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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Intermodal Transport and Logistics

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Item 8 of the provisional agenda

**MONITORING AND ANALYSIS OF NATIONAL POLICY MEASURES  
TO PROMOTE INTERMODAL TRANSPORT**

**Addendum**

**Transmitted by the Government of Ukraine**

**RESULTS OF THE QUESTIONNAIRE ON NATIONAL POLICY  
MEASURES TO PROMOTE INTERMODAL TRANSPORT**

**UKRAINE**

	Objectives and issues <sup>1</sup>	Explanations
1	Importance of intermodal transport in national transport policy	The extension of the combined transport network in Ukraine and its integration into the international network are among the priorities of Ukrainian transport policy. With the increase in road traffic, the development of combined transport, which involves more environmentally friendly modes, is considered to be very important in increasing transit through Ukraine. For Ukraine, with its advantageous geographical situation, the creation of conditions for combined transport will make it possible to ensure more regular service for users, increase delivery speeds and improve the reliability and safety of transport between Europe and Asia.
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	Basic legislation is currently being drawn up in Ukraine to settle issues related to the environment, land-use management and transport policy. A government decree approving a plan of action to reduce the adverse effects of motor vehicles on the environment has been adopted and is being implemented, as are a number of other instruments.

<sup>1</sup> For a detailed description of the issues and objectives stipulated in the ECMT Consolidated Resolution refer to ECMT document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the Resolution have been consolidated by the secretariat (for example, the issues of “fair competition” and “transparent and competitive pricing” is mentioned in several indents in the ECMT Resolution).

	Objectives and issues <sup>1</sup>	Explanations
	<p>2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)</p>	<p>Much attention is being paid to speeding up Ukraine's integration into the European Union, including in the area of coordination of transport and environmental protection matters.</p> <p>Using the European Commission's new Twinning mechanism, an international technical assistance project, entitled "Development and implementation of transport policy in Ukraine", is being implemented in Ukraine; the outcome of the project will be the drafting of a national transport development strategy.</p> <p>In the near future, an international technical assistance project, entitled "Support for Ukraine's integration into the Trans-European Networks Programme (TEN-T)", will be implemented as part of the European Commission's programme, Technical Assistance for the Commonwealth of Independent States (EC TACIS).</p>
3	<p>Costs and prices</p>	
	<p>3.1 Establish fair competition between modes</p>	<p>Tariffs for basic rail transport and seaport services are set by the Government. "Through rates" are agreed once a year for rail transit freight and for processing at seaports, including for intermodal freight.</p>
	<p>3.2 Develop cheaper and more efficient interfaces between modes of transport</p>	
4	<p>Networks, terminals and logistics centres</p>	
	<p>4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)</p>	<p>Ukraine, having acceded to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), concluded on 1 February 1991 in Geneva, has in its national programmes reiterated its readiness and undertaken a commitment to develop a combined transport network in keeping with international standards.</p>
	<p>4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning</p>	
	<p>4.3 Take administrative measures to improve terminal access</p>	

	Objectives and issues <sup>1</sup>	Explanations
	4.4 Take administrative measures to improve terminal operations and facilities	The Liski Ukrainian State Transport Service Centre is implementing a programme adopted by order of the Ministry of Transport and Communications for the creation of combined transport terminals at the Kharkov, Dnepropetrovsk, Donetsk, Lugansk, Odessa and Chop railway junctions. Steps are being taken to improve equipment and information, and also to harmonize operating conditions and work at their customs offices and other border control services. A State programme for the improvement of border infrastructure has been adopted; it calls in particular for terminals to be developed at motor vehicle crossing points. General development plans addressing container terminal expansion are being drawn up at the Odessa and Ilichevsk seaports.
5	<b>Interoperability</b>	
	5.1 Ensure compatibility of railway information and signalling systems	Ukraine has ensured compatibility of railway information systems with signalling systems.
	5.2 Introduce electronic information systems	With the active participation of Ukraine, under a joint project of the International Rail Transport Committee and the Organization for Cooperation between Railways (OSJD) aimed at bringing the COTIF and SMGS transport systems closer together, a single CIM-SMGS railway bill has been formulated, and it is currently being introduced. This will make it possible to simplify the customs control procedure for transit freight and to reduce the time required for the issuance of transport documents.  National legislation is being adapted so that these railway bills can be used with electronic information systems.
	5.3 Other measures	
6	<b>Financial and fiscal support measures</b>	
	6.1 Financial support for investments (installations, rolling stock, systems, etc.)	
	6.2 Financial support for operations (specific, initial operations, etc.)	There is financial support for operations at the initial stage; for example, agreed preferential tariffs for transport.
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	There are no fiscal support measures.

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7	Regulatory support measures	
	7.1 Exemption from restrictions and traffic bans	According to Ukrainian motor vehicle traffic regulations, container-carrying vehicles, provided that they are no higher than 4.35 metres from the road surface, may circulate on certain routes without authorization. Their overall weight must not exceed 38 tons. The weight limit for a single axle is 10 tons, for a double axle it is 16 tons, and for a triple axle, 22 tons.
	7.2 Liberalization of initial and terminal hauls	
	7.3 Higher weight limits for road vehicles transporting intermodal loading units	Circulation of trucks up to and including 40 tons, provided they are not oversized, and of container-carrying vehicles up to 44 tons, is permitted if they respect the allowed weight limits, which must not exceed: for a single axle, 11 tons, for a double axle, 18 tons, and for a triple axle, 24 tons. They must circulate on an agreed and defined route.
	7.4 Facilitation of documentary controls	<p>Pursuant to a Government decision, controls (customs, border, veterinary, phytosanitary, radiological and other inspections) are carried out at all seaports, border railway stations and motor vehicle crossings according to a “one-stop” principle, thus accelerating inspections at Ukrainian borders.</p> <p>Government decision No. 269 of 13 April 2005 on the State customs and border services establishes that preliminary documentation checks are mandatory for all types of State controls.</p> <p>There are agreements with a number of neighbouring countries for joint border controls.</p>
	7.5 Bonus systems for using intermodal transport	

	Objectives and issues <sup>1</sup>	Explanations
	7.6 Strict enforcement of road haulage regulations	<p>The main provisions for the supervision of haulage are contained in the motor vehicle traffic regulations.</p> <p>The routes that may be used without authorization by container trucks not exceeding 4.35 metres height from the road surface are listed in legal acts.</p> <p>In addition, there are vehicle scales and clearance limit gauges at the exits from the main seaport terminals and at checkpoints on the main highways.</p> <p>Since July 2008, entry to the city of Kyiv has been restricted between 7 a.m. and 8 p.m.</p>
	7.7 Other regulatory support measures	<p>Work is being carried out on accession to a number of international and European conventions and agreements, in particular: the Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes; the Convention on a common transit procedure; the directives of the European Parliament regulating rail transport; the International Convention on the Simplification and Harmonization of Customs Procedures (the Kyoto Convention of 1999).</p>
8	Transport operations	
	8.1 Liberalize access to the rail networks	Access to the rail networks is not restricted.
	8.2 Liberalize access to inland water transport	Access to inland waterways is not restricted.
9	Market monitoring	
	9.1 Ensure availability of coherent and reliable data	Transport statistics are regularly summarized by the State Statistics Committee of Ukraine in accordance with specific statistical reporting forms and fully reflect the actual state of affairs in this sector.
	9.2 Establish inventories of bottlenecks	A list of bottlenecks in Ukrainian transport infrastructure has been established, and work is being carried out on an ongoing basis to eliminate them.
	9.3 Establish short sea shipping information offices	Short sea shipping information is provided by port authorities upon request.
10	Foster innovations covering all components of the transport chain	

	Objectives and issues <sup>1</sup>	Explanations
11	Operators in intermodal transport chains	
	11.1 Promote cooperation and partnership agreements	<p>Ukraine is constantly involved in joint efforts to draw up and sign cooperation and partnership agreements for combined transport. In recent years, agreements on international combined transport have been signed with Azerbaijan, Slovakia and GUAM (Georgia, Ukraine, Azerbaijan and Moldova).</p> <p>An agreement with Hungary is currently being negotiated, and agreements with Austria, Bosnia and Herzegovina, Croatia and Bulgaria are being drawn up.</p>
	11.2 Promote use of intermodal transport for the transport of dangerous goods	Under consideration.
	11.3 Promote use of international pools of rail wagons	Shared international wagon pools have been set up.
	11.4 Promote operation of rail block trains between terminals	Combined transport rail block trains are used between the Liski Ukrainian State Transport Service Centre in Kyiv and the Ilichevsk seaport terminal.
	11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	<p>In rail transport, tracking information on combined transport movements is provided in real time by the Ukrainian State railways (Ukrzaliznytsya) computer information centre when requested by the shipper or the consignee.</p> <p>A fee is charged for this service.</p>

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