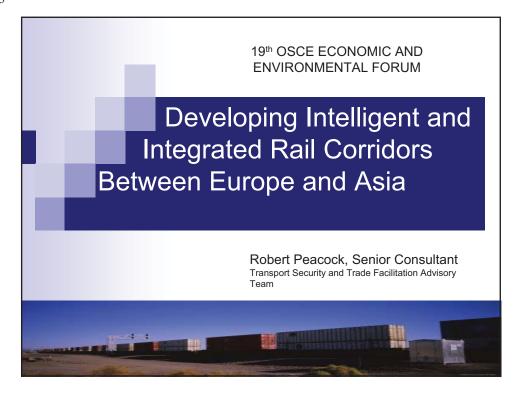
ENGLISH only

"Promotion of common actions and co-operation in the OSCE area in the fields of development of sustainable energy and transport" CONCLUDING MEETING

Prague, 14-16 September 2011

Special Session 3







Problem

Based on concerns of the cost, timeliness, and the other risks, shippers have avoided using Viking Line between the Black Sea and Northern Europe.



Program Goals

- Public/private partnerships in Intelligent Transport
 - □ RFID technology
 - □ Container GPS technology
 - □ Inland Route Emission Reporting Standards
- Expedited rail cargo movement
 - □ Shared electronic customs declarations
 - ☐ Developing risk analysis specific to rail corridor







Viking Pilot

So far three governments (Ukraine, Belarus, and Lithuania) have:

- agreed to expedited cargo movement by the Viking rail line;
- developed oversight committee of public and private stakeholders;
- have customs services that are adopting the technology and procedures to handle electronic customs declarations and bestpractices in risk analysis to expedite the cargo movement.
- working with private shippers and shipping technology firms to provide the initial e-Seal and GPS tracking devices that will operate over the length of the rail corridor.

The US State Department provide additional seals and readers after initial equipment and procedure trials; Lithuanian Customs advisors serve as e-Seal and e-Customs trainers.





Advisory Team Mission (2012-13)

Developing public-private cooperation in the adoption of the electronic technologies and practices necessary to implement intelligent and integrated train corridors between Europe and Eurasia.





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