



• Visegrad Fund

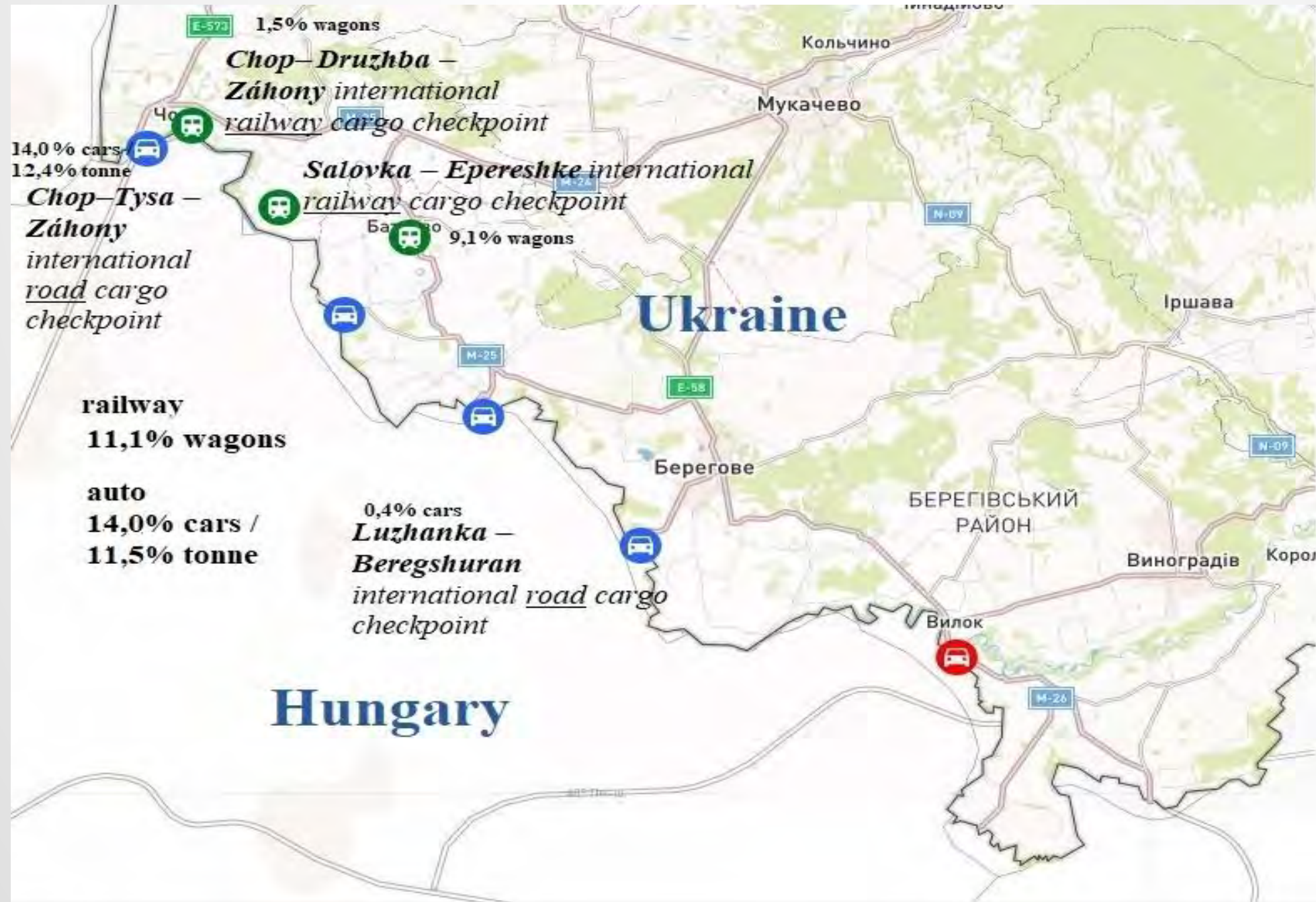
# THE TRANSPORT AND LOGISTICS INFRASTRUCTURE OF UKRAINE ON THE BORDER WITH HUNGARY AND ROMANIA: ANALYSIS OF THE CURRENT STATE AND BOTTLENECKS

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**FIG. 1. CHECKPOINTS FOR CARGO TRANSPORT ON THE UKRAINIAN-HUNGARIAN BORDER**





**FIG. 2. CHECKPOINTS FOR CARGO TRANSPORT ON THE UKRAINIAN-ROMANIAN BORDER**



# ON THE UKRAINIAN-HUNGARIAN SECTION OF THE BORDER AND SEPARATE CHECKPOINTS

FIG. 3. THE SHARE OF **WAGONS** IN THE TOTAL FLOW OF FREIGHT WAGONS ACROSS THE UKRAINE-EU BORDER

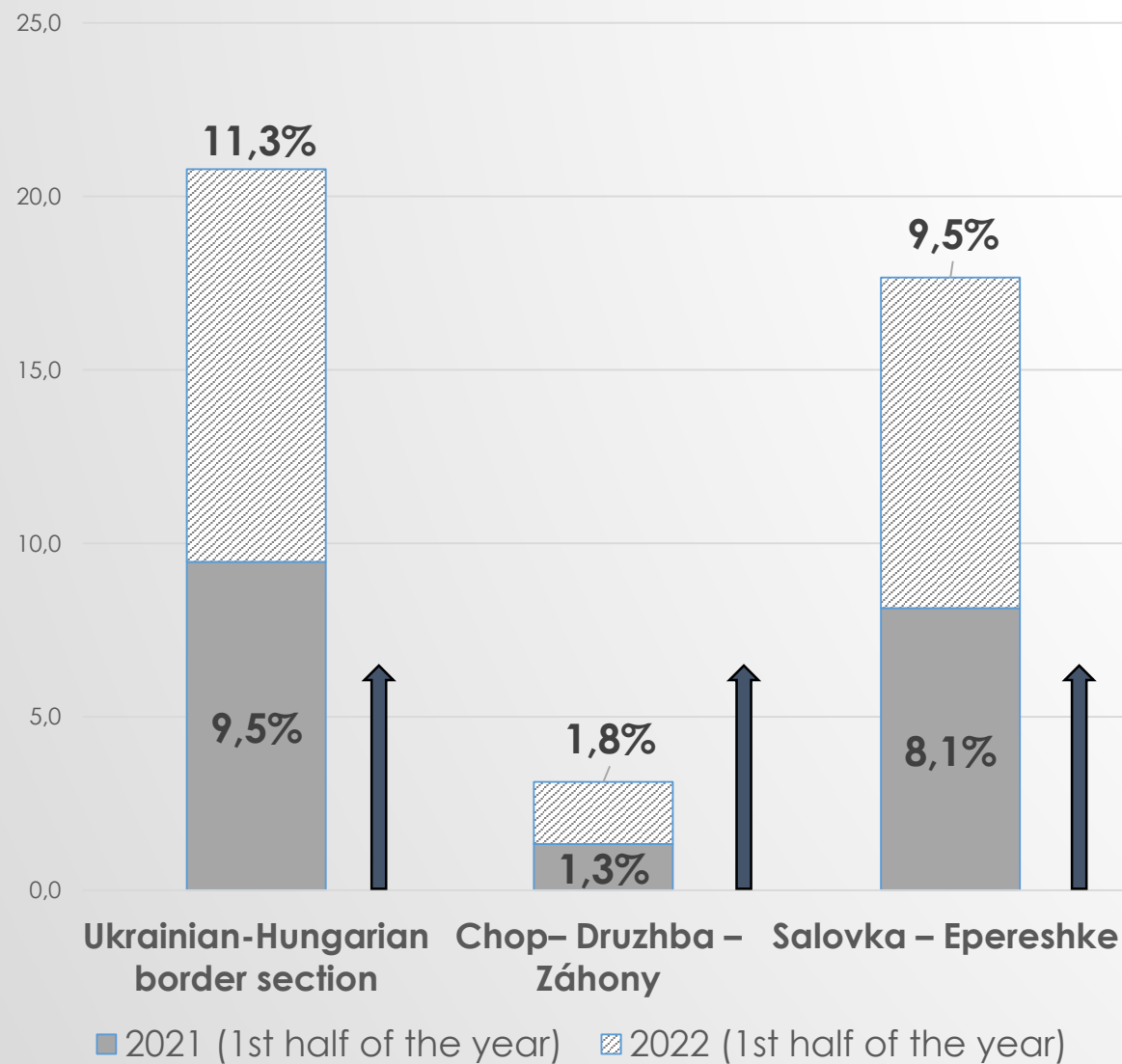
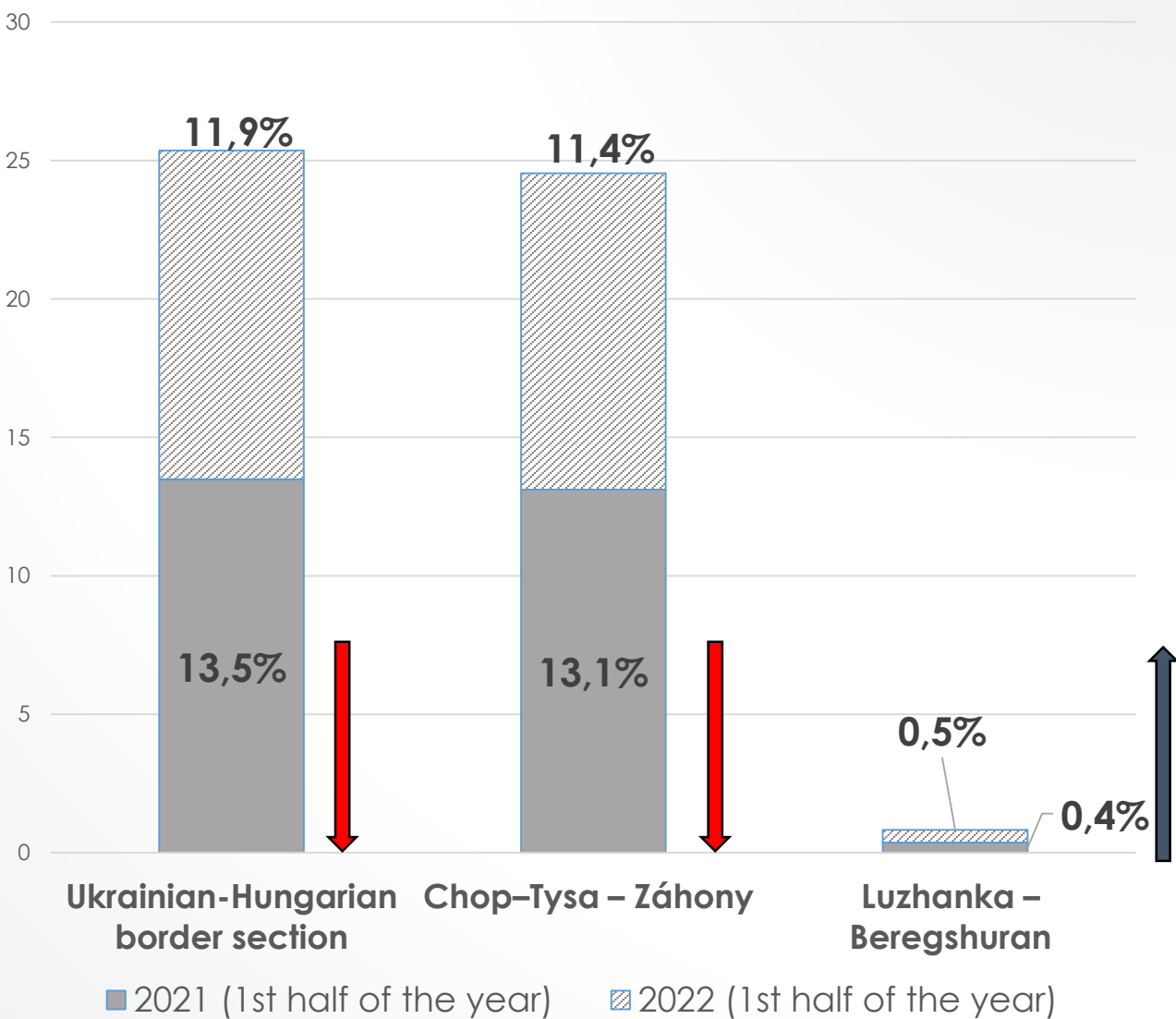


FIG. 4. THE SHARE OF **CARGO VEHICLES** IN THE TOTAL FLOW ACROSS THE UKRAINE-EU BORDER



# ON THE UKRAINIAN-ROMANIAN SECTION OF THE BORDER AND SEPARATE CHECKPOINTS

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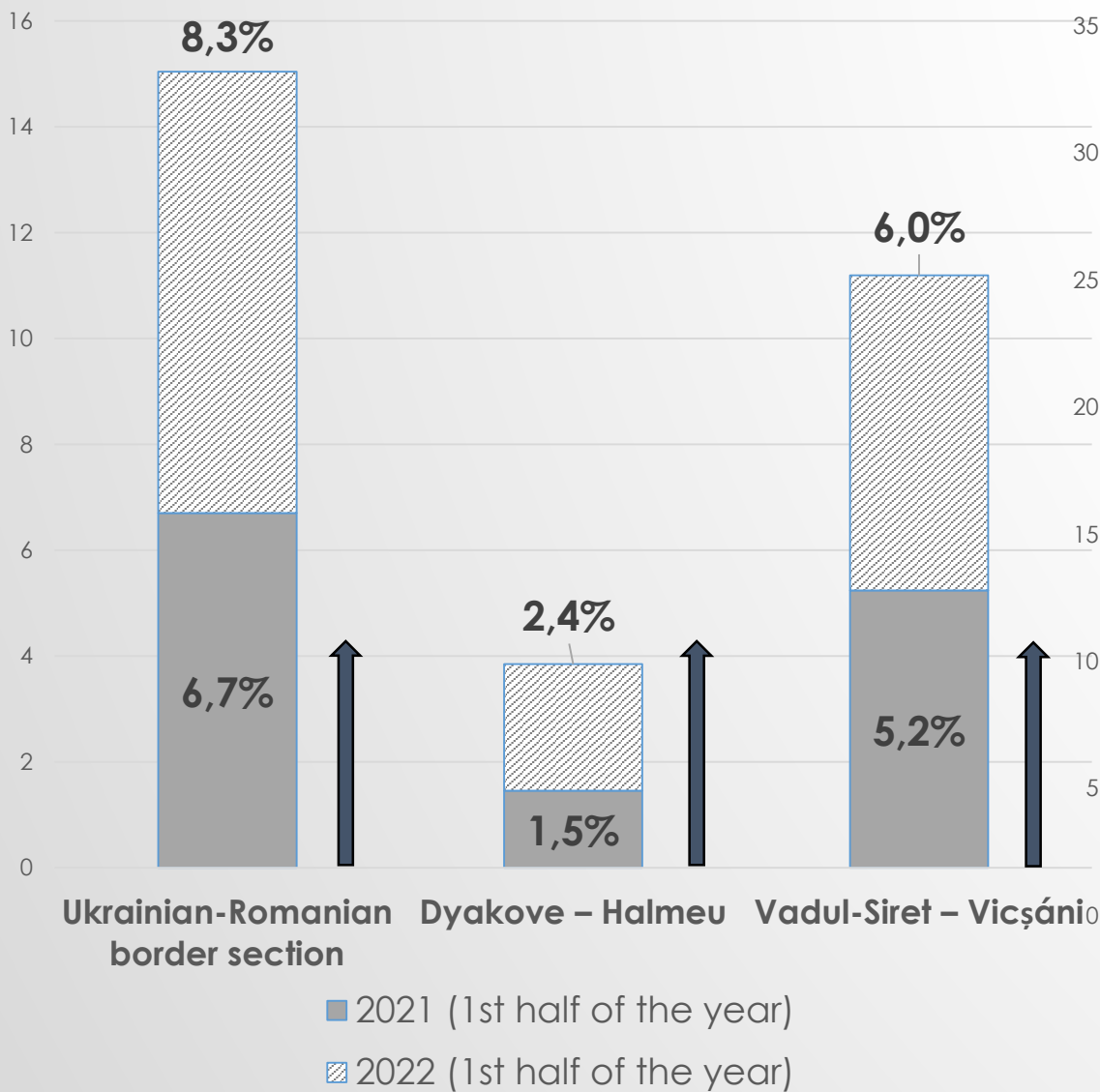


FIG. 5. THE SHARE OF **CARGO VEHICLES** IN THE TOTAL FLOW ACROSS THE UKRAINE-EU BORDER

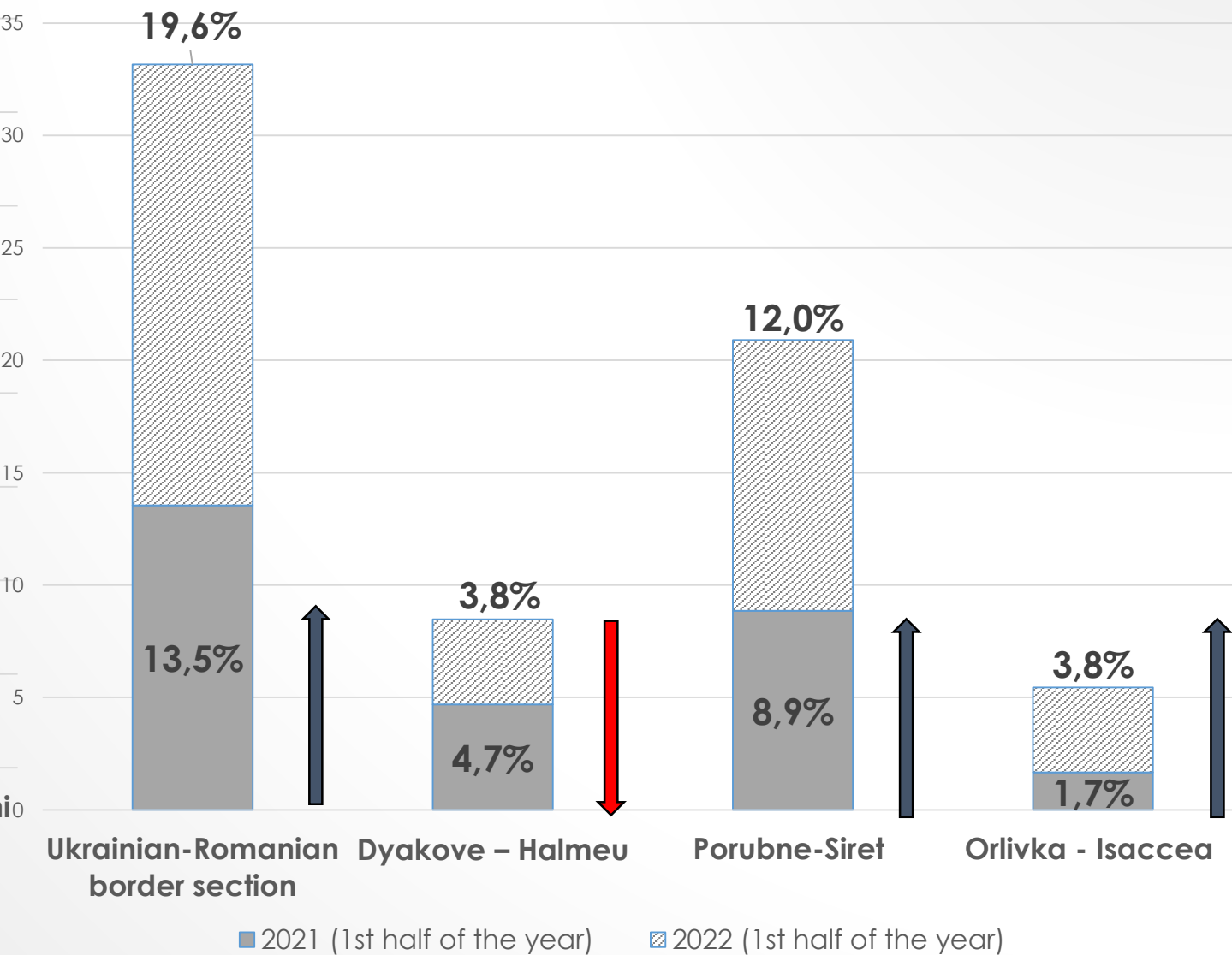


FIG. 7. TRANSIT OF WAGONS/VEHICLES IN THE GENERAL FLOW ON THE UKRAINIAN-HUNGARIAN BORDER SECTION

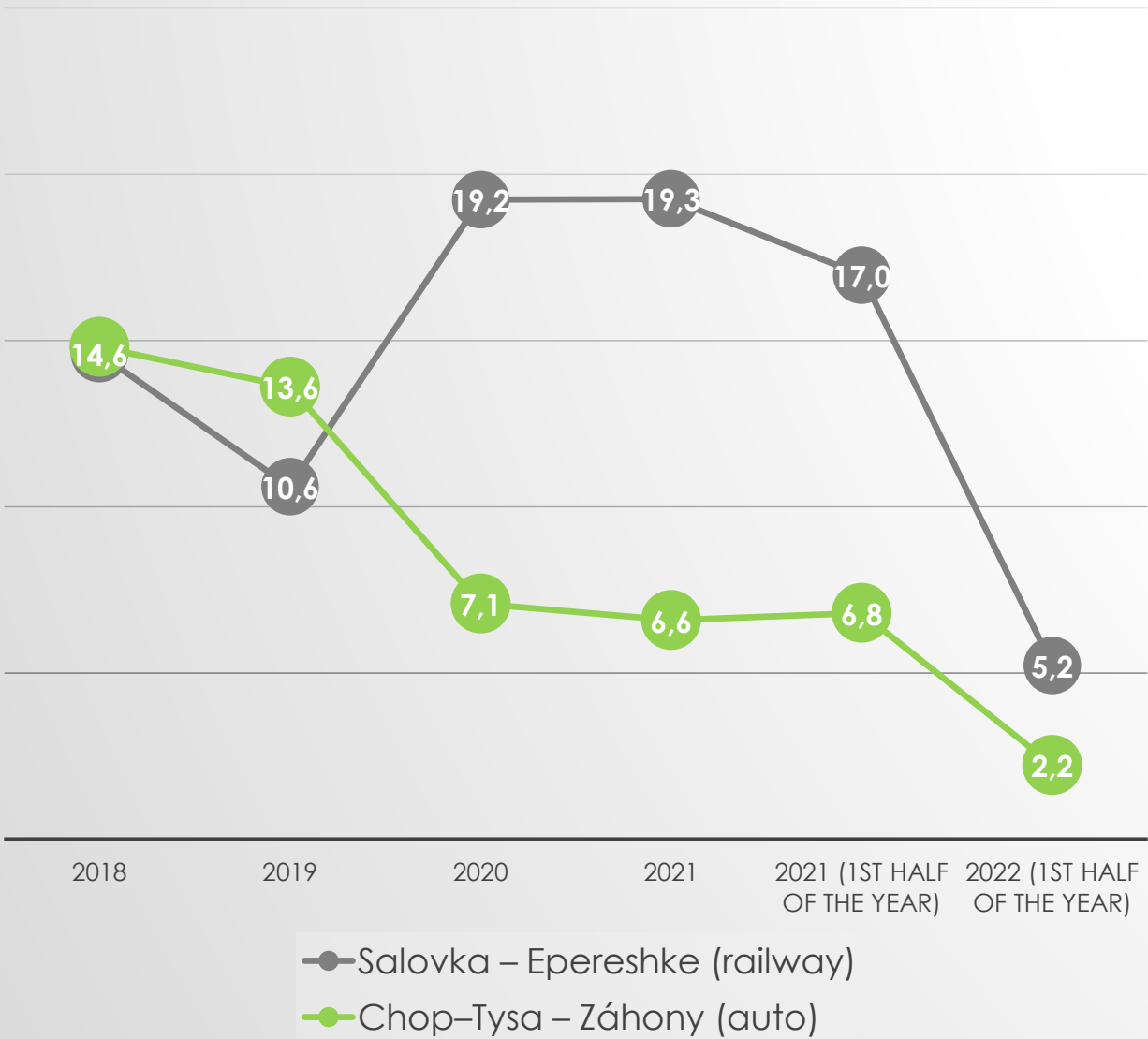


FIG. 8. TRANSIT OF WAGONS/VEHICLES IN THE GENERAL FLOW OF THE CHECKPOINT

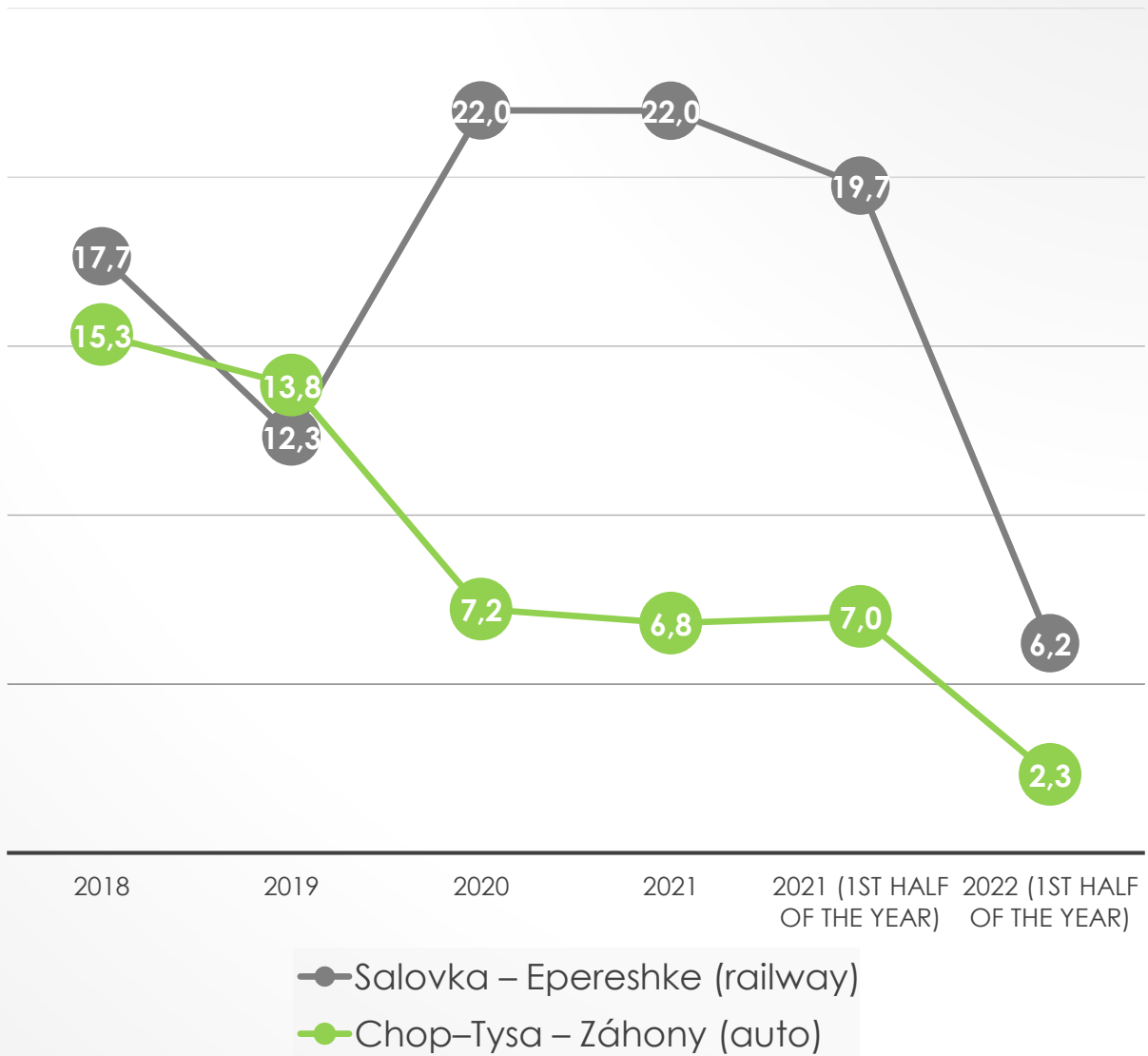


FIG. 9. TRANSIT OF WAGONS/VEHICLES IN THE GENERAL FLOW ON THE UKRAINIAN-ROMANIAN BORDER SECTION

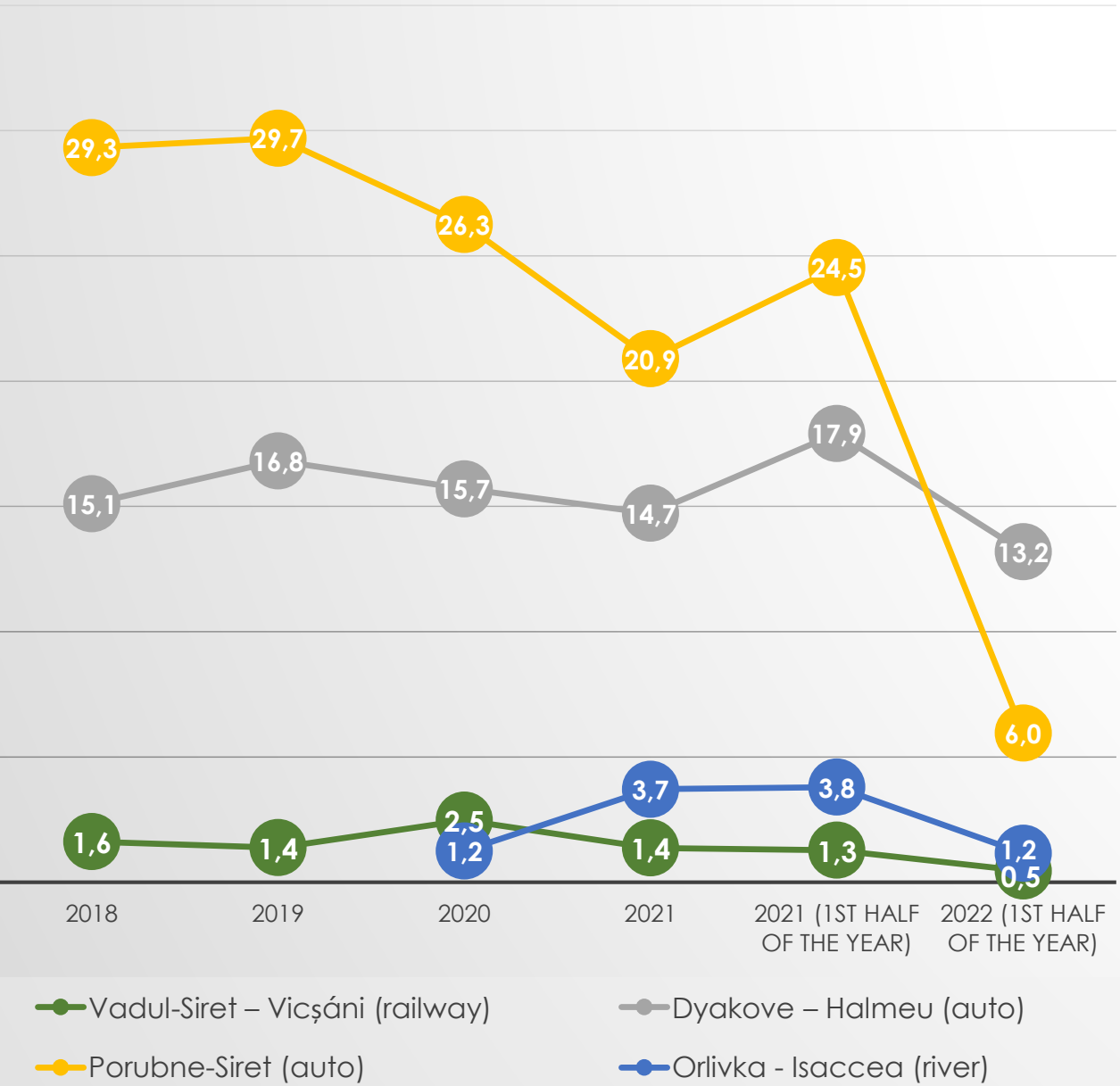
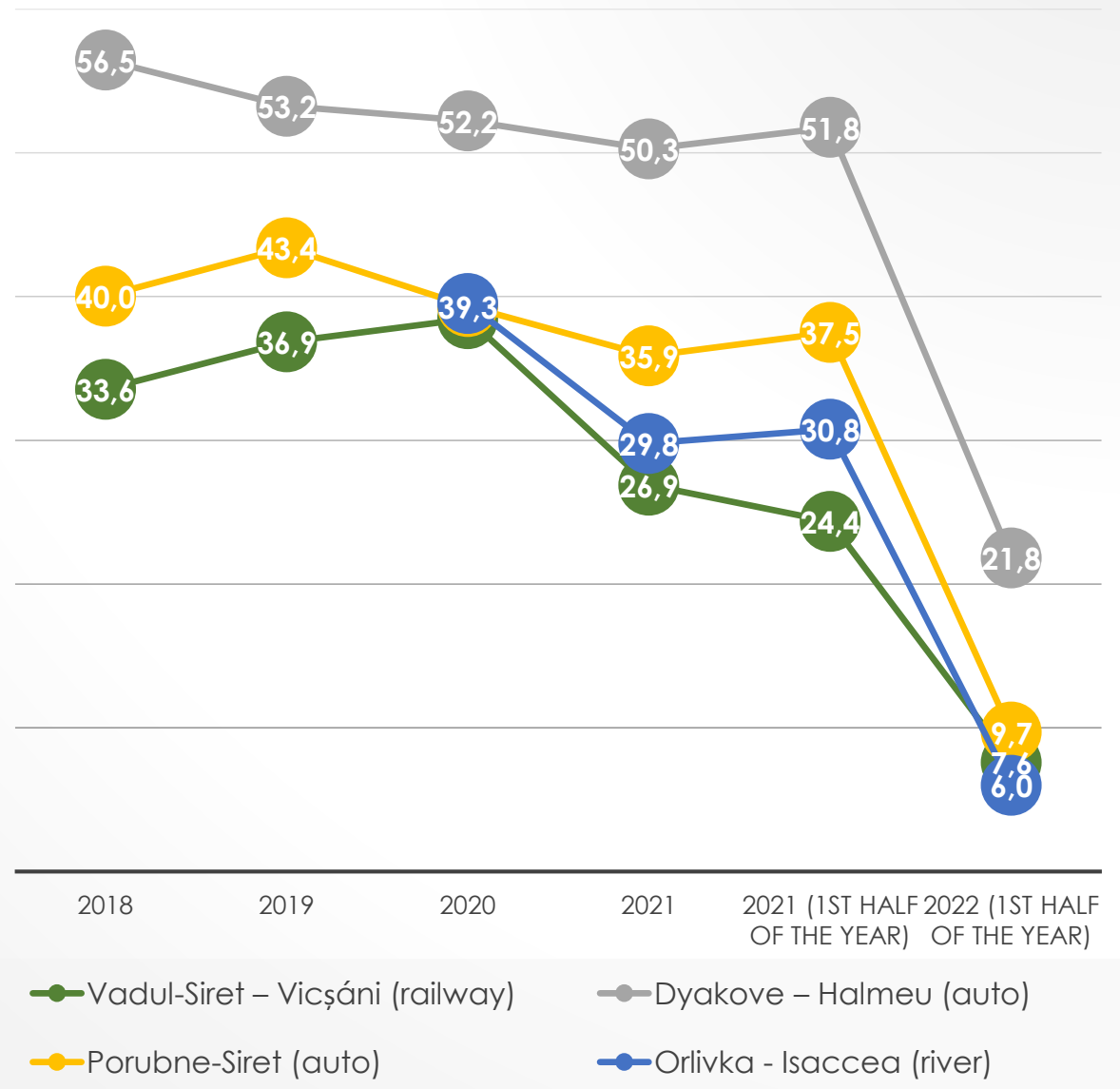
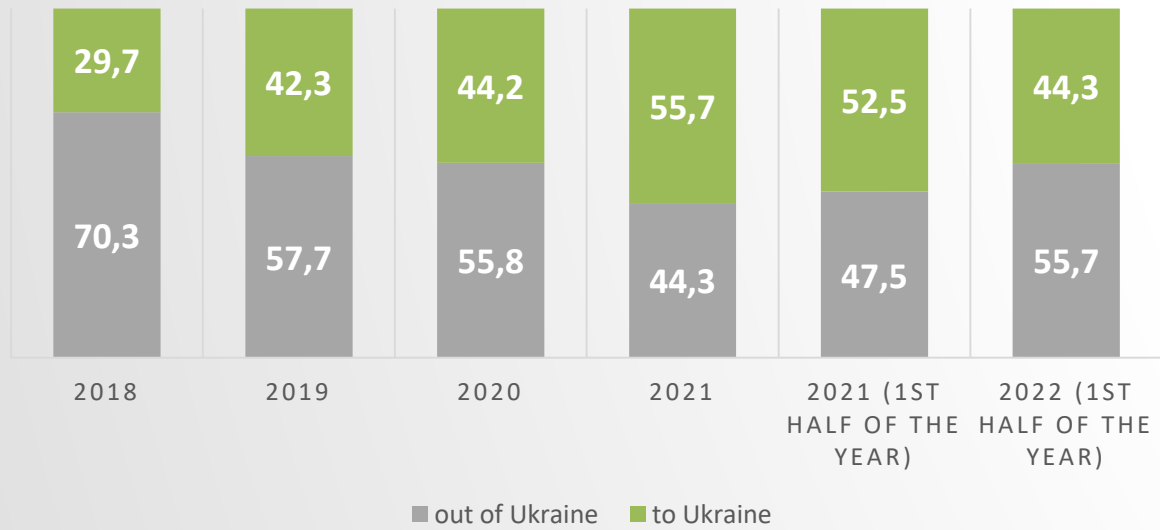


FIG. 10. TRANSIT OF WAGONS/VEHICLES IN THE GENERAL FLOW OF THE CHECKPOINT

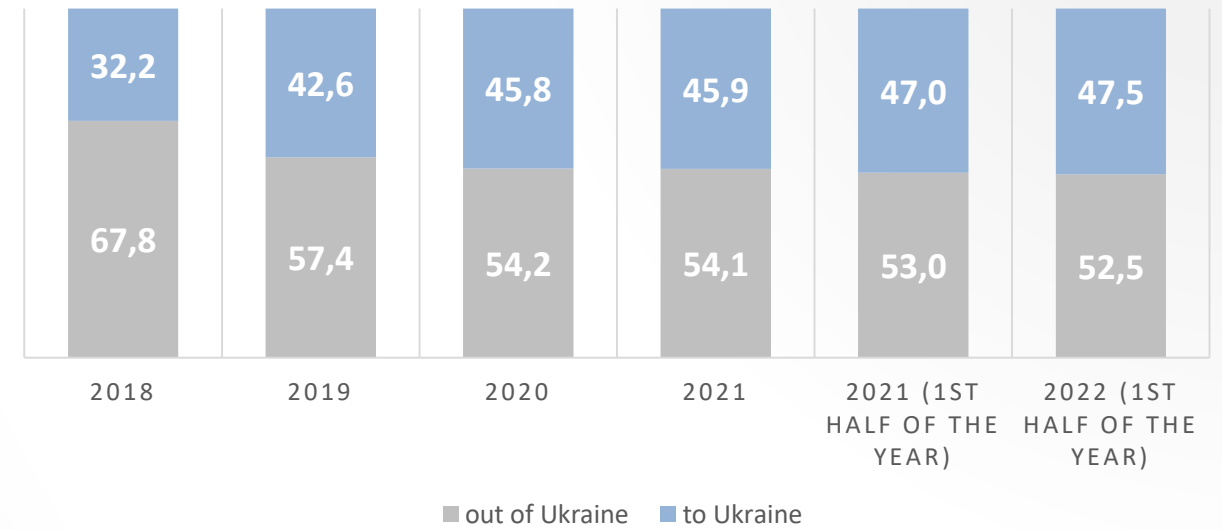


**FIG 11. THE STRUCTURE OF THE FLOW OF FREIGHT WAGONS / VEHICLES (UKRAINIAN-HUNGARIAN BORDER)**

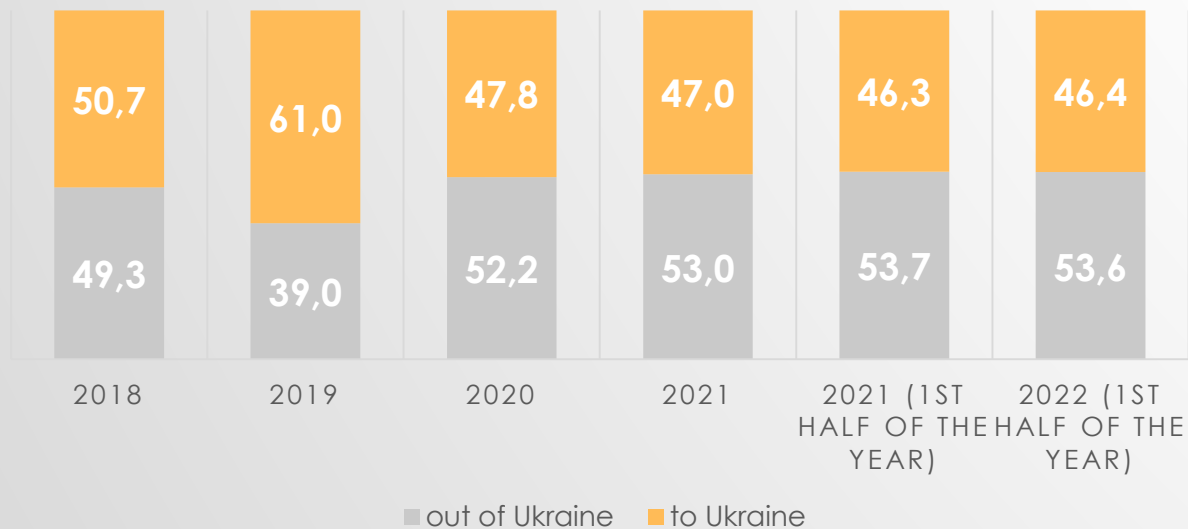
CHOP– DRUZHBA – ZÁHONY



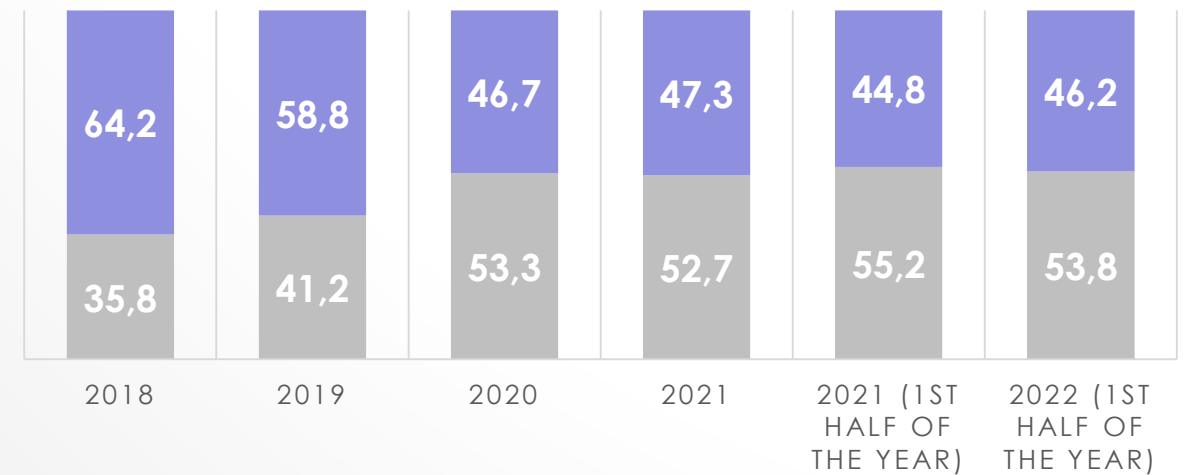
SALOVKA – EPERESHKE



CHOP–TYSA – ZÁHONY



LUZHANKA – BEREKSHURAN

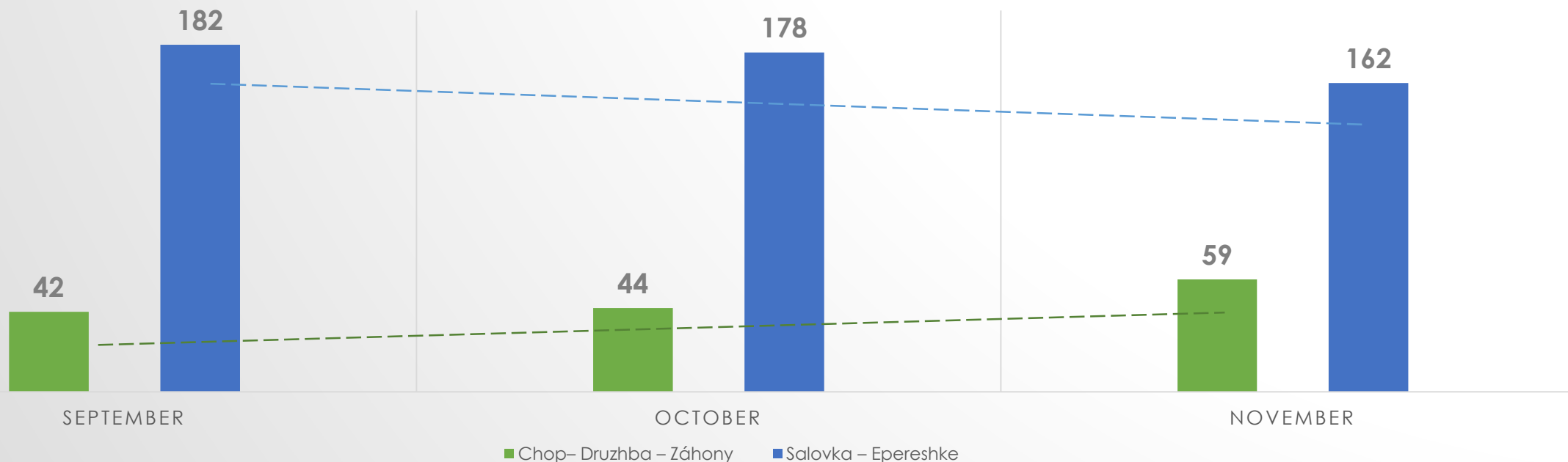




**TABLE 1. THE CURRENT STATE OF WAITING AT RAILWAY CHECKPOINTS  
(UKRAINIAN-HUNGARIAN BORDER)**

Name of checkpoint	Availability of wagons awaiting transfer as of October 31, 2022		Availability of wagons awaiting transfer as of November 23, 2022		Increase of wagons waiting for transfer since the beginning of November, %
	in general, unit	of them, the share of grain wagons, %	in general, unit	of them, the share of grain wagons, %	
<i>Chop– Druzhba – Záhony</i>	125	59,2	132	-	5,6
<i>Salovka – Epereshke</i>	3247	47,3	4 582	2989	41

**FIG. 12. AVERAGE DAILY TRANSFER OF WAGONS AT RAILWAY CHECKPOINTS  
(UKRAINIAN-HUNGARIAN BORDER)**



**TABLE 2. AVERAGE DAILY PASSING OF WAGONS/VEHICLES THROUGH THE CHECKPOINT  
(UKRAINIAN-HUNGARIAN BORDER)**

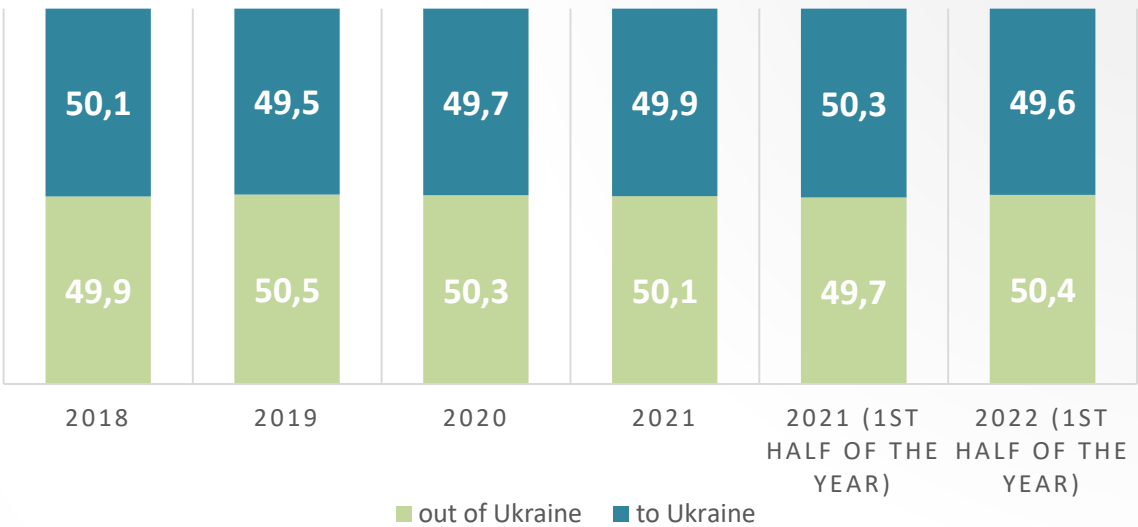
<b>Name of checkpoint</b>	<b>Project daily capacity for freight vehicles / wagons</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2021 (1st half of the year)</b>	<b>2022 (1st half of the year)</b>
Chop– Druzhba – Záhony	<b>700</b>	48	36	31	33	33	54
Salovka – Epereshke	<b>900</b>	229	219	221	237	198	287
Chop–Tysa – Záhony	<b>500</b>	659	691	451	447	445	375
Luzhanka – Bereghsuran	<b>240</b>	24	12	8	14	13	15

FIG 13. THE STRUCTURE OF THE FLOW OF FREIGHT WAGONS / VEHICLES (UKRAINIAN-ROMANIAN BORDER)

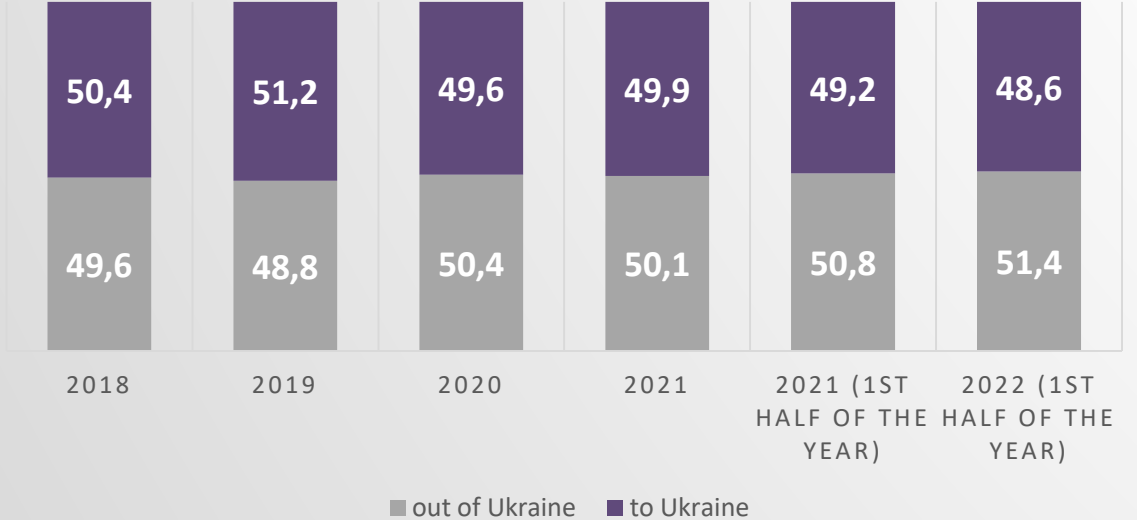
DYAKOVE – HALMEU (RAILWAY)



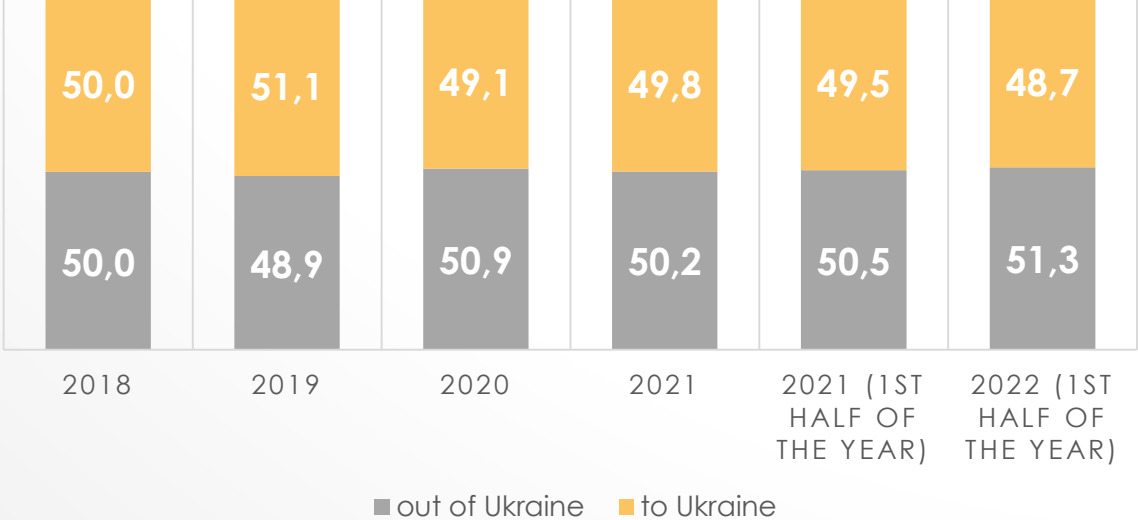
VADUL-SIRET – VICȘĂNI



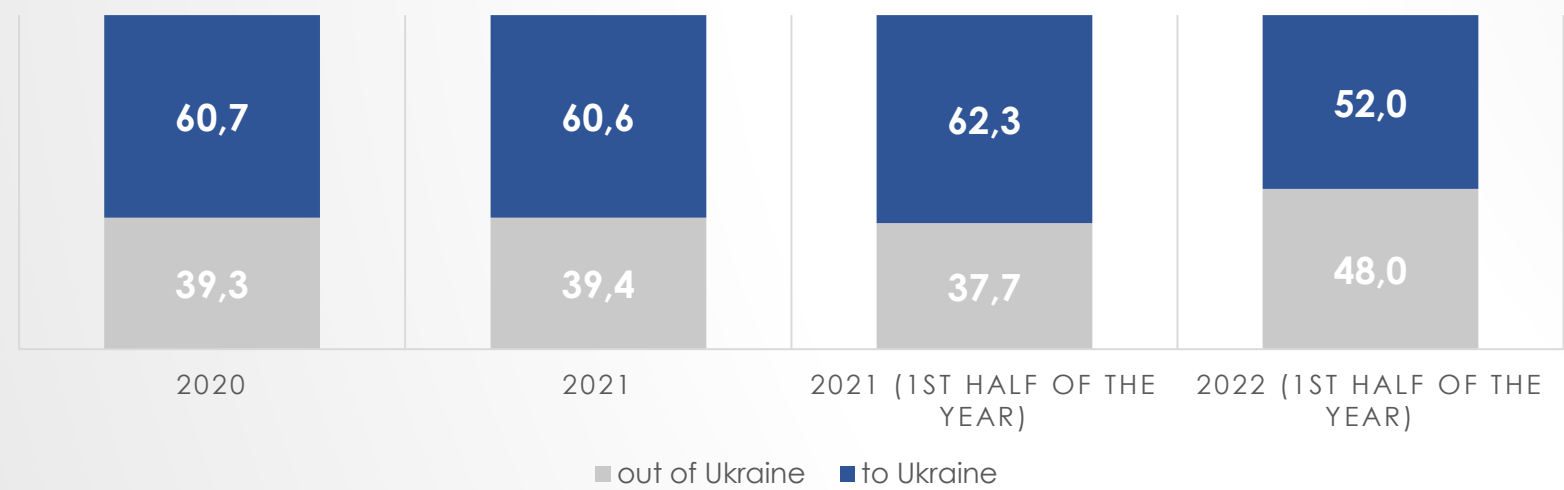
DYAKOVE – HALMEU (AUTO)



PORUBNE-SIRET



**FIG 14. THE STRUCTURE OF THE FLOW OF FREIGHT VEHICLES (UKRAINIAN-ROMANIAN BORDER)**  
**ORLIVKA – ISACCEA (RIVER)**



**TABLE 3. THE CURRENT STATE OF WAITING AT RAILWAY CHECKPOINTS (UKRAINIAN-ROMANIAN BORDER)**

Name of checkpoint	Availability of wagons awaiting transfer as of October 31, 2022		Growth of wagons awaiting transfer relative to September, %
	in general, unit	of them, the share of grain wagons, %	
<i>Dyakove – Halmeu</i>	730	54,3	11,8
<i>Vadul-Siret – Vicșani</i>	1239	18,5	-40,2



**TABLE 4. AVERAGE DAILY PASSING OF WAGONS/VEHICLES THROUGH THE CHECKPOINT  
(UKRAINIAN-ROMANIAN BORDER)**

<b>Name of checkpoint</b>	<b>Project daily capacity for freight vehicles / wagons</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2021 (1st half of the year)</b>	<b>2022 (1st half of the year)</b>
Dyakove – Halmeu (railway)	200	22	17	21	37	18	36
Vadul-Siret – Vicșani	-	136	89	134	130	64	90
Dyakove – Halmeu (auto)	100	163	146	142	155	80	62
Porubne-Siret	500	446	317	314	151	150	198
Orlivka - Isaccea	150	-	-	15	66	28	62

## ***Ukrainian-Hungarian border***

- The Solomonovo industrial park is located within 2 km to the railway checkpoint (Chop– Druzhba – Záhony) (own Railway Terminal)
- Agroenergoinvest's Chop Logistics Hub, which on average serves 50 wagons and 100 containers a day
- Several logistics hubs from humanitarian cargoes
- Transcarpathian Automobile Cluster that includes 14 automotive enterprises
- About 6.5 thousand enterprises and about 400 relocated enterprises in the Zakarpatia oblast
- Transport corridors: Pan-European corridor number 5 and Europe-Azia

## ***Ukrainian-Romanian border***

- Nine industrial parks. 1 in Zakarpatska oblast, 2 in Ivano-Frankivska oblast, 3 in Chernivetska oblast and 3 in Odeska oblast.
- Black sea logistics center, Belgorod-Dniester Transport and Logistics Center, Odessa transport and logistics center
- Several logistics hubs from humanitarian cargoes
- Transshipment and container terminals, dry port in Odeska oblast.
- Transport corridors: Pan-European corridors number 5, number 9, Baltic Sea - Black Sea, Black Sea Economic Community and Europe-Azia
- 100 relocated enterprises in the Chernivetska oblast

## ***Ukrainian-Hungarian border and Ukrainian-Romanian border bottlenecks***

- There are not enough checkpoints for freight transport
- Unpreparedness of the logistics system of neighboring countries to accept such a quantity of cargo
- There are not enough trolleys to change the wagons
- Delays in returning empty rolling stock
- Insufficient capacity of crossing points on both sides
- Different track widths
- Not enough transshipment capacity in Ukraine and EU
- Inadequate awareness of the conditions of customs border crossing
- Undeveloped transport and logistics infrastructure in Chernivtska and Ivano-Frankivska oblasts
- There are not enough transport terminals in Zakarpattia Oblast
- Power outage



**THANK YOU FOR YOUR ATTENTION!**