











# Current situation at Polish-Ukrainian border crossing points

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Freight traffic flows across EU-Ukraine: current trends and future prospects





## At the beginning...

The lamination of the Ukrainian Black Sea ports and their consequent blockade has caused a significant increase in the volume of traffic of cargo transporting goods.

There are subject to obligatory border inspection controls, i.e. mainly cereals exported from Ukraine as feed components, oils, as well as foodstuffs of animal origin.

The partial unblocking of the Ukrainian Black Sea ports has not significantly affected the decrease in traffic at road border crossing points on the Polish-Ukrainian section of the state border until now.



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## Activities...

In the period from

1th of September to 30th

of November this year,

a pilot project was

implemented.

It consists in restricting cargo traffic to vehicles with a gross vehicle weight rating of over 7.5t at the road border crossings in Hrebenne, Korczowa and Medyka.

HGVs\* with a GVW\*\* over 7.5t are checked at the crossings:
Hrebenne/Rawa Ruska;
Korczowa/Krakowiec;
Medyka/Szeginie;
Dorohusk/Jagodzin
(where such an organisation has already been introduced on 27th of June 2022).

Source: Polish-Ukrainian Border Crossing Coordination Team, Undersecretary of State in the Ministry of Interior and Administration \*HGVs – heavy goods vehicles \*\*GVW – gross vehicle weight

## Activities...



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up to 7.5t are only checked in at the crossings: Zosin/Ustiług, Dołhobyczów/Uhrynów, Krościenko/Smolnica Budomierz/Hrushev.

An exception is made for HGVs with GVW rating up to 7.5t transporting goods requiring control of individual inspections,

HGVs which may cross the national border as usual, i.e. at crossings where such control is possible.

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new organisational
solutions were
implemented from 9th of
September, permitting
clearance of empty trucks at
the border crossing
Zosin - Ustilug,
in the entry direction.



in consultation with the
Ukrainian side, an
additional lane was opened
at the
Korczowa - Krakowiec
border crossing in the
direction of entry to Poland
for the passage of unloaded
trucks



on the area of border
crossings
Dorohusk - Jagodzin and
Korczowa - Krakowiec
traffic separation for
unloaded trucks with
a GVW rating above 7.5t in
the direction of entry to
Poland

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request to the Ukrainian side to separate the unloaded heavy goods vehicles traffic also on the access roads



analysis of the possibility of introducing clearance for unloaded heavy goods vehicle at the other border crossings, i.e.

Dolhobyczow - Uhrynow,
Budomierz - Hrushey



at the other border crossings, Kroscienko -Smolnica - negative





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roads leading to border crossings is carried out by the General Directorate for National Roads and Motorways, which is responsible for cleaning the road lane and setting up portable toilets for drivers waiting to be checked in



To ensure the safety of drivers and public order on access roads to border crossings, the situation is constantly monitored on an up-to-date basis by all types of Police, also in cooperation with the Border Guard

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Access roads to border crossings are constantly monitored by patrols of the traffic departments whose tasks include checking the technical condition of vehicles, the sobriety of drivers, checking the legality of the cargo transported



over the last few years, new scanning equipment - stationary and mobile - has been successively added to the largest border crossings



large-size X-ray machines are used at all road freight traffic crossings to ensure efficient and effective checks.

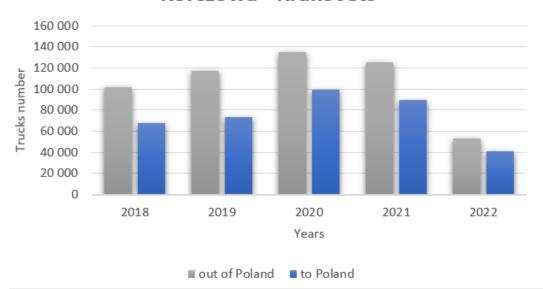
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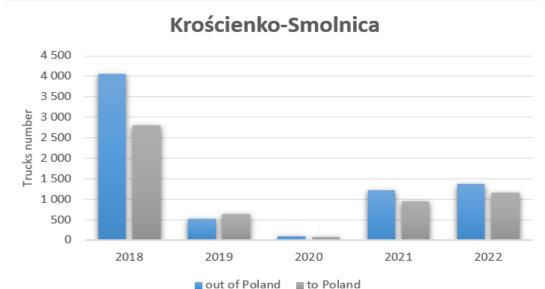
The implementation of organisational and infrastructural solutions contributed to a significant (more than 50%) increase in the capacity of border crossings on the Polish-Ukrainian border in goods traffic in the direction of entry to Poland.

The road border crossing in Hrebenne is a smaller crossing than the border crossing points in Dorohusk and Korczowa and supports passenger traffic with the same infrastructure.

## Results

#### Korczowa - Krakovets









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Data containing trucks number by year and direction.

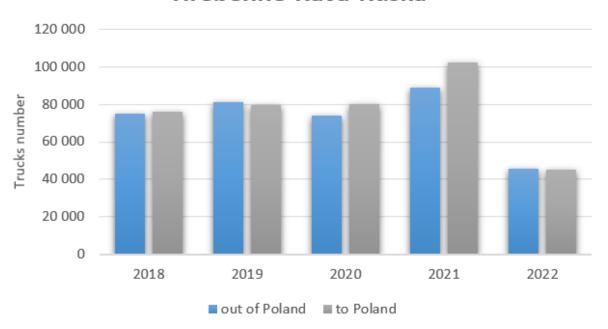
## Results



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#### Hrebenne-Rava-Ruska







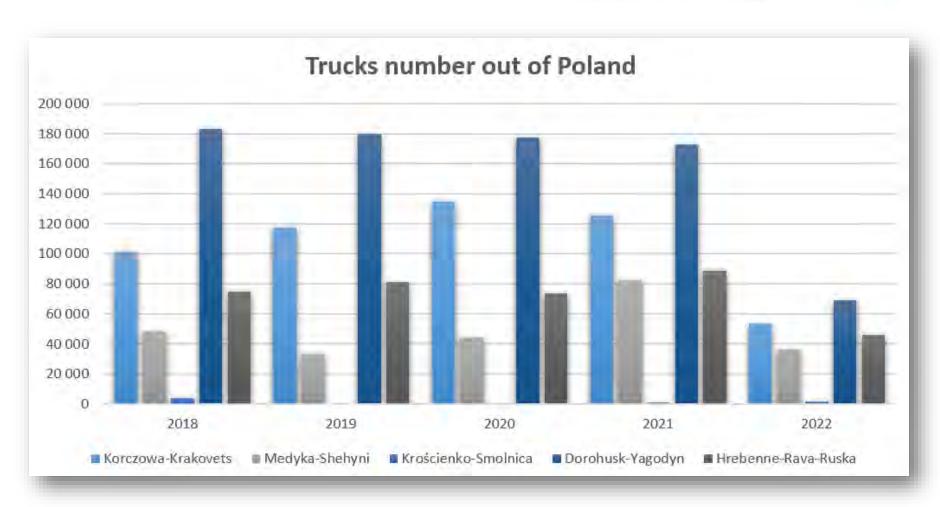
Data containing trucks number by year and direction.









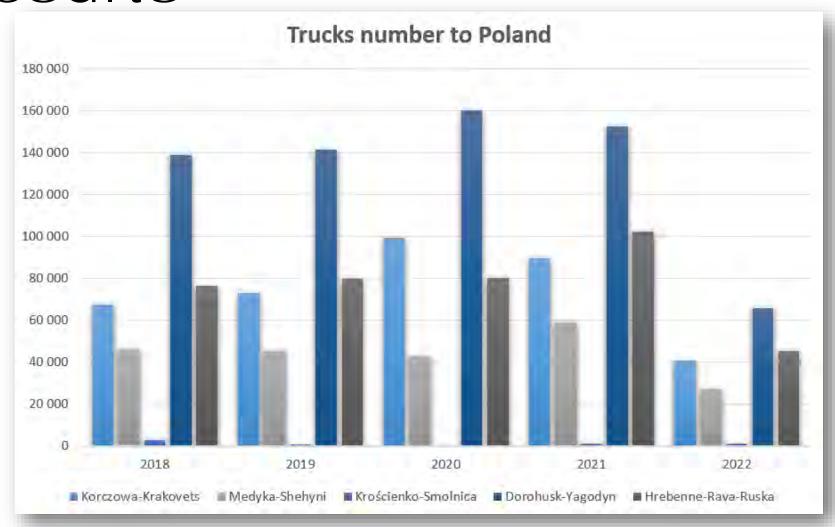


Data containing trucks number by year and direction.



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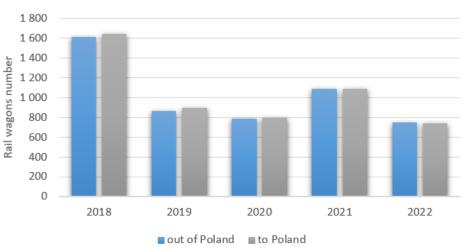
## Results



Data containing trucks number by year and direction.

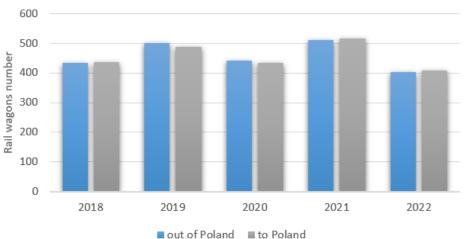
## Results

#### Przemyśl-Mostyska



Data containing rail wagons number by year and direction. Source: CBD SG SWK

#### Dorohusk-Yagodyn













2022

## Results

2 000

1 500

1 000

500

0

2018

Przemyśl-Mostyska

2019

■ Dorohusk-Yagodyn



2020

2021

■ Hrubieszów-Volodymyr-Volynskyy

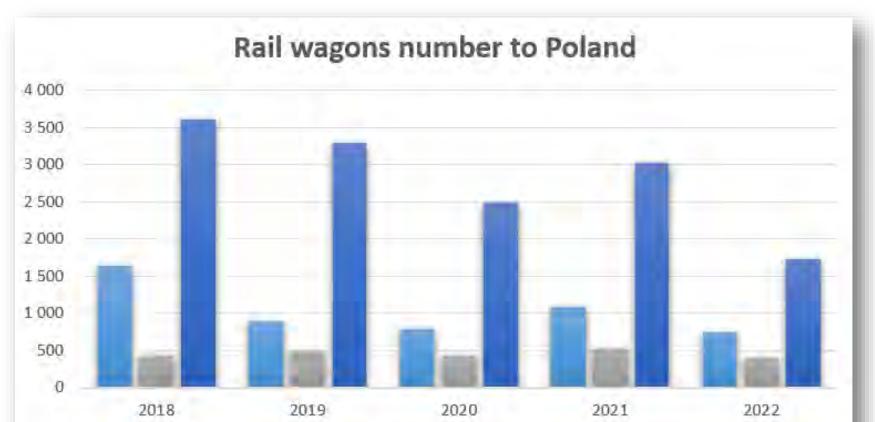
Data containing rail wagons number by year and direction.
Source: CBD SG SWK



Hrubieszów-Volodymyr-Volynskyy

## Results

Przemyśl-Mostyska



■ Dorohusk-Yagodyn

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Data containing rail wagons number by year and direction. Source: CBD SG

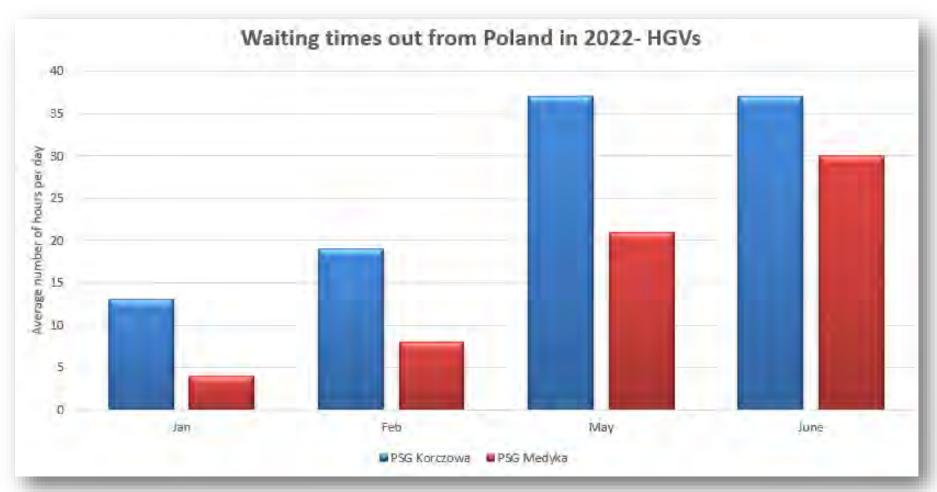
SWK





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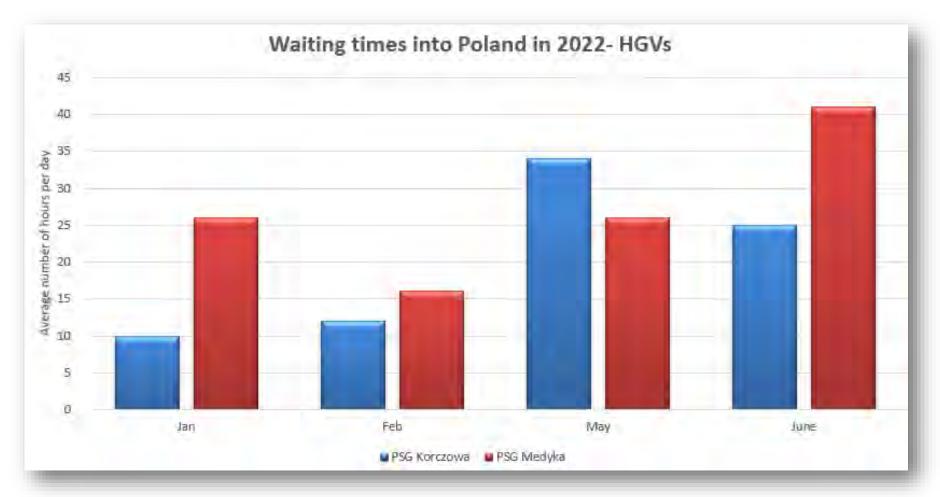
Data containing waiting times at the dpg in Korczowa, Medyka and Kroscienko for 2022 trucks by day and direction.





supported by



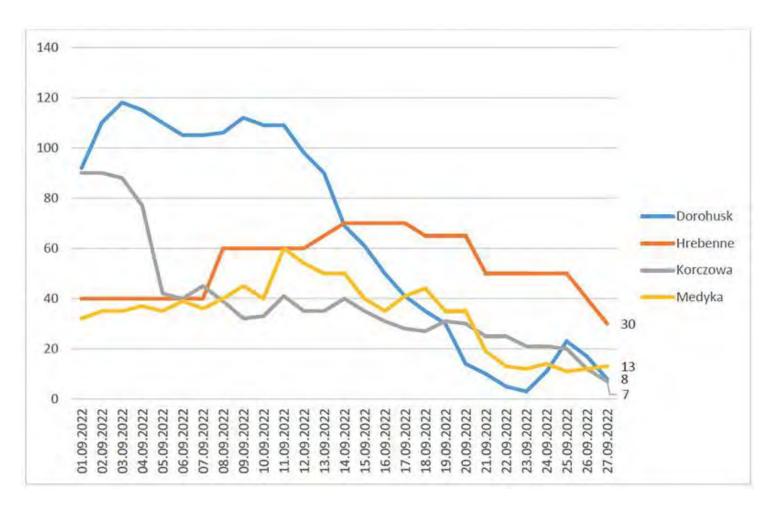


Data containing waiting times at the dpg in Korczowa, Medyka and Kroscienko for 2022 trucks by day and direction.

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## Results

 Waiting time to enter Poland in hours (freight traffic)



### Plans...





The draft concept for the construction and expansion of truck clearance terminals at border crossings is designed to solve the problem through the construction and expansion of HGV clearance terminals.

The investments would involve transforming the organisation of clearance at border crossings with stream traffic into terminal-type clearance, as well as increasing the number of parking spaces for trucks and creating new check-in desks at border crossings where clearance is already terminal-type.

In combination with the implementation of the SATOS check-in advisory system, this will eliminate queues of vehicles waiting to be cleared on the road lane.

In some cases, it has been agreed to build enlarged car parks at points of traveller service (MOPs) located last on the outbound direction from Poland.

### Plans...





As agreed, it is planned to build a truck terminal in Okopy functionally connected to the border crossing in Dorohusk, a terminal in front of the border crossing in Hrebenne and to transform the existing border crossing in Korczowa into a customs terminal.

In both cases, this would allow a change in the technology for border clearance of freight transport from stream clearance, which is inefficient with the current volume of traffic, to terminal clearance giving the possibility to increase the number of vehicles cleared.

The project concerning the construction of a car terminal in Okopy currently has a programmatic and spatial concept, which has been approved by the Ministry of Interior and Administration and will form the basis for activities in the coming years (land acquisition, design, construction works).

The project concerning the construction of a car terminal in front of the border crossing in Hrebenne is at the level of the comparative analysis currently being developed, which will be the basis for indicating as the target one of the two variants for the location of the terminal.

It will then be possible to proceed to the next stages of the investment process. The Podkarpackie Voivod has been allocated 230 thousand for 2022 to develop an architectural concept for the reconstruction of the border crossing in Korczowa in order to adapt the existing crossing into a cargo clearance terminal.













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## Thank you for your attention