



Our tailor-made solutions — your way to reach the goal.



# Protocol

(sanction compliance)

In order to avoid breach of the sanctions imposed by the EU (Directives 833/2014 of 07/31/2014 with additions, 2014/145/CFSP of 03/17/2014 with additions, etc.) against Russia, we have taken the following steps:

- all our clients are notified accordingly, that we accept for transportation goods that are not named in the sanctions lists and are not dual-use goods. This is evidenced by the sender's statement - an entry in commercial documents (invoice) that the goods are not dual-use goods, are not addressed to individuals and entities included in the sanctions lists, are not intended for military use, and the re-export of these goods to Russia is also prohibited.
- all consignees to whom shipments are addressed must provide registration documents to certify that the final beneficiaries are not individuals or entities included in the sanctions lists and are not associated with entities on the sanctions lists
- to verify the data received and control the goods accepted for transportation, we use open information about the sanctions imposed by the EU and the USA against Russia, available at the following addresses:

<https://eur-lex.europa.eu/homepage.html>

<https://home.treasury.gov/policy-issues/financial-sanctions/sanctions-programs-and-country-information/ukraine-russia-related-sanctions>

- we also provide the received documents for approval to the strategic department of customs control of the customs authorities of the Republic of Latvia, only after their conclusion and permission, the goods are accepted for transportation.
- goods are accepted for transportation by the state railway carrier of Latvia, only after all approvals and permits have been provided, that the goods do not violate the sanctions regime, their transportation does not contradict, and does not violate the requirements of customs and other regulatory authorities, on applicable against Russia sanctions.
- we control data on consignees using all available open sources, to obtain data on consignees of the Republic of Kazakhstan we use: <https://ba.prgapp.kz/>; <https://pk.adata.kz/>; <https://kompra.kz/>; <https://statsnet.co/>

## Who we are ?

- ▣ Silvirom company was founded in 2005, with the share of private capital of 100%. The head office is located in Tallinn, Estonia. The head of the company and the 100% share holder is **Mr. Ilja Darmodehhin**
- ▣ **Silvirom OÜ** is a team of professionals in various fields of activity closely related to the transportation process with significant experience in railway , road and liner shipping logistics.
- ▣ **Silvirom OÜ** is the company offering its own park of transport units in combination with significant experience in logistics and high standards of services supplied to the customers.
- ▣ Full information concerning services supplied by **Silvirom OÜ** can also be obtained on the official web-page: [www.silvirom.ee](http://www.silvirom.ee)

# What is Our Business Geography?

Silvirom OÜ provides a complex of services related to transport of cargoes in containers, bulk and project cargoes by sea, rail and road in CIS countries, Europe, Asia, Africa, North America, South America and Australia.

Our service includes the transport on the terms **DOOR** EU (all countries) – **FOR** Central Asia and Mongolia in shipper's own 20FT and 40FT containers (SOC) and/or Carrier's rented 20FT and 40FT containers (COC).

For the transport to Central Asia and Mongolia we release Carrier's rented 20FT and 40FT containers (COC) in all main port worldwide as well as in USA and Canada where we also provide service on the terms **DOOR / FCA**. When it is required, Carrier's rented 20FT and 40FT containers (COC) can be sold to the client in any port/city covered by Silvirom service. Our main transshipment seaports: in Baltic States - **Riga, Tallinn, Klaipeda**, and in Black Sea region - **Poti**. Main inland ports: **Brest** and **Chop**.



# What we offer?

- ▣ **Container Transportation.** We can offer our clients a wide range of container types. Experienced professionals will prepare a scheme of international container carriage, including the full “door-to-door” service. Qualified personnel will find the best route for your cargo, help to choose transport and calculate all costs on each stage of delivery.
- ▣ **Oversized Cargo Transportation.** As a rule, each oversized cargo project is unique and requires specialized equipment, licenses, preliminary agreements and compliance with the numerous Railway Limitations. An extensive experience in implementing similar projects allows our company resolving all tasks of our clients, providing advantageous conditions and offers of delivery.
- ▣ **Transportation by rail.** The transportation of cargo by rail is considered one of the cheapest types of shipment. We have an established export-import line of transportation of containers and bulk cargoes by rail. A team of professionals united within our company clearly understands the client's needs, and ensures the quality of transportations by rail to its customers.



# What we offer?

- ▣ **Warehousing.** We provide storage and other types of stevedoring services in ports of the Baltic States (Tallinn, Riga), the Netherlands (Rotterdam) and other EU countries, as well as at smaller customs warehouses outside the area of ports. This service may include but not limited with: Storage of goods at a warehouse; Mechanized and manual loading; Weighing, inspection and photographing of cargo; Reports for all performed moves and operations; Sorting, packing of cargo; Marking of goods and their preparation for shipment; Survey control
  
- ▣ **International Road Transport.** We arrange transportations by road between Estonia, Scandinavia, continental Europe, the United Kingdom, Ireland, the Baltic States and the CIS countries. Transportations of full cargoes are carried out using vehicles of the long-term partners of our company. The consolidation of part cargoes is carried out in cooperation with reliable partners in the states of shipment of cargo.
  
- ▣ **International Air Transportation.** We carry out transportations by means of both regular and charter flights for organizations, individual persons. Thanks to stable long-term relationships with many companies, among which major European air carriers, we have great discounts, which lets us offer our clients the most advantageous tariffs. We maintain a stable high level of quality of services, regardless of route.



## What we offer?

Silvirom OÜ company also specializes in offering the full range of services of lease, purchase and sale of containers of all types and models around the world.

Containers for rent are supplied by Silvirom OÜ from all over the world to the destinations in CIS:

Kazakhstan, Azerbaijan, Uzbekistan, Turkmenistan, Kyrgyzstan, Tajikistan, Ukraine.

- Standard dry freight, high cube and pallet-wide containers



- Reefer containers



- Open Top containers



- Tank containers



- Flat Rack containers



# Fleet of railcars and semi-wagons

Silvirom OÜ arranges transportation of marine and RW containers on the different types of rail-cars and wagons.

For the high value cargoes and by the customers requests we regularly engage scheme of transportation in semi-wagons. This scheme stipulates positioning of container such as to remain minimum space between the doors of container and the end-face wall of semi-wagon which makes opening of the container doors complicated and nearly impossible and sufficiently reduces risk of theft or pilferage. Wooden frame mandatory placed on the bottom of semi-wagon prevents container from any uncontrolled movement or shift and eliminates the risk of damage concerned to such movement or shift.

The semi-wagon scheme is mostly used by Silvirom OÜ for shipments destined to Kazakhstan, Uzbekistan and Kyrgyzstan. Since september 2015 it is also engaged in Azerbaijan direction.



## 80FT platforms in operation

Since the 1<sup>st</sup> quarter 2018 Silvirom OÜ offers to the clients RW transport on 80FT platforms which allows to load 2x40FT containers in “doors to doors” scheme additionally preventing unauthorized access to the cargo. 80FT platforms also allow to load 4x20FT containers or combination of 40FT unit in the middle and 2x20FT units on the ends of platform.



## 40FT and 60FT platforms in operation

Since October 2016 Silvirom OÜ also offers to customers transport on 40 and 60-feet platforms, which also allow you to ship containers “undercover” on one platform in the combinations 2x20FT, 3x20FT and 1x40FT + 1x20FT. In addition, Silvirom OÜ ships oversized cargo on platforms of this length.



# Silvirom rented containers (COC)

20DV



40DV



40HCPW



20PW



40HC



40OT (rebuilt)



# FLEXI-TANK TRANSPORT

The company Silvirom OÜ offers transportation of liquid cargo in its own standard sea containers with flexi-tanks pre-installed inside.

Flexi-tank is a multilayer, sealed and elastic container for the transportation of liquid cargo. The container volume is 10-24 thousand liters. Its technical characteristics allow transporting a wide range of non-hazardous liquid cargoes, both food and some chemical. The tank is loaded with an electric pump. The loading speed depends on the viscosity of the liquid and the power of the unit, on average it takes from 20 to 40 minutes.

The main advantages of transportation by flexitanks:

The flexible and sealed container liner is gradually replacing traditional barrels, cisterns and tank containers. The reasons for its popularity are affordable cost and reduced labor costs for cargo delivery. Flexi-tank is much more economical and easier to use in comparison with tanks, barrels and other types of containers. Transportation of oil in flexi-tanks has several advantages:

1. The disposable liner eliminates the costs of cleaning and returning containers that cannot be avoided when using a tanker or tank container. The polymer product is sent for disposal and recycling.
2. The inert material of the casing does not interact with the contents during long-term transportation or temperature rise. The products do not lose quality.
3. The use of spare capacity for multimodal container transportation increases the safety of the cargo and reduces delivery costs.
4. Sealed construction protects liquids from contamination.
5. Flexitank with a capacity of 22 tons is optimal for the dimensions of a dry 20-foot container. The usable area is used at maximum load.
6. Maintenance of the flexible container does not require any special qualifications.



# Route from Europe mainland to CIS

1. Truck and rail delivery from shippers premises over Europe to Rotterdam, Hamburg, Lübeck, Antwerp (other ports per separate request)



Rotterdam



Hamburg




Lübeck



Antwerp

- 
2. Sea carriage in own containers to Riga

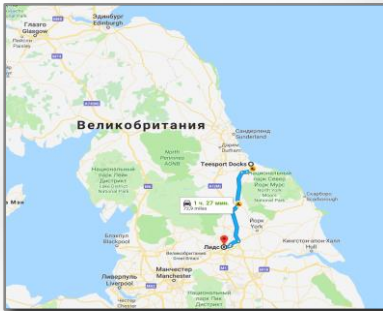


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3. Rail delivery with own fleet of railcars in own containers from Riga to destination station in CIS (Azerbaijan, Kazakhstan, Turkmenistan, Uzbekistan, Mongolia)

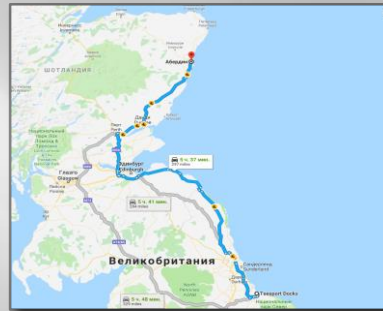


# Route from UK to CIS

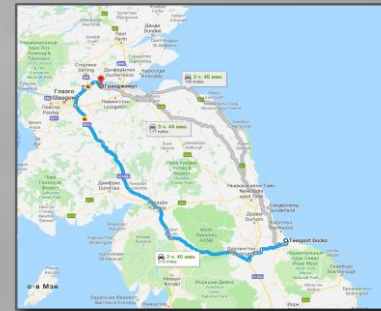
1. Truck delivery from shippers premises to Teesport \*  
(\* from other UK origin points by separate request)



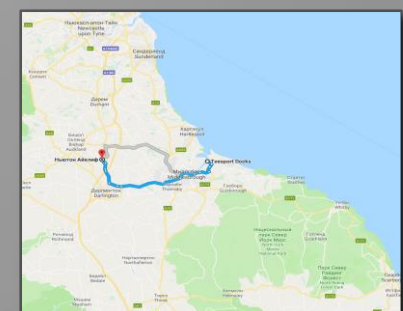
Leeds – Teesport



Aberdeen – Teesport



Grangemouth – Teesport



Newton Aycliffe - Teesport

2. Direct sea carriage in own containers from Teesport to Riga



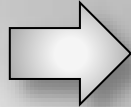
3. Rail delivery with own fleet of railcars in own containers from Riga to destination station in CIS (Azerbaijan, Kazakhstan, Turkmenistan, Uzbekistan, Mongolia)



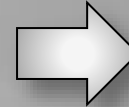
# Transport Process



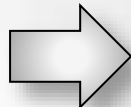
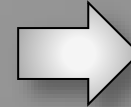
1. Container preparation in depot



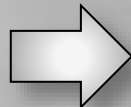
2. Release from depot to truck



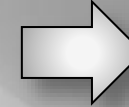
3. Delivery to place of loading



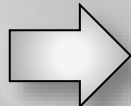
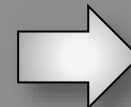
4. Loading of container by shipper



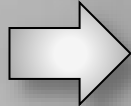
5. Delivery to port of loading



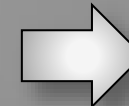
6. Sea Carriage



7. Discharge in transshipment port



8. Loading to Railway wagon



9. Delivery to destination station

# Transport Process

(Loose cargo collection from shipper)



1. Cargo delivery to warehouse



2. Cargo discharge and inspection in warehouse



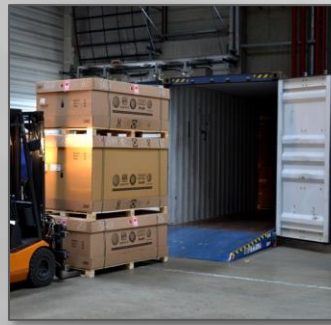
3. Empty container preparation in depot



4. Release from depot to truck



5. Delivery to place of loading



6. Container stuffing in warehouse



7. Cargo lashing inside container



8. Pre-carriage to the port



9. Sea Carriage



10. Discharge in transshipment port



11. Loading to Railway wagon



12. Delivery to destination station

# Transport Process

## (Break-bulk cargo)



1. Caro collection by special transport



2. Delivery to port of loading



3. Stowage on Mafi trailer



4. Loading to RO-RO vessel



5. Sea carriage



6. Unloading in port of discharge



7. Loading to Railway wagon



8. Lashing



9. Delivery to destination station

## Riga Office

<http://silvirom.ee/en/kontakty/riga-office/>



- ▣ In order to optimize cargo flows «Silvirom OÜ» began to use Latvian port as from 2010. With the purpose to ensure effective cargo handling and supply the whole scope of intermodal transport service in Baltic States the company «Silvirom OÜ» established office in Riga in 2010. The target of the office: container shipments, oversized cargo shipments on the railcars of different types and modifications, shipments of bulk cargo and cargo in parcels in covered wagons of all modifications and in semi-wagons, warehousing and other services for multimodal shipments from «Deep Sea» and «Short Sea», destined to the regions of CIS countries and Mongolia. Silvirom SIA has direct agreements with all structures of Latvian Rail Ways for the payment of land transit tariff and tariff for transit from port stations.
  
- ▣ Director of Riga office: **Ilja Darmodehhin**  
Tel.: +371 25734522  
PVN 90009398058 Reg.nr.11117260  
Ludviķa 10, LV -3401, Liepāja , Latvia  
e-mail: [riga@silvirom.ee](mailto:riga@silvirom.ee)

# Rotterdam Office

<http://silvirom.ee/en/kontakty/rotterdam-office/>



- ▣ In order to assure efficient reaction to the requests from clients located in BeNeLux (Belgium, Netherlands and Luxemburg) and other countries «Silvirom OÜ» established office in Rotterdam in 2009. The targets of the office are to cover the whole scope of service in automobile, railway and air transport, both inside European Union and abroad, including the service in direction to CIS countries and Mongolia.
- ▣ Director of Rotterdam office: **Ilja Darmodehhin**

SILVIROM BV, V.A.T. NL8086.90.012.B.01

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3079 DL Rotterdam

The Netherlands

Tel. +316 50282742

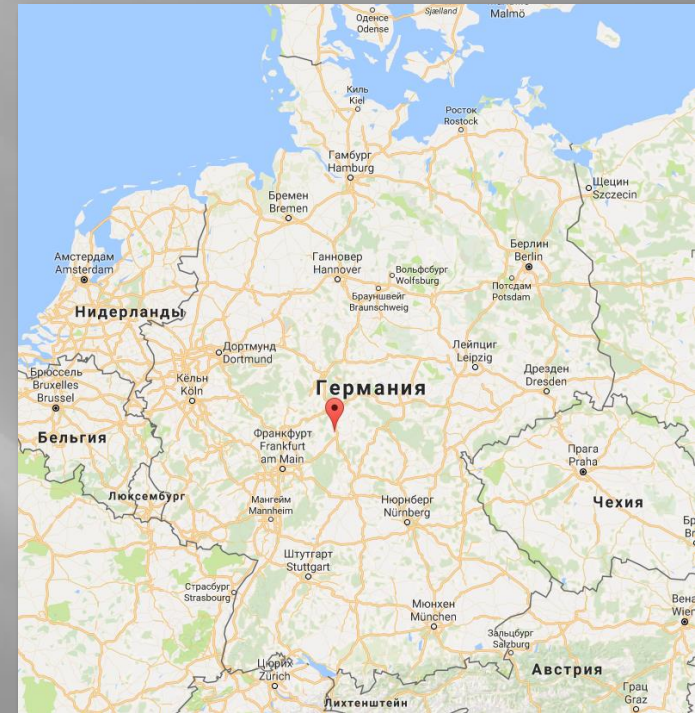
e-mail [rotterdam@silvirom.ee](mailto:rotterdam@silvirom.ee)

# Fulda Office

<http://silvirom.ee/en/kontakty/germany-office/>



- ▣ In order to provide more efficient service to the German clients Silvirom OÜ has established branch office in the city of Fulda in November 2015. The targets of the office cover the whole scope of service in automobile, railway and air transport, both inside European Union and abroad, including the service in direction to CIS countries and Mongolia.
  
- ▣ Director of the German office: **Denis Lorenz**  
Erich-Heckel-Ring 8  
36041 Fulda, Germany  
Tel.: +49 661 30279964  
Mobil: +49 178 6127209  
E- mail: [germany@silvirom.ee](mailto:germany@silvirom.ee)



# Almaty Office

In order to provide more efficient service to the Kazakhstan clients, Silvirom OÜ has established branch office in the city of Almaty in November 2016. The targets of the office cover the whole scope of service in automobile, railway and air transport in CIS countries as well as management, tracing and distribution of container fleet for Silvirom OÜ export and import client needs.

Director of the Almaty office: **Oksana Ruckaya**

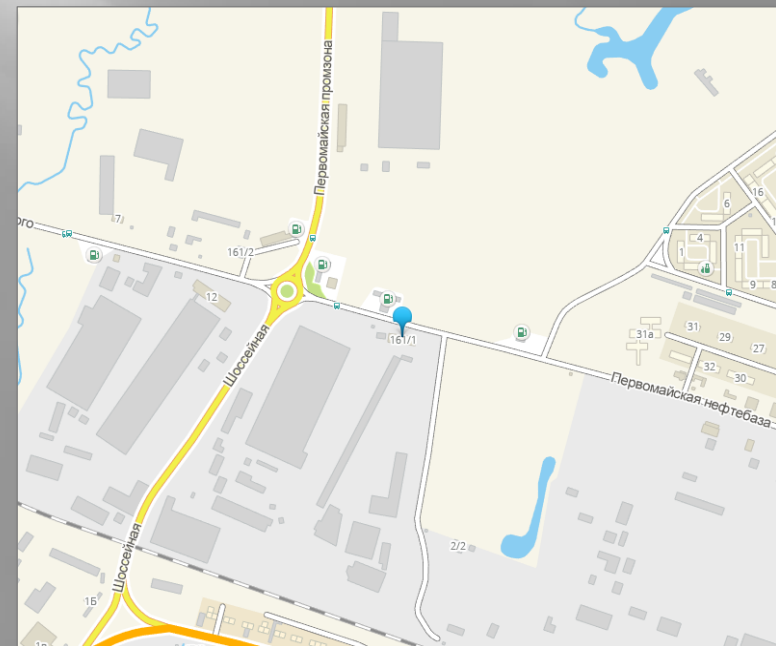
E-mail: [kazakhstan@silvirom.ee](mailto:kazakhstan@silvirom.ee)

Almaty region, Ilijsky district

Pervomayskaya Industrial Area

SVH "MB Trade" Office nr. 4

Tel. +77013765915



# Ashgabat Office

In order to provide more efficient service to Turkmenistan clients, Silvirom OÜ has established branch office in the city of Ashgabat in September 2017. The targets of the office cover the whole scope of service in automobile, railway and air transport in CIS countries as well as management, tracing and distribution of container fleet for Silvirom OÜ export and import client needs. The function of Ashgabat Office is including but not limited to warehousing and local truck shipments.

Director of the Turkmenistan office:  
744028 / 1972 (Ataturk) Str. # 82  
Ashgabat, Turkmenistan

Mr. **Serdar Niyazov**  
Phone: + 993 12 468334/35  
Fax: + 993 12 468337  
Mob: + 993 65 628211



# Bishkek Office

In order to provide more efficient service to Kyrgyzstan clients, Silvirom OÜ has established branch office in the city of Bishkek in November 2017. The office will cover the whole scope of service in automobile transport in Kyrgyzstan as well as management, tracing and distribution of container fleet for Silvirom OÜ export and import client needs. The function of Bishkek Office is including but not limited to warehousing and local truck shipments.

Director of the Kyrgyzstan office:  
Address: 11<sup>th</sup> microdistrict 14 room 95,  
Bishkek, Kyrgyzstan

Mr. **Fitisenko Pavel**  
Tel.: +996 555 770938



# Partnership with RUT Terminal

**Silvirom OÜ** has contractual partnership with **Riga Universal Terminal ("RUT")** located in the Port of Riga, Latvia's largest seaport ideally situated on the Baltic Sea to serve as a key crossroad for trade between the East and West. The Terminal serves regular liner services to major northern Europe ports and dedicated train services to Central Asian countries.

Riga Universal Terminal is connected to railway station Ziemeļblazma. This gives an advantage comparing to competitor terminals in Latvia infrastructurally linked to railway station Riga-Krasta which is operating on the limit of its transmission capacity with regular delays and traffic interruptions.

The combination of excellent geographical and infrastructural location of RUT Terminal with its flexible policy in regard of contract based service supplied to Silvirom OÜ makes us capable to dispatch the cargoes to Railway with highest performance quality and with due accordance with clients expectations.

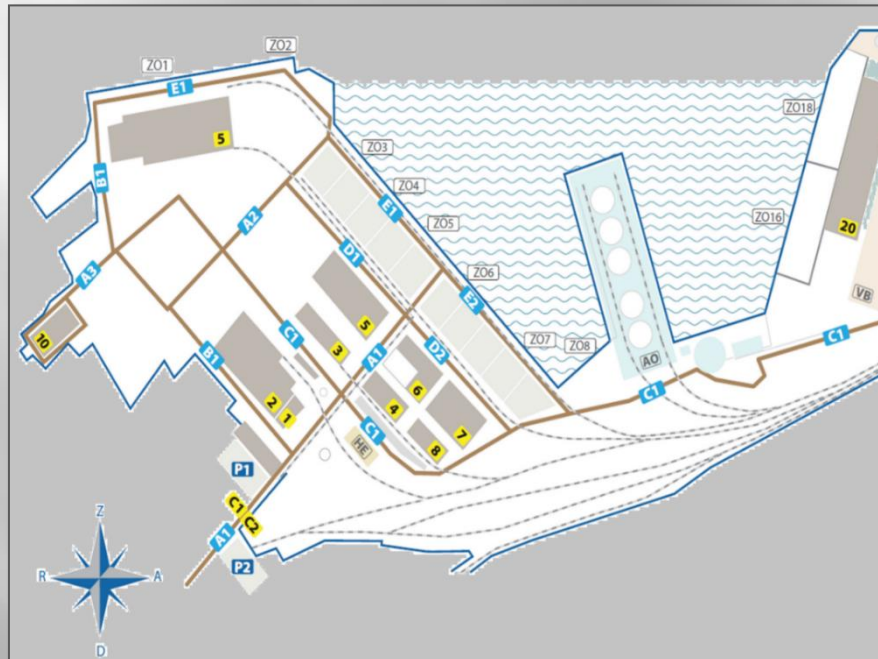
## **RUT Terminal services:**

- General cargo handling
- Handling of containers
- Bulk cargo handling
- Heavy lift and OOG project cargo handling
- Frozen food cargo handling
- Bulker-wagon unloading system
- Cargo storage in closed warehouses and open storage areas
- Weighing of rail wagons and trucks
- Storage of rail wagons



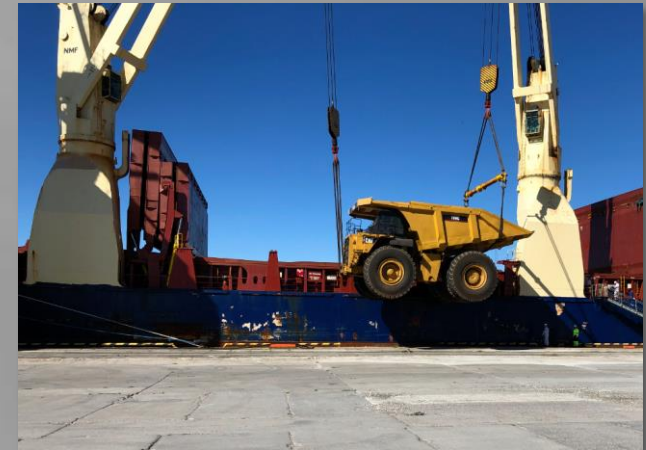
# Partnership with RUT Terminal (technical data)

- Total area about 38ha
- Quays: ZO1 – ZO8, total length 930m
- **ZO1-ZO2: total length 330m, vessel draught 9.3m**
- ZO3-ZO7: total length 500m, vessel draught 7.3m
- ZO8: length 100m, vessel draught 7.8m
- Warehouses: 20 000 sq.m
- Open storage areas: 22ha
- Cold storage warehouse: 7000 sq.m/12 000t; 50 ref-container plugs
- Railway: total track length 16km
- **Up to 600 rail wagons can be stored**



# OVERSIZED VEHICLES DISMANTLING AND PREPARATION FOR TRANSPORT

Silvirom OÜ offers in Estonia and Latvia the service of dismantling of different types of over-sized vehicles arriving in port as a Break Bulk cargo units. We can provide dismantling directly as well as preliminary consultation for possible options and rational solutions. Dismantling is usually performed in such way as to allow further cargo loading, lashing on RW wagons or rail-cars or specialized road trailers being fully accepted for transportation by transit states RW and road transport authorities. We always take into account the necessity to assemble dismantled vehicle in destination the easiest way. So prior to start the dismantling process we plan only minimal required operations to let the cargo be accepted by transport authorities of transit states. The appropriate step-by-step report is issued after each stage of operations performed.



# Break Bulk Route via Paldiski

## Harbour in figures

- ▣ Territory: 141,1 ha
- ▣ Harbour basin: 134,7 ha
- ▣ Number of quays: 10
- ▣ Total length of quays: 1,85 km
- ▣ Max. depth at quay: 13,5 m
- ▣ Max. length of a vessel: 230 m
- ▣ Max. width of a vessel: 35 m

## Storage area

- ▣ Warehouse area: 15,000 m<sup>2</sup>
- ▣ Open storage area: 500,000 m<sup>2</sup>
- ▣ Oil tank capacity: 357,900 m<sup>3</sup>



# Break Bulk Route via Paldiski

For transit of oversized, break-bulk and non-containerized cargo Silvirom OÜ uses mostly the South Port of Paldiski in Estonia.

Paldiski South Harbour is located 50 km west of Tallinn and it is the third largest harbour of the five harbours belonging to Port of Tallinn.

The core activity of the harbour is focused on the handling of transit cargo as well as Estonian export and import cargo. Mainly break-bulk and ro-ro cargo, scrap metal, timber, peat and oil products are handled there. Developing fields of activity include transit of new cars for neighboring markets and pre-sale service.

With direct connection to many West European ports, Paldiski South Harbour has become an important stop for the Baltic Sea Ro-Ro shipping lines.

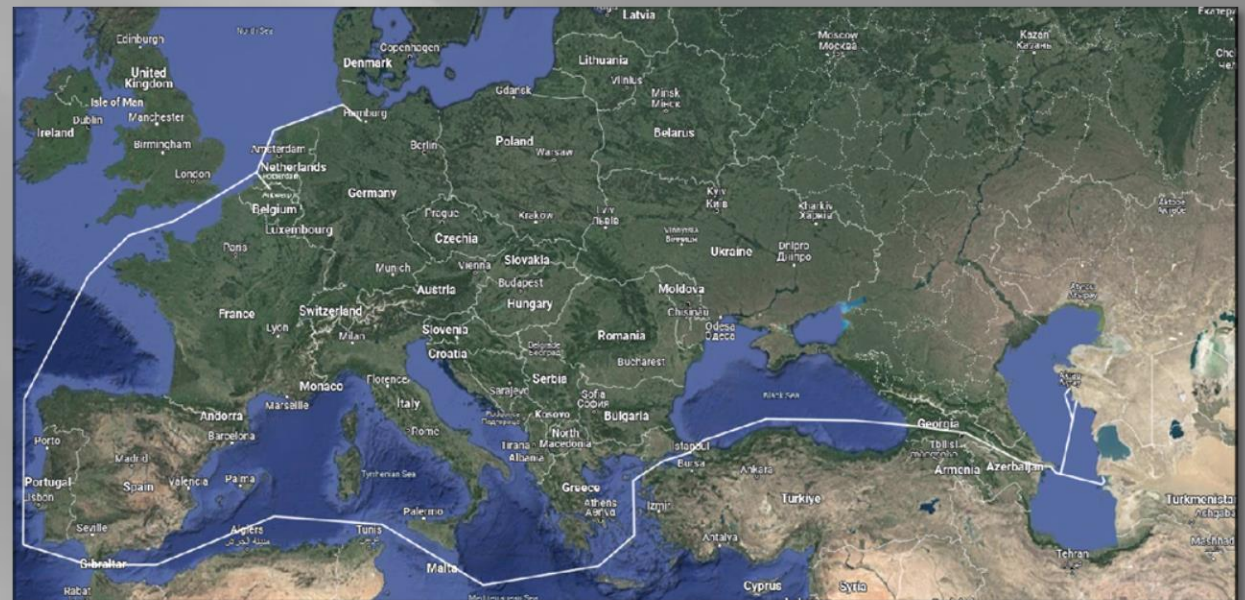
Among the advantages of the South port of Paldiski is practically ice free state in winter time due to the natural conditions. Short and deep waterway leads to the harbour. There are deep water quays as well as good rail and road connections.



# Service via Georgia to CIS

In order to optimize cargo flows via Black Sea «Silvirom OÜ» began to use port Poti as from March 2016. With the purpose to ensure effective cargo handling and supply the whole scope of intermodal transport service in North Caucasus the company «Silvirom OÜ» Silvirom OÜ has opened own branch office in Poti. Silvirom OÜ carries out shipments of containers, oversized cargo on the railcars of different types and modifications, shipments of bulk cargo and cargo in parcels in covered wagons of all modifications and in semi-wagons, warehousing and other services for multimodal shipments from «Deep Sea» and «Short Sea», destined to the regions of CIS countries and Mongolia via Black Sea.

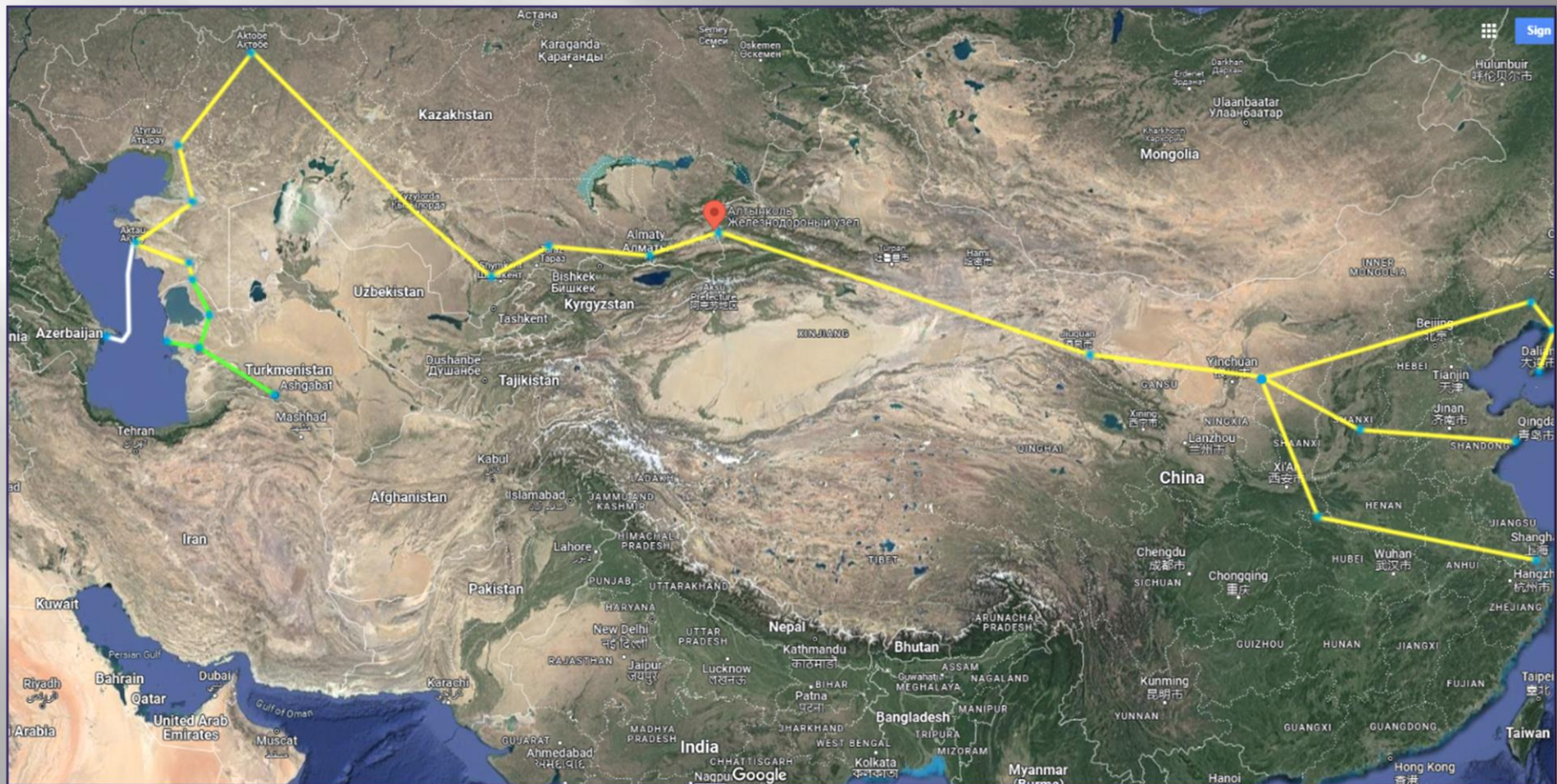
Your contact in Poti: Ilja Darmodehhin  
(member of a board)  
Tel.: +(995) 592135454  
Address: 50 AVE D.Aghmashenebeli, 4400  
Poti, Georgia  
e-mail: [georgia@silvirom.ee](mailto:georgia@silvirom.ee)



# Railway Service from China to CIS

## (incl. handling via Poti to Europe and Americas)

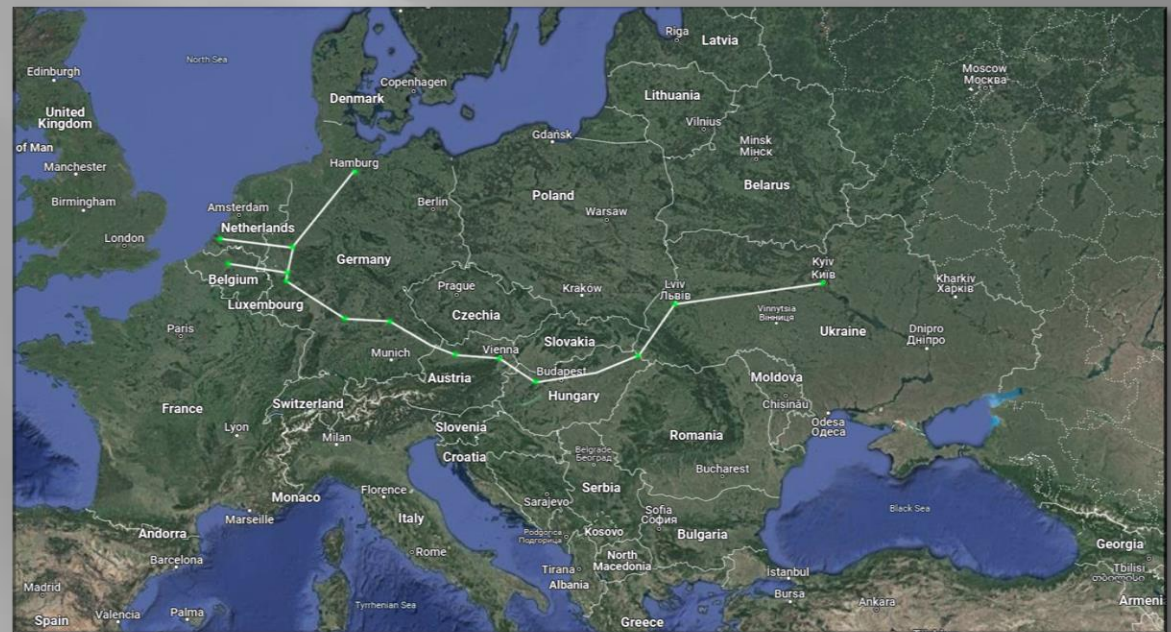
At the end of 2023, beginning of 2024, the main container carriers are forced to change routes and delay containers at transshipment ports in the Mediterranean Sea (including Turkey) due to the tense situation in the Red Sea. In the Bab El-Mandeb Strait, merchant ships are subject to rocket attacks from Yemen's Houthis. Against the backdrop of the situation in the Red Sea, the company Silvirom OÜ is launching a railway service connecting the main ports of the People's Republic of China, such as Dalian, Shanghai, Qingdao and other ports of the People's Republic of China at your request, with destinations in Kazakhstan, Turkmenistan, Azerbaijan and others. We also deliver cargo through the port of Poti to countries in the Black Sea region such as Turkey, Bulgaria and Romania, other regions of Europe, as well as to North and South America.



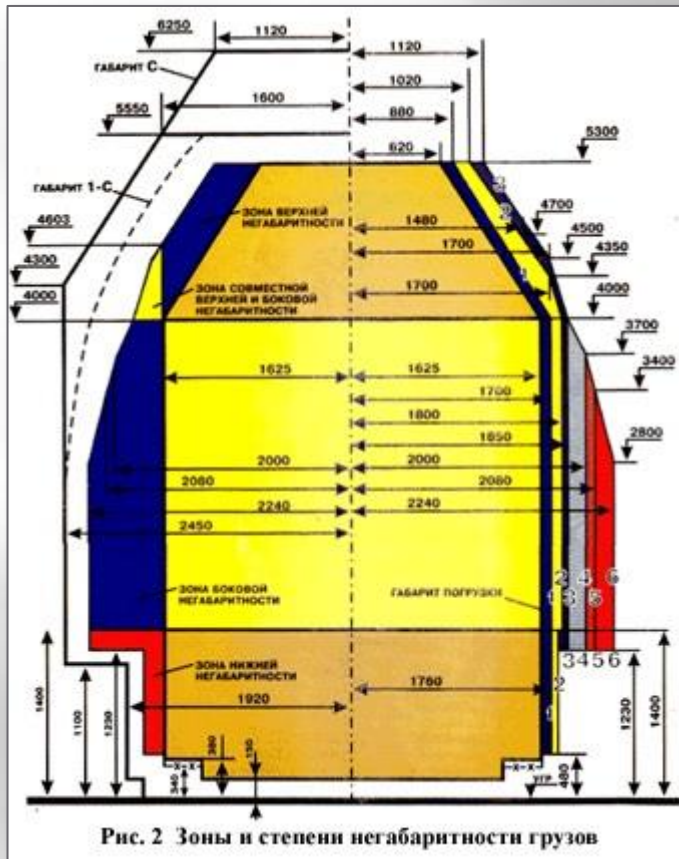
## LAND RAILWAY ROUTE TO UKRAINE

In 2023 Silvirom OÜ launched new railway service between Western Europe and Ukraine which connects both sea ports and land terminals in Germany, Netherlands and Belgium to main destinations in Ukraine, such as Kyiv and Lviv. This connection opens the way for cargoes from worldwide origins (USA, UK, Far East, e.t.c.) to Ukraine via sea ports of Western Europe.

Silvirom OÜ transfers cargoes only to the territories which are not occupied by military forces of Russian Federation. The cargo range is mainly humanitarian: construction materials, animal and poultry feed and feed additives, furniture, food.



# THE SPECIFICITY OF THE RAILWAY TRANSPORTATION OF OVERSIZED (NON-STANDARD) CARGO.



With the modern development of the economy and society, the role of railways is increasing every year. An extensive network of railways (track 1520 mm), the construction of new railway lines to inaccessible areas, an increase in the weight of rolling stock, independence from weather conditions and the season, low cost compared to other types of freight transportation, and many other factors make railway transportation of goods one of the most popular type of transport services.

A separate type among the entire variety of goods transported by railways stands out for the transportation of oversized cargo. Today, construction organizations, factories and industrial enterprises, automobile concerns, agricultural and forestry agricultural firms, as well as many others for whom the transportation of oversized goods is a necessity, especially need this category of transport.

The specificity of the railway transportation of bulky equipment and oversized (non-standard) cargo is the technical complexity, laboriousness and maximum responsibility in many details, without which safe and timely transportation of oversized cargo to the place of delivery is impossible. In addition, you must have special equipment for loading and unloading, have certain knowledge, experience, high qualifications and the availability of permits for the production of this type of work. Thus, it is better to entrust the transportation of oversized cargo to specialists who are engaged in such a business professionally and have vast accumulated experience in railway freight transportation.

The very concept of “railway transportation of oversized cargo” is quite capacious. What cargo is considered oversized? Which car is necessary for the transportation of oversized cargo? How to load, what to fix, which documents need to be issued? For each question there are a huge number of directives, rules, instructions, schemes and various regulations. And the list of oversized transportation has an extensive range of non-standard cargo, it can be dump trucks and excavators, defence industry equipment, industrial and design metal structures, agricultural tractors and combines, fire engines, crawler cranes, trucks and buses, turbines, industrial transformers, and much more equipment.

# THE SPECIFICITY OF THE RAILWAY TRANSPORTATION OF OVERSIZED (NON-STANDARD) CARGO.



Oversized cargo transported by rail and loaded onto a vehicle is considered such if its dimensions exceed the outline of the main loading dimension (Fig. 1).

The main regulatory document is the Instructions for the transport of oversized and heavy cargo on the railways of the CIS member states. Due to the huge variety of oversized cargos, they are divided into several groups:

**A heavy lift** is a load whose weight exceeds the maximum permitted load on a rolling stock or axle, which is regulated by RW rules;

**Oversized cargo** is a cargo in which at least one of the parameters of the geometric size exceeds the maximum dimensional standards of the rolling stock, regulated by RW rules;

**A long load** is a load whose length extends the overall dimensions of the platform for more than 400 mm. At least on one side.

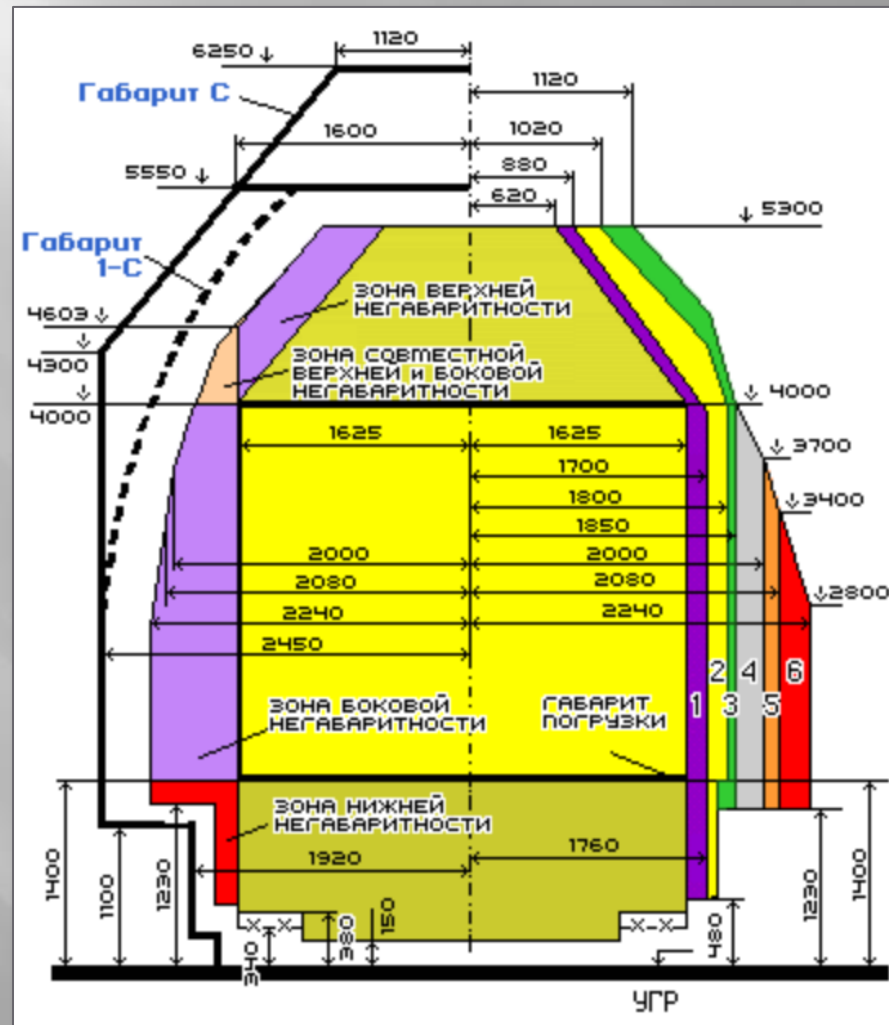
Of course, the size of oversize is determined by the weight, dimensions and length of the cargo, but it should also be taken into account that the rolling stock will follow not only the straight section of the track, but also overcome curves, descents and ascents, stations and tunnels.

In addition, oversized cargo is also determined by zones (Fig. 2), which are divided into lower, lateral and upper. These zones, in turn, are split into degrees of oversize. Sometimes conditions arise when it is necessary to carry a cargo whose overall parameters significantly exceed all degrees of oversize. Such cargo is extra-oversized and the possibility of its safe transportation is carefully researched, where all obstacles along the route that can create an emergency threat are taken into account, and a control frame is installed in front of the cargo, repeating the maximum dimensions of the cargo carried.

When organizing rail transportation of oversized cargo, it is necessary to obtain the required special documents and permits, which take into account all the parameters of the transported cargo, the conditions of the estimated route, the requirements for high-speed mode and much more. And since oversized (non-standard) cargo is most often unique, the development of its transportation is subject to careful individual calculation, where the main parameter is maximum safety rolling stock movement and, naturally, the cargo itself. For this purpose, it is necessary to have **pictures of the cargo, drawings with main transport dimensions of the cargo and HS code.**

# THE SPECIFICITY OF THE RAILWAY TRANSPORTATION OF OVERSIZED (NON-STANDARD) CARGO.

## FRAME OF OVERSIZE DEGREES AND ZONES.





# Partnership with Containerships LTD

<http://www.containershipsgroup.com>



On 8th of October 2014, Containerships SIA and Silvirom OÜ signed a partnership agreement significantly improving Containerships coverage of Central Asia, using a combination of Containerships short sea services and Silvirom rail link via the port of Riga. <http://www.containershipsgroup.com/about-us/news/248-improved-connections-to-central-asia>

This agreement will enable Containerships to offer more competitive and comprehensive transport solutions to destinations in CIS countries such as Kazakhstan, Uzbekistan, Turkmenistan and Tajikistan.

Silvirom OÜ is an experienced logistic company with niche expertise in CIS countries. Basing on partnership with Containerships SIA, Silvirom OU will afford competitive short-sea freight rates within Europe.



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