

The study thoroughly analyzed and forecasted the potential future freight flows for the long-term perspective 2030 – 2050, within the East-West Transport Corridor as a land bridge from the Baltic Sea Region to Asia/China including connections to the Black Sea area.

The Study, inter alia, identified that the freight transportation demand within the Corridor will considerably grow in the future. In 2010, the trade value in the East-West-direction was approx. 552 billion EUR. The value of goods in the East-West-direction annually is estimated to 12.7 billion EUR, resulting in an estimated market share of 2.3 percent for the EWTC in 2010.

The GDP’s of the countries located in the East-West Transport Corridor region are expected to double from 2010 to 2030 and double again by 2050. Since the transport demand depends on GDP growth, it is expected that the growth of the transport demand in East-West Transport Corridor will grow as much as the GDP growth.

The East-West Transport Corridor has a huge potential to increase: by 2030 nearly 100 per cent of the growth of freight volumes is expected.
EXCELLENT HINTERLAND CONNECTION

Excellent hinterland connection and rapid, safe, economical, reliable and environment-friendly cargo transportation from ports to final destination points are of utmost importance for smooth functioning of the EWTC.

Smooth cargo delivery is assured by well-developed railway infrastructure, synchronized train schedules, competitive tariffs, streamlined state border crossing and customs clearance procedures.

Rail transportation helps ports to constantly increase cargo volumes, speed up vessel traffic and cargo handling operations and thus avoid freight congestion, vessel demurrages and cargo damage. Container trains Viking, Mercury and Saule (Sun) are excellent examples of cooperation among railway, cargo forwarding companies and port authorities. The trains carry 20- and 40-foot containers, semitrailers, trailers and other ro-ro units.

Comparing with road transportation, cargo transportation by trains is faster, cheaper, more environment-friendly and safer.
CONTAINER TRAIN
MERCURY

• The container train Mercury serves the itinerary Klaipėda (Lithuania) – Moscow (Russia).
• The train was launched in 2011. It departs 3 times per week.
• It makes the distance of 1 342 km from Klaipėda to Moscow within 54 hours.
• The operator of Mercury is AAA Intermodal.

www.aaaim.eu
CONTAINER TRAIN
VIKING

• The container train Viking serves the itinerary Klaipėda–Minsk–Odessa–Ilyitchovsk (Ukraine).
• The train was launched in 2003. It departs 6 times per week.
• It makes the distance of 1734 km from Klaipėda to Ilyitchovsk within 55 hours.
• The operator of Viking is Lietuvos Geležinkeliai AB (Lithuanian Railways).
  www.litrail.lt
**CONTAINER TRAIN SAULE (SUN)**

- The container train SAULE (Sun) (departures on an ad hoc basis) serves the itinerary Klaipėda–Vilnius–Dostyk (Kazakhstan) – Chongqing (China).
- The train was launched in 2011. It departs on an ad hoc basis.
- It makes the distance of 10 929 km from Klaipėda to Chongqing within 13 days.
- The operator of the train Sun is VPA Logistics.

www.belogic.lt
“The International East-West Transport Corridor Association so far has been the most professional instrument for building and maintaining a competitive and sustainable transport corridor.

Its credibility is based on the variety of marketing activities, thus it can be deservedly called a tool of success for the transport industry players”.

Dr. Eugenijus Gentvilas,
Director General
Klaipėda State Seaport Authority
KLAIPĖDA PORT

Klaipėda is an important industrial and transportation centre, hub of maritime, air and land transportation in Lithuania. It is the northernmost ice-free port that guarantees uninterrupted navigation and stevedoring works without any additional navigational surcharges.

Klaipėda, a multipurpose port with over 35 specialized cargo terminals, handles all types of cargo.

Klaipėda is a deep-water port: the depth of its entrance channel – 15 m, fairways – 14.5 m. It has 33 specialized terminals what allows handling of all types of cargo.

Over 7,000 ships call the port annually.

The annual capacity of Klaipėda Port is over 60 million tons.

The port is capable of accepting large-tonnage vessels:
- dry-cargo vessels up to 80 000 DWT,
- tankers up to 150 000 DWT.

The port can accommodate vessels up to 315 m in length with a maximum draught of 13 m.

The International Ship and Port Facilities Security Code (ISPS Code) was introduced in the Port in 2004. Klaipėda Port is now equipped with a number of sophisticated security systems including X-ray and video monitoring systems.

www.portofklaipeda.lt
Members of
International East-West Transport Corridor Association

<table>
<thead>
<tr>
<th>Forwarders, Logistics Companies and Transport Associations</th>
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<tbody>
<tr>
<td><strong>Euro-Asia Continental Land bridge Logistics Association</strong> China</td>
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<tr>
<td><a href="http://www.silkroadnet.cn">www.silkroadnet.cn</a></td>
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<tr>
<td><strong>China Ocean Shipping Company (COSCO)</strong> China</td>
</tr>
<tr>
<td><a href="http://www.cosco.com">www.cosco.com</a></td>
</tr>
<tr>
<td><strong>Association of Lithuanian Stevedoring Companies</strong> Lithuania</td>
</tr>
<tr>
<td><a href="http://www.asoc.lt">www.asoc.lt</a></td>
</tr>
<tr>
<td><strong>LogistikNetz Berlin-Brandenburg e.V.</strong> Germany</td>
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<tr>
<td><a href="http://www.logistiknetz-bb.de">www.logistiknetz-bb.de</a></td>
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</table>

The Council, established in 2008, represents members of the logistics associations from Xinjiang, Qinghai, Gansu, Shanxi, Henan, Shandong and Jiangsu provinces as well as Shanghai, Qingdao and Lianyungang cities. It covers nearly all regions along the Euro-Asia Continental Land Bridge in China. The mission of the Council is to represent the interests and promote cooperation of the logistics associations of the Bridge, act as the information platform and enhance the economic development of the regions.

The shipping company, established in 1961, is one of the major multinational enterprises in the world. It is China’s largest and global leading group specializing in global shipping, modern logistics, ship building and repairing. It owns and controls over 800 modern merchant vessels with a total tonnage of 56 million DWTs and an annual carrying capacity of 400 million tons. Its shipping lines cover over 1,600 ports in more than 160 countries and regions worldwide and its fleet size ranks the 1st in China and the 2nd in the world.

The Association, established in 1999, represents the interests of 14 stevedoring companies located in Klaipeda Port. It guarantees active collaboration and networking with legislative bodies, state and academic institutions by providing recommendations on increased competitiveness of Lithuania’s maritime sector. The Association also promotes Klaipeda Port activities, carries out trainings, knowledge and skills upgrading programmes.

Berlin-Brandenburg LogisticsNetwork is a logistics expertise center for companies on all questions related to infrastructure, logistics solutions, business models. It promotes networking of science and commerce and offers new national and transnational business contacts with the focus on Eastern Europe, joint projects for the development of business and location, location marketing, joint presence at trade shows, conferences, events and exchange related to innovations.
VPA Logistics, JSC  
www.vpalogistics.eu  
Lithuania  
The company, established in 1996, owns and operates 2 logistic and cold/dry storage warehousing sites and terminals (within Klaipeda Port) as well as the Baltic Logistics Centre (in adjacency to Klaipeda Port). It also provides cargo forwarding and ship agency services, cargo transportation and distribution as well as real estate property management.

Plaske JSC  
www.plaske.ua  
Ukraine  
PLASKE JSC is a transport organization focused on freight forwarding and trade and commerce intermediary activity. PLASKE JSC renders the full scope of freight forwarding services: transport arrangement by different modes, including rail-ferry and ro-ro, ship agent’s services, customs clearance, safety and security of goods, forming the logistics schemes, etc. PLASKE JSC is an official provider of vocational training for freight forwarders (FIATA), IATA Authorized Training Center and training center for declarants and economic operators.

Tuuchin Co. Ltd.  
www.tuushin.mn  
Mongolia  
The company provides maritime and air freight transportation services worldwide. It offers cargo storage and bonded warehousing, transportation and custom clearance services, ensures smooth freight transit transportation via the territory of Mongolia.

Belarusian Association of International Forwarders  
www.baif.by  
Belarus  
The Association, established in 1995, is a non-commercial organization representing 125 different forwarding and logistics organizations based in Belarusia. It plays the role of a networking platform solving legal and administrative issues in governmental and public institutions for its members. The Association offers trainings, knowledge and skills upgrading programs.

Rubicon JSC  
www.rubikon.net.ru  
Russia  
The company provides maritime, motorway and rail transportation as well as freight forwarding and business consultancy services. It offers consultancy services on transport and logistics.

Belintertrans JSC  
www.belint.by  
Belarus  
The company was founded in 2009 by merge of two major organizations of the Belarusian Railway – “Belintertrans” and “Minskzheldortrans”. The company provides full range of logistics services. Basic activity of the company - international transportation of freight by railway. The company has its branch offices in all regions of Belarus: Brest, Vitebsk, Gomel, Grodno and Mogilev. Its development strategy objective is to increase the volumes and to raise the quality of cargo traffics service Belarus and other states.
<table>
<thead>
<tr>
<th>Member</th>
<th>Country</th>
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<tr>
<td>Linava - Lithuanian National Road Carriers' Association</td>
<td>Lithuania</td>
<td>The Association, established in 1991, represents over 130 road transportation companies in the international and domestic markets. It provides information, consultations and other services for foreign and domestic clients (including VAT reimbursement, TIR-carnets, individual quarantine (vouchers) distribution).</td>
</tr>
<tr>
<td>Lineka - Lithuanian National Forwarders Association</td>
<td>Lithuania</td>
<td>The Association, established in 1993, represents over 40 freight forwarding and logistic companies based in Lithuania. It tightly collaborates with legislative and state institutions striving to improve business conditions for forwarding companies and increase the stakeholders’ competitiveness. The Association also carries out pro-active promotion of its activity in Lithuania and aboard.</td>
</tr>
<tr>
<td>European Intermodal Association</td>
<td>Belgium</td>
<td>The Association, established in 1993, is an international association with over 90 members, market leaders in the transport industry and related businesses throughout Western and Eastern Europe, USA and China. The mission of the Association is to develop, improve and promote sustainable intermodal mobility combining innovative rail, waterway, road, air and maritime transport solutions.</td>
</tr>
<tr>
<td>Vilteda JSC</td>
<td>Lithuania</td>
<td>The freight forwarding company, established in 1991, provides a wide-range of logistics services in freight transportation by motorways and railways. It’s also offers consultancy services in the fields of cargo transportation, administration and management.</td>
</tr>
<tr>
<td>Terminal of Mockava</td>
<td>Lithuania</td>
<td>It is a large intermodal rail hub and an industrial park located on the Lithuanian-Polish border, Šeštokai-Suwałki railway line. The terminal is equipped with gauge adjustment equipment, which allows rail cars with variable-length axes to go from one gauge to another without the necessity to transfer goods to other cars or stop. Mockava Industrial Park is an area of land for industrial development.</td>
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**Lithuanian Intermodal Transport Technology Platform**

Lithuania

The platform, established in 2007, promotes cooperation among business, academic entities and political institutions. It represents the interests of transport, logistics companies, local governments, public authorities, research and academic institutions. The administrative partner of the Platform is the Center of Intermodal Transport & Logistics under Vilnius Gediminas Technical University.

### Universities and research institutions

<table>
<thead>
<tr>
<th>Institution</th>
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<tr>
<td>Vilnius Gediminas Technical University</td>
<td>Lithuania</td>
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<tr>
<td>Wismar University of Applied Sciences: Technology, Business and Design</td>
<td>Germany</td>
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</table>

Vilnius Gediminas Technical University

The University is a state higher education institution specializing in technical and engineering education and scientific research. It has over 13,000 students, 10 faculties, 10 research institutes, 19 research laboratories, 5 research centers, 930 academic staff, offers 100 undergraduate, graduate and postgraduate study programs. The mission of the University is to educate a socially responsible, creative, entrepreneurial, competitive personality, receptive to science, latest technologies and cultural values.

Wismar University of Applied Sciences: Technology, Business and Design is an efficient, innovative as well as regionally and internationally recognised educational and research institution with a long-standing academic tradition. The university is organised in three faculties: Faculty of Engineering, Faculty of Business and Faculty of Design. The cross-linking of these three areas gives a particular hallmark to the Wismar University. With over 6,500 students this regional academic institution is the largest university in Mecklenburg-Vorpommern, which with its branch at Rostock-Warnemünde for Maritime Studies offers 14 degree programmes. A perfect setting for applied research work, academic innovations and continuing education provide experienced lecturers, knowledgeable staff members and well-equipped laboratories.
### Members of the EWTC Association

<table>
<thead>
<tr>
<th>Organization</th>
<th>Country</th>
<th>Description</th>
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<tbody>
<tr>
<td>NetPort.Karlskrona AB</td>
<td>Sweden</td>
<td>It is a Triple Helix organization responsible for smooth and tight cooperation among businesses, universities and the public sector. That facilitates sustainable economic growth and development within the City of Karlshamn.</td>
</tr>
<tr>
<td>Transport Economics Centre University of Maribor</td>
<td>Slovenia</td>
<td>The Centre is a scientific research unit under the Faculty of Civil Engineering of the University of Maribor, Slovenia. The Centre carries out international, national and regional research projects in the field of transportation, feasibility studies and research analysis for different institutions, companies and other state and private clients.</td>
</tr>
<tr>
<td>Institute of Spatial Planning, Development and Foreign Relations</td>
<td>Russia</td>
<td>The Institute, established in 2006, provides consultancy services on solving Kaliningrad region problems related to the development of its economic strategy, socio-economic welfare, effective management of available resources, attainment of strategic objectives and meeting of the interests of European partners.</td>
</tr>
<tr>
<td>Lithuanian Railways</td>
<td>Lithuania</td>
<td>It is a national state-owned railway company managing the main rail network amounting to 1,749 km of 1,520 mm broad gauge railway, 122 km of which are electrified. It also operates 22 km of standard gauge lines.</td>
</tr>
<tr>
<td>Ukraine Railways</td>
<td>Ukraine</td>
<td>It is a well-developed railway network the total working mileage of which amounts to over 22,000 km. Two thirds of the Ukrainian railway lines are heavy worked and equipped with modern management facilities, dispatcher centralization and an automatic block system.</td>
</tr>
<tr>
<td>National Company Kazakhstan - TemyrZholy</td>
<td>Kazakhstan</td>
<td>It is a railway company, established in 1997, performing the function of the operator of the main railway network, passenger and cargo transportation. Its activities are regulated by the laws of the Republic of Kazakhstan “On Railway Transport” and “On Natural Monopolies and Regulated Markets”.</td>
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### Maritime Companies, Ports and Associations

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<thead>
<tr>
<th>Company/Association</th>
<th>Country</th>
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<tr>
<td>DFDS Seaways</td>
<td>Denmark</td>
<td>DFDS, established in 1866, is the largest integrated shipping and logistics company in Northern Europe with the headquarters in Copenhagen. DFDS Seaways operates a network of 25 routes with 60 freight and passenger ships, DFDS Logistics provides freight solutions with trailers, containers, and rail in Europe. DFDS has 5 000 employees in 20 countries.</td>
</tr>
<tr>
<td>Port of Karshamn</td>
<td>Sweden</td>
<td>Port of Karshamn is the major and an expanding port in the south-east of Sweden. It is one of the largest ports in Sweden of a growing importance in the South-East of the Baltic region, especially transportation to and from the East. The Port handles energy, forestry and bulk products using ro-ro transportation.</td>
</tr>
<tr>
<td>Lithuanian Shipowners Association</td>
<td>Lithuania</td>
<td>The Association, established in 1999, represents 7 members. It cooperates with legislative and governmental entities, disseminates information, provides consultancy services and recommendations for advantageous shipping and legislation, carries out trainings and knowledge upgrading programmes.</td>
</tr>
<tr>
<td>Limarko JSC</td>
<td>Lithuania</td>
<td>It is a group of companies offering a comprehensive range of logistic services further enhanced by its in-house resources which are comprised of a significant fleet of owned ships. The group provides freight forwarding, cargo transportation, total door-to-door logistic, railway transportation and distribution, port services, ship agency, ship maintenance support, general ship broking and cargo broking services.</td>
</tr>
</tbody>
</table>

### Regional Administrators, Municipalities

<table>
<thead>
<tr>
<th>Region/Authority</th>
<th>Country</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region Blekinge</td>
<td>Sweden</td>
<td>Region Blekinge is a regional administrative body responsible for and promoting the development of the region in the fields of transport, tourism, culture, international cooperation and business development. Its mission is to strengthen cooperation at the regional level and play a major role in development and sustainable growth.</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
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<tr>
<td>Karlshamn City, Municipality, Sweden</td>
<td>Karlshamn Municipality (Karlshamns kommun) is a public administrative body of Karlshamn region, Blekinge County, southern part of Sweden. It has about 20,000 inhabitants out of 30,918 within the Municipality.</td>
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<tr>
<td>Baltijsk Municipal District, Russia</td>
<td>Baltijsk Municipal District is a local authority responsible for addressing viability of the population and problems of the district. It functions under the Constitution of the Russian Federation and the Federal Law on local authorities.</td>
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<tr>
<td>Šiauliai City Municipality, Lithuania</td>
<td>Šiauliai Municipality is a public administrative body of Šiauliai district. Šiauliai is the 4th largest city in Lithuania with the population of 133,900. Šiauliai boasts of excellent location for cargo distribution between the East and the West due to convenient connection of Middle Eastern Europe and Eastern Europe by rail transport, Šiauliai-Klaipėda-Liepaja ports as well as proximity to regional international airports.</td>
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<tr>
<td>Others</td>
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<tr>
<td>Hohhot Export Processing Zone, China</td>
<td>It is the manufacturing zone of 2.2 km² in the West of Hohhot. The fields of industries operating within the zone are electronics assembly &amp; manufacturing, telecommunications equipment, garment and textiles production, trading and distribution, biotechnology/pharmaceuticals, food/beverage processing, industrial equipment production, shipping, warehousing, logistics, heavy industry.</td>
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<tr>
<td>LOHR Industrie S.A., France</td>
<td>It is one of the world-famous designers and producers of different transportation systems for passenger and freight transportation. It manufactures high-tech car transporter systems for road haulage. The company has developed innovative Translohr tram cars and Modalohr road/rail transfer system.</td>
<td></td>
</tr>
<tr>
<td>Šiauliai Airport, SĮ, Lithuania</td>
<td>It is Šiauliai Municipality owned airport administration entity. Šiauliai Airport is the only airport in the Eastern part of the European Union where no restrictions on noise in the daytime and at-night are applied. It has the largest runway in the Baltic states and state-of-the-art equipment that allows the airport to service heaviest aircraft 24hrs per week under adverse weather conditions.</td>
<td></td>
</tr>
</tbody>
</table>
Events

2010

- 29 June, Vilnius (Lithuania): Founding conference of EWCTA
- 8-9 November: Business days of EWCTA in Klaipeda and Karlshamn
- November, Shanghai (China): Presentation of EWTCA at EXPO 2010; constructive dialogues with China International Freight Forwarders Association (CIFA) and China Communications & Transport Association (CCTA)
- 12-13 November, Fort Lauderdale (USA): International conference

2011

- 22 June, Brussels (Belgium): Round table discussion at EIA
- 5 October, Minsk (Belarus): Forum on transportation and logistics in Lithuania and Belarus
- 19 October, Vilnius (Lithuania): Council meeting of EWCTA
- 15-16 March, Kiev (Ukraine): Coordination Council meeting (report: Viking)
- 20 June, Potsdam (Germany): LNBB logistics conference (report: Berlin-Brandenburg as a Hub for East-West Transportation)
- 14-15 September, Prague (Czech Republic): 19th OSCE forum on economy and environment
- 22-23 September, Szczecin (Poland): International conference (report: Green Corridors- Multimodal Sustainable Transport System)
2012

• 21 February, Brussels (Belgium): EU Eastern partnership transport panel (President’s report: IEWCTA - Innovative Instrument Implementing EU Eastern Partnership Policy on Transport)

• 14-17 March, Ulan Bator (Mongolia): 10th year anniversary conference on the Mongolian vector (report: New Route: West Europe-Mongolia-China via Lithuania-Scandinavian Countries)

• 28 March, Istanbul (Turkey): International conference (report: Viking-Intermodal Solutions, Development and Perspectives)

• 5 June, Shanghai (China): Forum of IEWTCA (report: East-West Transport Corridor)

• 28 June, Vilnius (Lithuania): Council meeting of IEWTCA

• 13 July, Rotterdam, (Netherlands): Consultative meeting on cooperation between Rotterdam seaport and IEWCTA members

• 28-29 February, Geneva (Switzerland): UN/ECE 74th session of the Inland Transport Committee

• 25-26 October, Berlin (Germany): EWTCA Berlin Forum

• November: Council meeting EWTCA

2013

• Hohhot (China): Forum EWTCA