

Rail transport of Ukraine is an important component of the European transport system. Railway network of Ukraine constitutes more than 8.0% of Europe's total railway length (excluding European part of Russia), cargo turnover amounts to 26.0%, cargo traffic – more than 24.0%, passenger traffic – 8.0% of railway traffic in Europe.

In recent years there has been a tendency of gradual increase of cargo turnover in international traffic. Specific weight of international cargo turnover in total cargo turnover reached 59.3%.

Railway transport is the most important component of multi-industry economy of Ukraine.

In 2010 railways of Ukraine loaded 326 million tons of cargo. Cargo turnover in 2010 constituted 202806.0 million tons/kilometer, which exceeds the level of the previous year by 10.6%.

Volumes of cargo traffic also increased and constituted 457266.9 thousand tons, including:
export traffic – 97098.3 thousand tons;
transit traffic – 49800.8 thousand tons;
import traffic – 42322.3 thousand tons.

Analysis of transit traffic volumes depending upon country indicates that 89.3% of it belongs to traffic from the CIS countries:

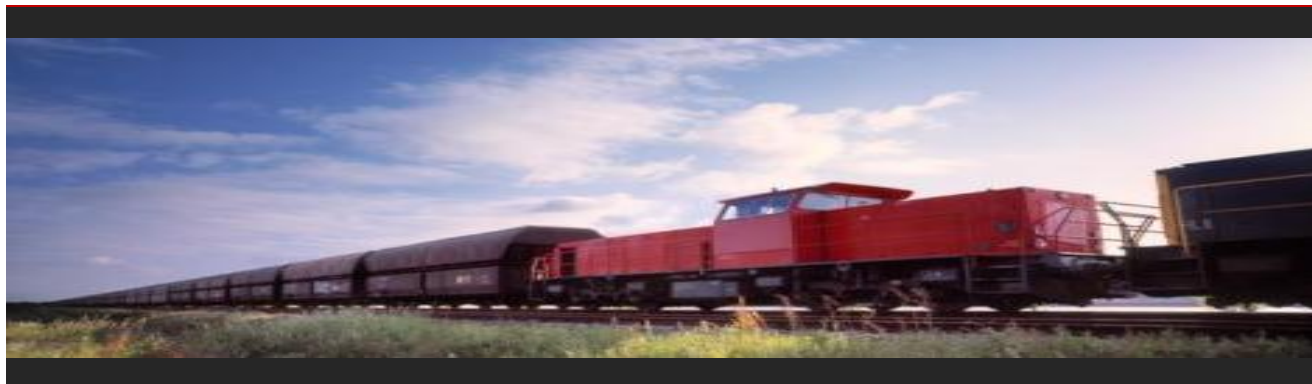
- 65.1% - from/to Russia,
- 15.4% - from/to Kazakhstan,
- 5.3% - from/to Belarus,
- and 3.5% - from/to Moldova.

Transit traffic in 2010 was carried:
By entry to Ukrainian railways:
98.0% - via railway land passages;
2.0% - via ports;

By exit from Ukrainian railways:
56.8% - via ports;
43.2% - via railway land passages;



Cargo turnover volumes analysis depending upon nomenclature indicates domination of the following:
import – iron ore and manganite, coal, oil and oil products, building materials, corn, chemicals, ferrous metals, commercial and mineral fertilizers;
export – ferrous metals, iron ore and manganite, building materials, commercial and mineral fertilizers, oil and oil products, scrap iron, coal, chemicals, and corn;
transit – oil and oil products, coal, iron ore and manganite, commercial and mineral fertilizers, ferrous metals, chemicals, corn, building materials, and timber cargoes.



In 2010 railways of Ukraine carried 336.3 thousand tons of container traffic, including middle capacity containers – 144.2 thousand tons, and large capacity containers – 192.1 thousand tons.

With the purpose of attraction of transit cargoes via sea trade ports through rates on railway cargo traffic and its processing in sea trade ports are applied.

INTERNATIONAL TRANSPORT CORRIDORS

Geographic position of Ukraine stipulates its special significance for the development of the European transport system, solution of pressing problems, concerning provision of passenger and cargo traffic optimal path, reduction of traffic time, lowering of transport component of the production value.

Establishment of the national network of international transport corridors in Ukraine and integration into international transport system is a priority national way of the country's transport complex development. Total lengths of international transport corridors railway system in Ukraine constitutes 3354 kilometers. The shortest ways from Europe to Transcaucasia, Central Asia, Iran, Afghanistan; from Poland, Scandinavian and Baltic states to the Black Sea ports, Middle East countries lie on the territory of Ukraine. On Western borders railway has pre-boundary crossings at the following stations: Yagodyn, Izov, Rava-Ruska, Mostyska-2, Uzhgorod, Chop, Batevo, D'yakovo, Vadul-Syret.

Three of nine priority international transport corridors, determined by the Second International Conference lie on the territory of Ukraine:

#3 Berlin/Dresden – Katovitse – Lviv – Krasne –

Ternopil – Zhmerynka – Koziatyn – Kyiv.

#5 Trieste – Ljubljana – Zagreb – Budapest – Chop – Lviv;

- Bratislava – Chop – Lviv;

#9 Alexandrupolis – Plovdiv – Bucharest – Kishinev – Kuchurgan – Rozdilna – Zhmerynka – Kyiv – Nezhyn – Chernigiv – Gornostayivka – Zhlobyn – Vitebsk – Saint-Petersburg – Helsinki with course shifts:

9a Rozdilna – Odesa, than to Izmail and along the perspective line to Reni, Romania;

9c Nezhin – Khutor Mykhailivskiy – Zernovo – Moscow;

Via Ukrainian ports Izmail and Reni interaction with water corridor #7 on the Danube takes place.

With the purpose of provision of the minimum distance of traffic from Europe to Transcaucasia, Central Asia, and Middle East countries, it was agreed between Ukraine and Poland to create additional corridor: Baltic Sea (Gdansk) – Black Sea (Odesa).

Of great importance is the organization of the Europe – Asia corridor (#3 and 5, from Fastiv via Znamenka – Dnipropetrovsk – Donetsk – Chervona Mogyla, via Volgograd, Astrakhan – Makat – Beyneu, Turkmenistan, and Iran), which compared to the southern direction – the corridor #2, will reduce cargo distance from Europe by 700-1300 kilometers.

Particular result will be achieved by increase of traffic volumes by ferry service Ukraine – Georgia. Along with functioning ferry line Azerbaijan (Baku) – Turkmenistan (Turkmenbashi) TRASEKA corridor (Europe – Caucasus – Asia) is being organized, the shortest way to the countries of Transcaucasia and Central Asia.