



Transport infrastructure in Slovakia as a precondition for the development of freight transport flows between Slovakia and Ukraine



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

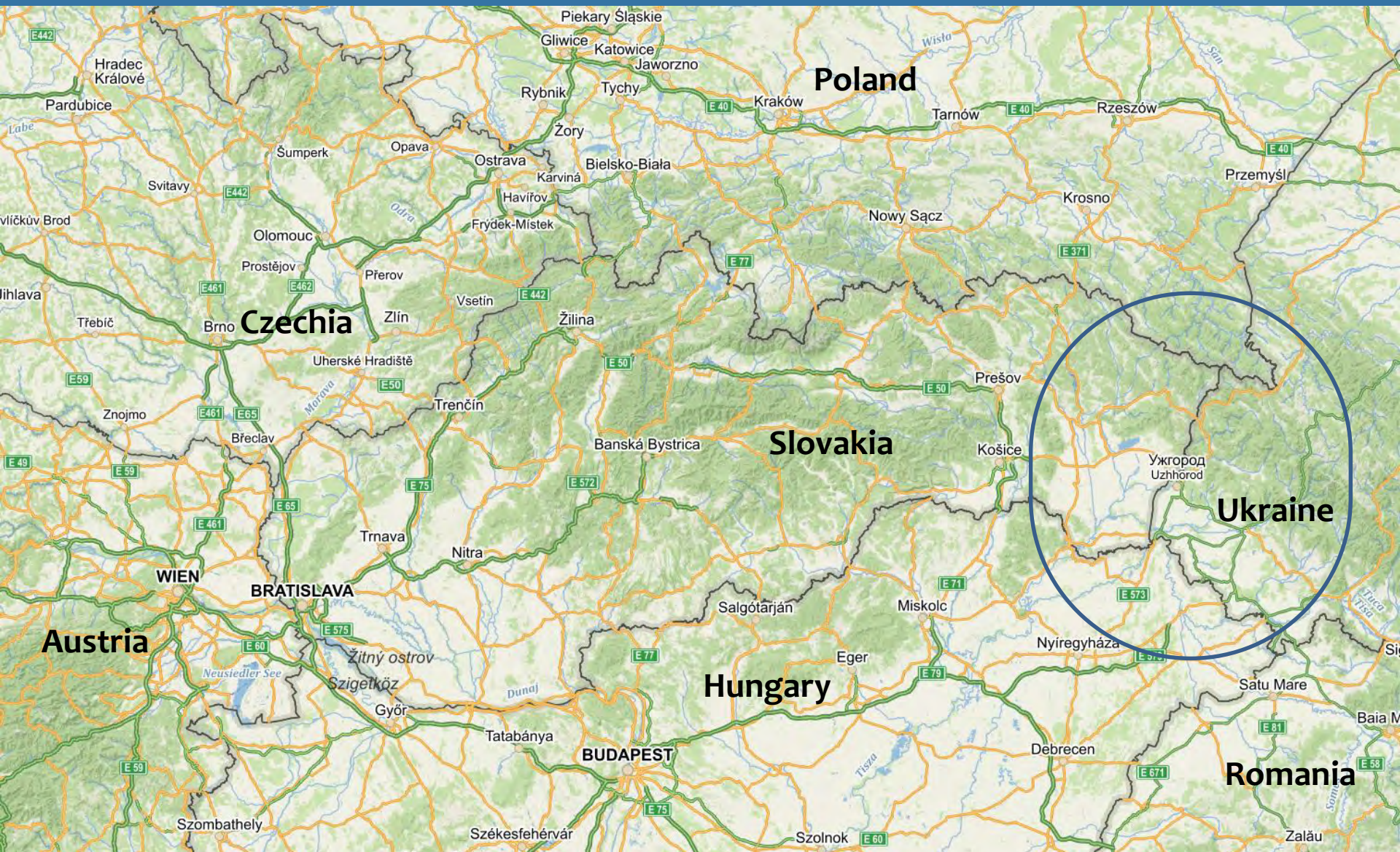
8 December 2022, Online



Aims of presentation

- to introduce some theoretical aspects of a relationship between transport and regional development
- to analyse transport infrastructure in Slovakia as a precondition for the development of freight transport flows between Slovakia and Ukraine





Slovak-Ukrainian borderland



Relationship between transport and regional development

- Transport and transport infrastructure plays an important role in the development of regions and centres.
- Infrastructure is only one of the instruments for improving the development of a certain region, but it is very important because it is the base of many other socio-economic activities in a country or region (Nijkamp 1986).
- Transport by itself is not a sufficient prerequisite for development. However, the lack of transport infrastructures can be seen as a constraining factor for development. A poor level of transport service can negatively affect the competitiveness of regions and corporations and thus have a negative impact on regional added value and employment (Rodrigue et al. 2013).
- Regions and locations with poor quality transport are at a competitive disadvantage. Transport infrastructure is only one of the factors, which influence regional development. For the successful economic development of a region, good economic and political conditions are also necessary (Banister & Berechman 2001).



European regional and transport policy

- Transport infrastructure has been the cornerstone of EU regional development policy for a long time. The EU has placed huge emphasis on transport infrastructure investment, with the aim of promoting territorial cohesion, reducing economic disparities, and promoting economic development (Crescenzi & Rodríguez-Pose 2012).
- Transport policy is one of the EU's common policies. Its important aims are the opening up of transport markets and the creation of the Trans-European Transport Network and development of sustainable mobility.
- White Paper 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' 2011
- Action Plan on military mobility: EU takes steps towards a Defence Union



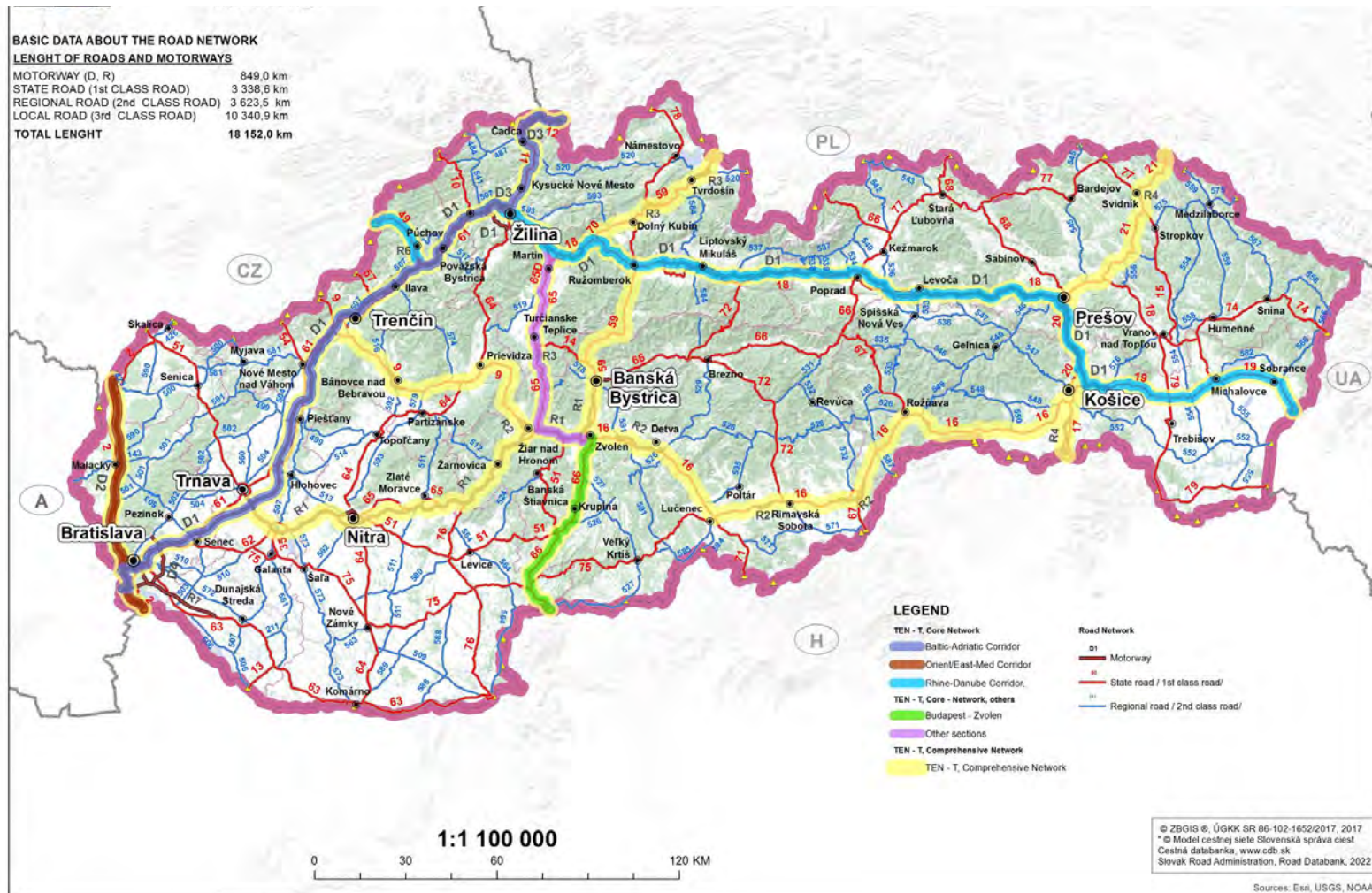
Rhine-Danube core network TEN-T corridor



Source: <https://transport.ec.europa.eu/>

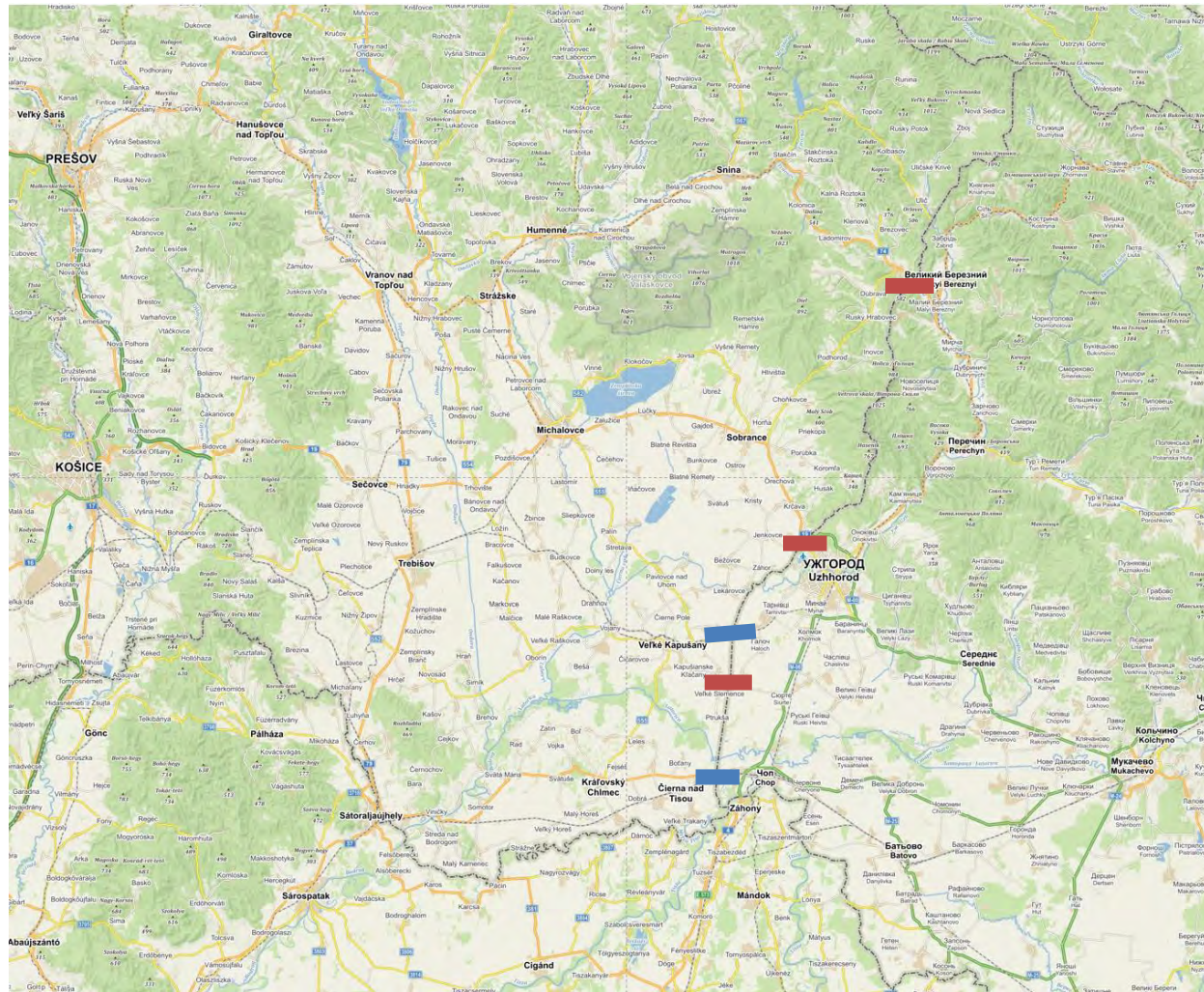


TEN-T core network and comprehensive corridors in Slovakia



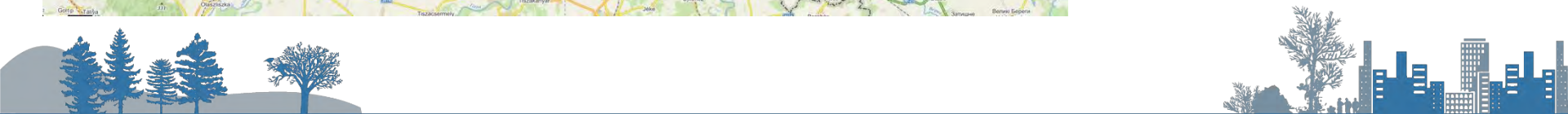
Source: Slovenská správa ciest (2022)

Border crossings SK - UA



road
railway

- Ubl'a - Malyj Bereznyj
- Vyšné Nemecké – Užhorod
- Mat'ovské Vojkovce – Pavlovo
- Veľké Slemence - Mali Selmenci
- Čierna nad Tisou - Čop



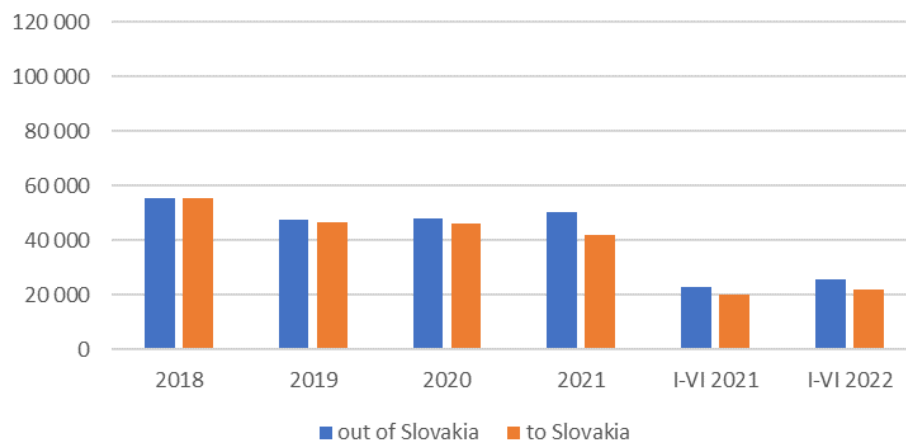
Slovak-Ukrainian road cross-border transport infrastructure

Vyšné Nemecké – Užhorod/Ужгород

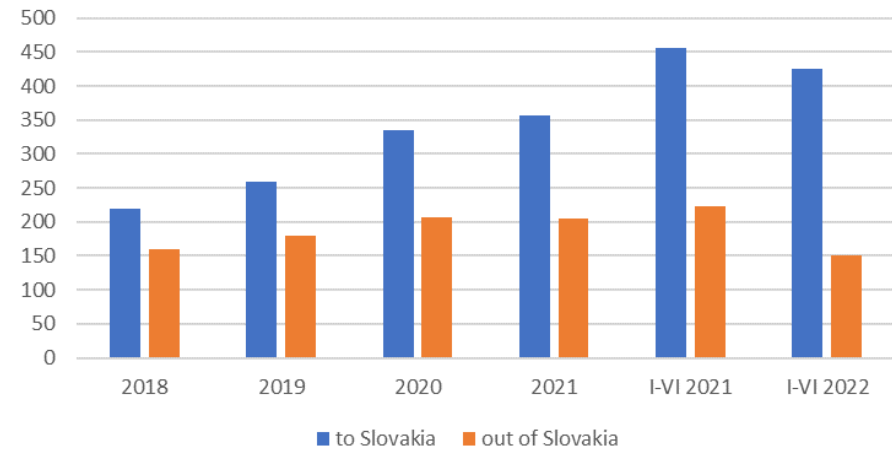
- Road I/19
- Capacity 125 trucks per day



Vyšné Nemecké - Uzgorod (truck number)



Vyšné Nemecké - waiting times



Data source: Colný úrad Michalovce (2022)

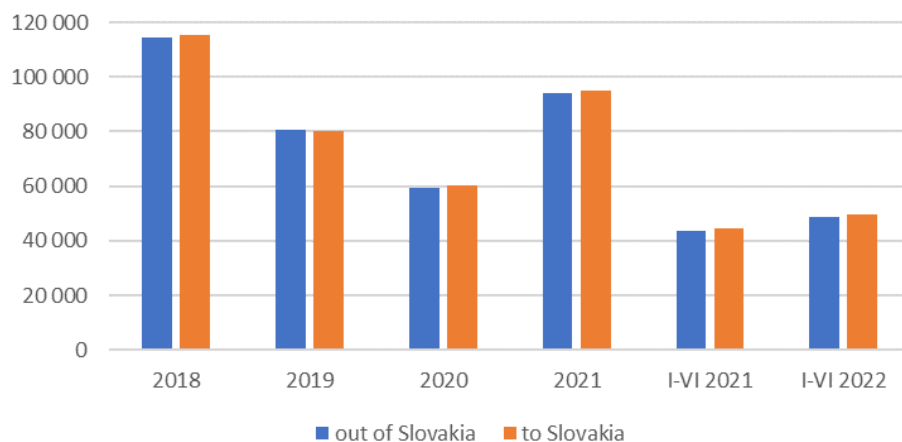


Slovak-Ukrainian rail cross-border transport infrastructure

Maťovské Vojkovce – Pavlovo/Палло

- the Užhorod - Haniska railway line is a broad-gauge railway track (1,520 mm) from Užhorod to Haniska near Košice, mainly for the transport of iron ore to the East Slovakian ironworks. Operation started in 1966.

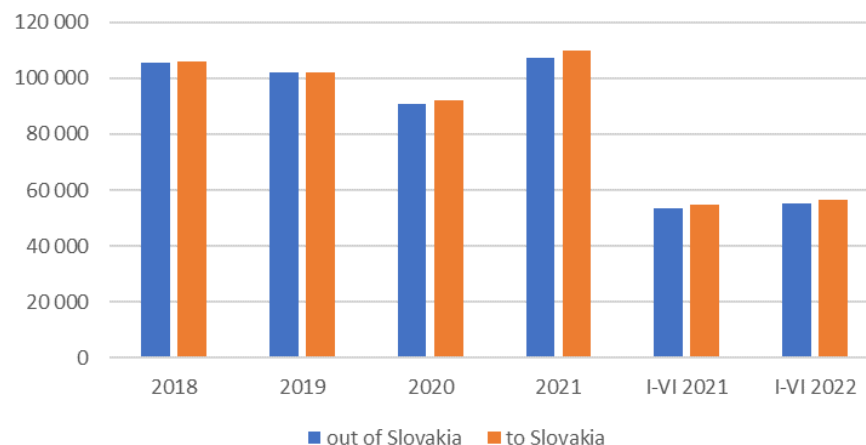
Maťovské Vojkovce - Pavlovo (wagons number)



Čierna nad Tisou – Chop/Чоп

- The broad-gauge track was built on the basis of the agreement on the mutual connection of railways between the former Czecho-Slovak and the Soviet Union, adopted in 1946 in Moscow. With this agreement, Czechia-Slovakia undertook to build a transshipment station in Čierna nad Tisou.

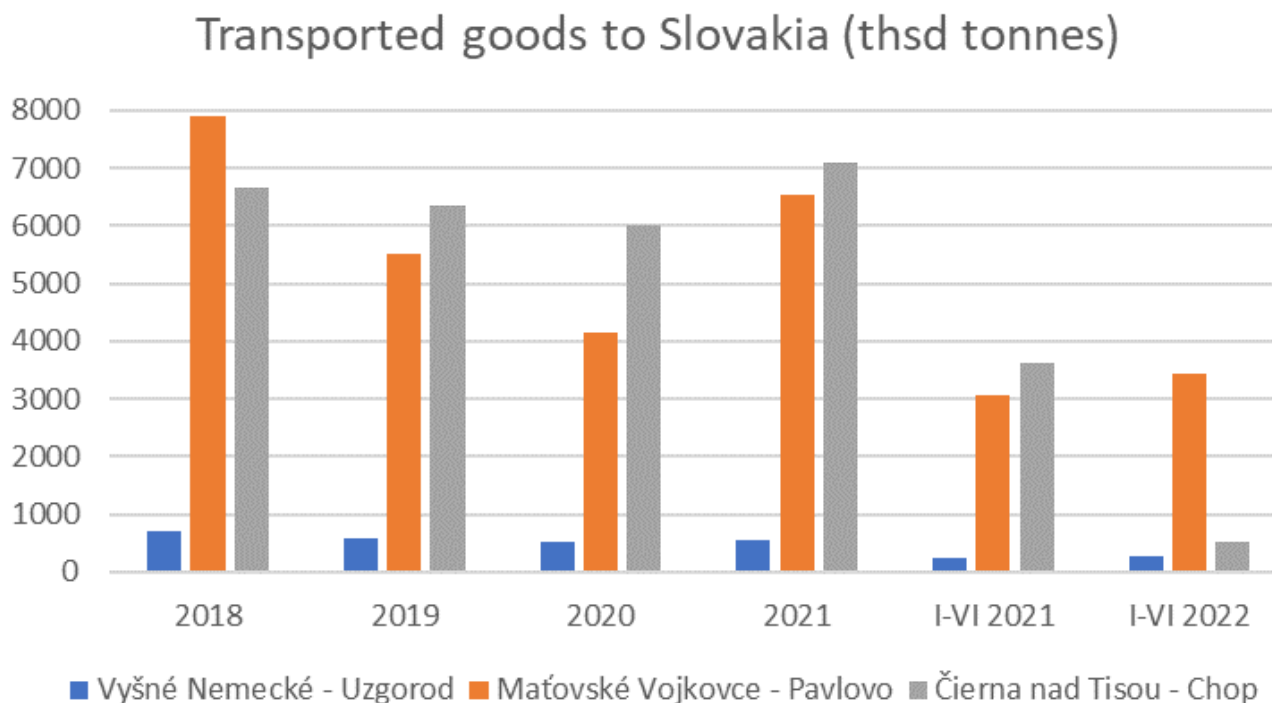
Čierna nad Tisou - Chop (wagons number)



Data source: Colný úrad Michalovce (2022)



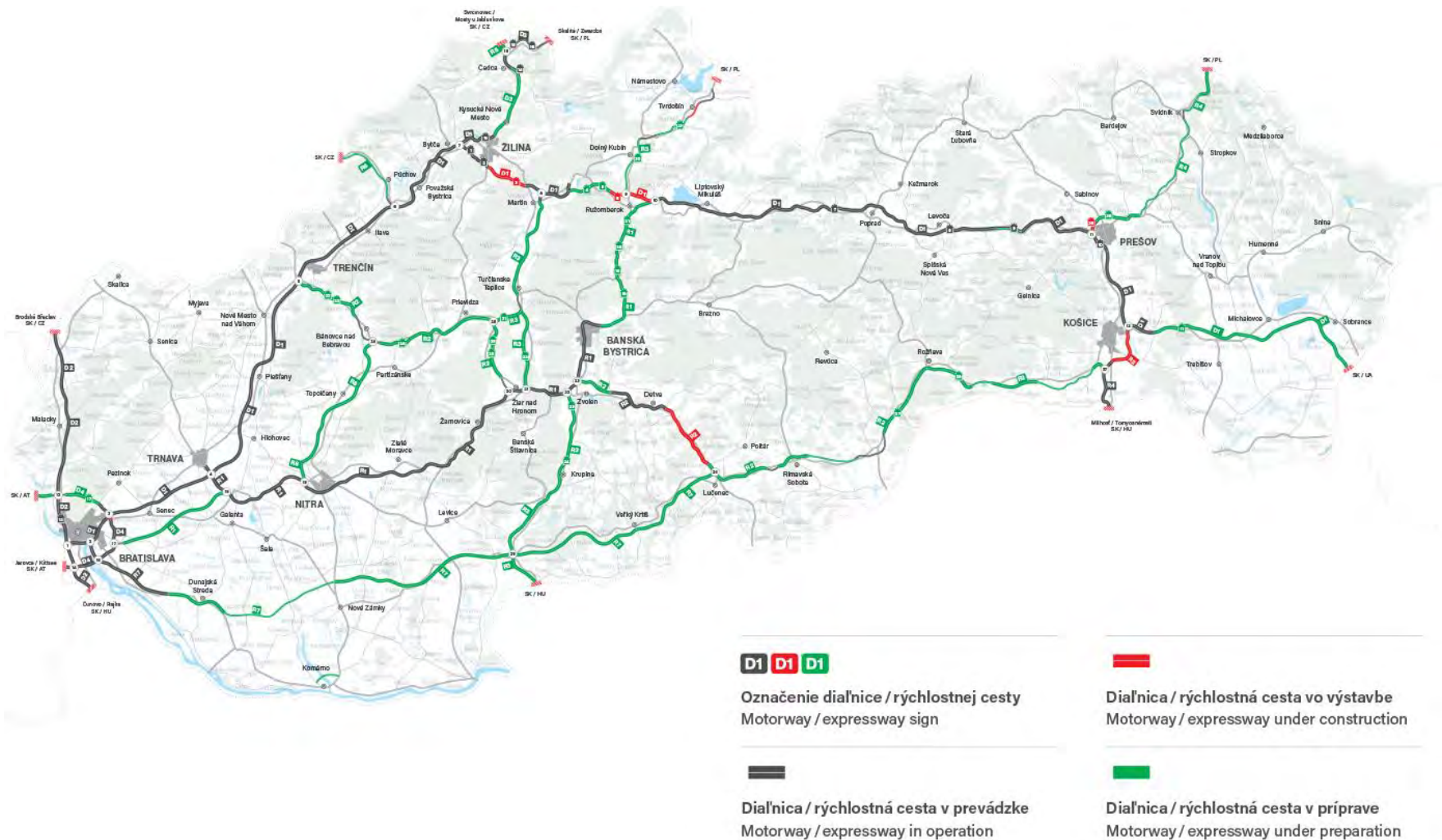
Slovak-Ukrainian rail cross-border transport infrastructure



Data source: Colný úrad Michalovce (2022)



Motorways and expressways network in Slovakia



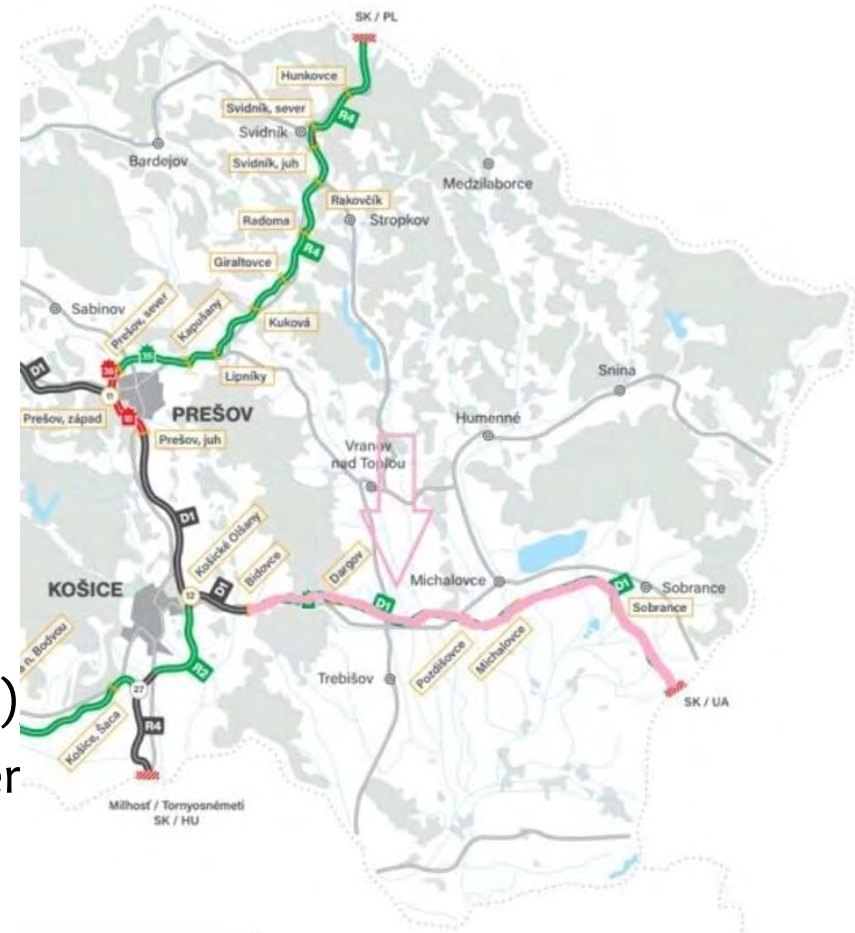
Source: Národná diaľničná spoločnosť (2022)



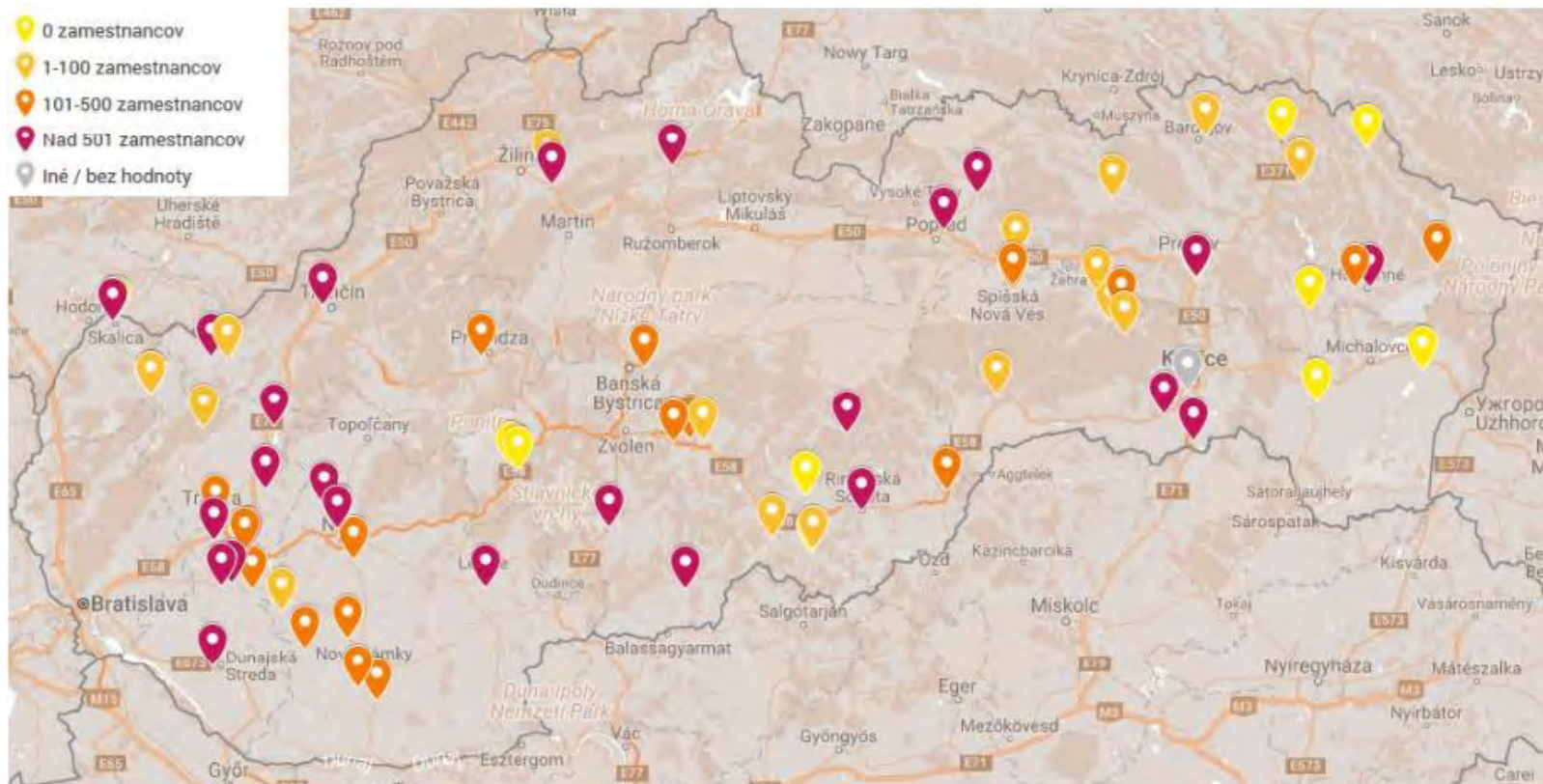
Slovak-Ukrainian road cross-border transport infrastructure

Vyšné Nemecké – Užhorod/Ужгород

- Multimodal feasibility study
Bidovce – state border SK/UA
(I/19 Bidovce – Vyšné Nemecké)
- Five sections:
Bidovce – Dargov (12,6 km),
Dargov – Pozdišovce (18,18 km),
Pozdišovce – Michalovce (10,05 km),
Michalovce – Sobrance (15,81 km),
Sobrance – state border SR/UA (15,48 km)
- Building of the motorway from the border crossing – using finances from CEF



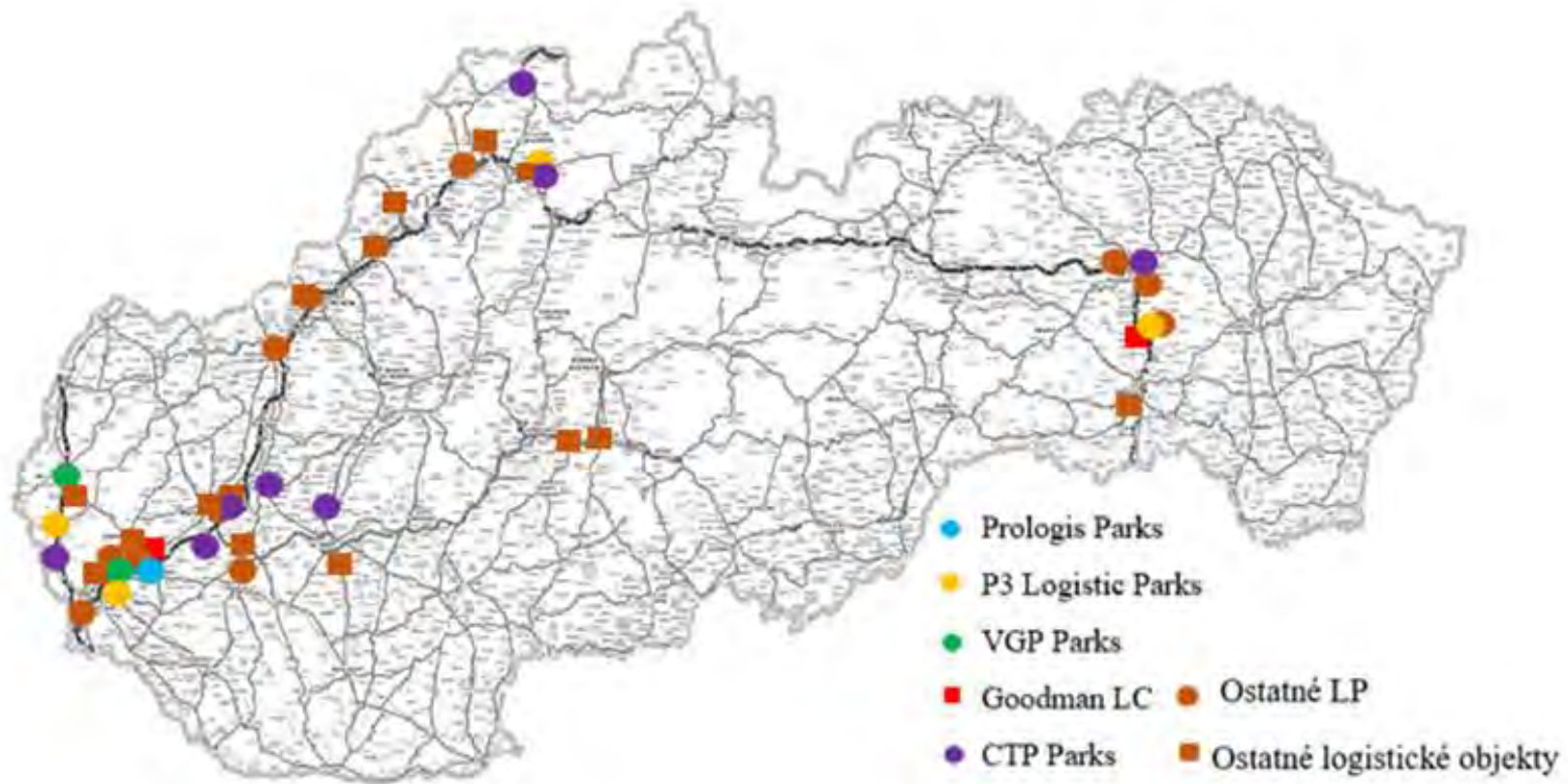
Industrial parks in Slovakia



Source: Pret'o (2018)



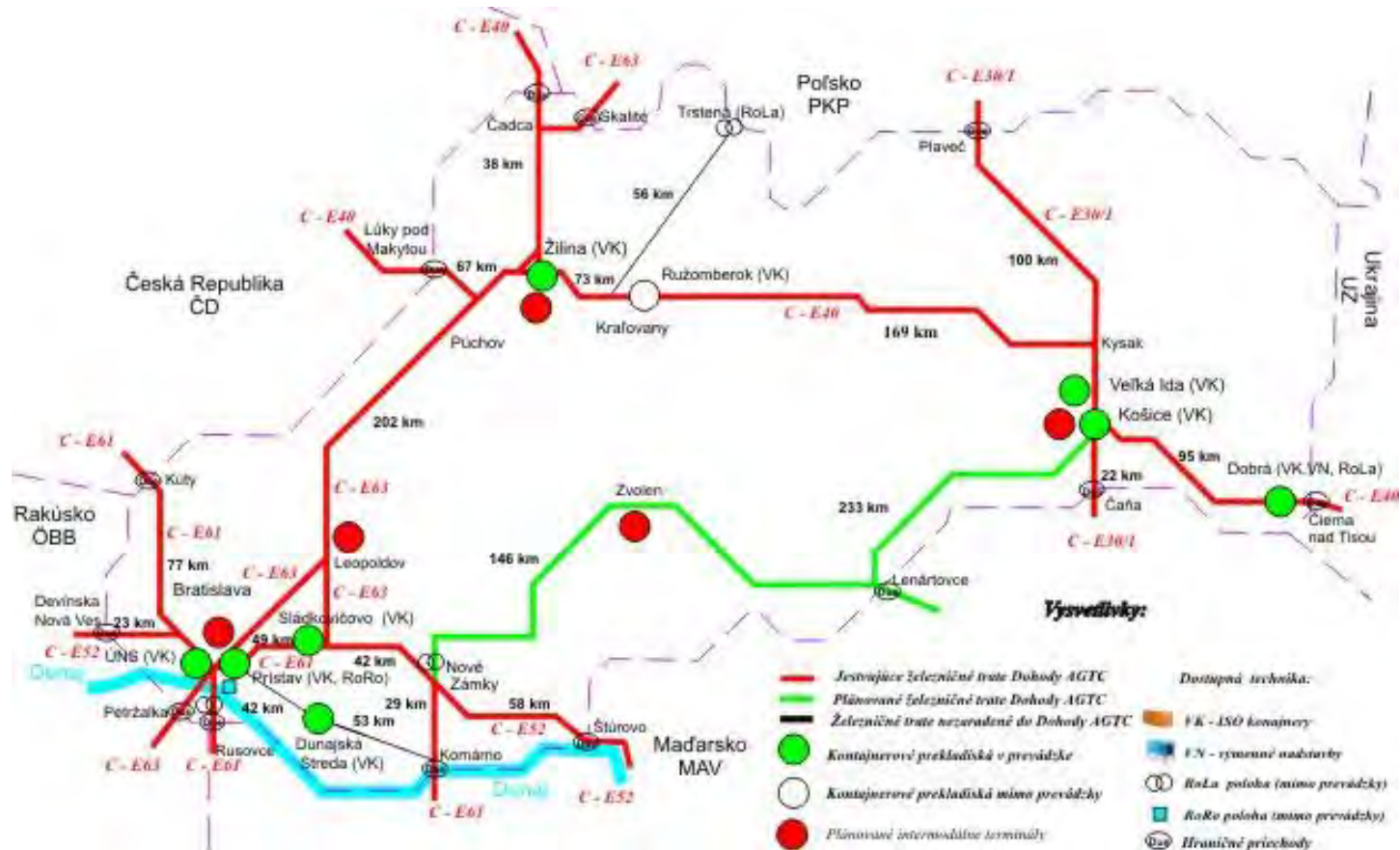
Logistic centres in Slovakia



Source: Beňová et al. (2017)



Infrastructure of integrated transport



Source: <http://www.intermodal.sk>

Terminal of integrated transport Dobrá

Conclusions

- Some possibilities to improve cross-border transport infrastructure between Slovakia and Ukraine.
- Extending of existing infrastructure or construction of new infrastructure (border crossings till 3.5 tonnes).
- Development of transport infrastructure (freight transport flows) is partially dependent on the demand for transport.





Thank you very much for your attention

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