



ТЕМПЕРИЛОДЖИСТИКСЕООД  
TEMPERI LOGISTICS LTD



# Export from Ukraine

Analysis of exports of goods  
transported by road through land  
customs crossings in 2023

**2024**



## Ukraine at the crossroads of world trade routes

Ukraine occupies an advantageous geographical and strategic location in the center of Europe, being at the crossroads of world trade routes, and pan-European transport corridors, and from 2022 being part of the Trans-European Transport Network (TEN-T).

The integration of the national transport network into international transport organizations and corridors with the development of logistics infrastructure contributed to the intensification of economic activity and the effective implementation of transit and trade potential in transforming Ukraine into a world transit hub in difficult wartime conditions.

The following international transit corridors pass through Ukraine:

Baltic Sea - Black Sea, Europe - Asia, North-South, BSEC, Eurasian and Cretan No. 3, Cretan No. 5, and Cretan No. 9, which have now become "dead-end".

Four of the Ukrainian TEN-T corridors are a priority for the country, namely:

- The North-Baltic corridor has been extended through Lviv and Kyiv to Mariupol;
- The Baltic-Black Sea – Aegean corridor has been extended through Lviv, Chernivtsi (Romania and Moldova) to Odesa;
- Baltic Sea – Adriatic Sea passes through Lviv;
- Rhine – Danube also via Lviv.

The practical implementation of TEN-T standards will contribute to the improvement of road links between Ukraine and the EU, in particular with Romania, Moldova, and Ukraine, as well as the construction of terminals and transshipment facilities, the development of exports and imports of goods between Ukraine and the EU.

In addition, Ukraine is the second largest country, after Kazakhstan, a participant in the Europe-Caucasus-Asia corridor in the TRACECA project. As of 2021, the total length of the Ukrainian road network was about 169.6 thousand km. The length of the main network (international roads and highways) was about 8.6 thousand km, which is equivalent to 5% of the total road network, and significantly less than in other TRACECA countries (about 10%).

TRACECA's main road corridor is the South-North-West Corridor (SNW) or the Black Sea-Baltic Sea corridor, connecting the Black Sea ports with Yagotin on the border with Poland. The route of this corridor runs through Odesa - Uman - Khmelnytsky - Ternopil - Dubno - Kovel - PE Yagodin - Dorogusk (Poland).

The total length of the corridor is about 980 km. of which 330 km are highways or dual carriageways (270 km between Odessa and Uman plus several sections totaling 60 km).

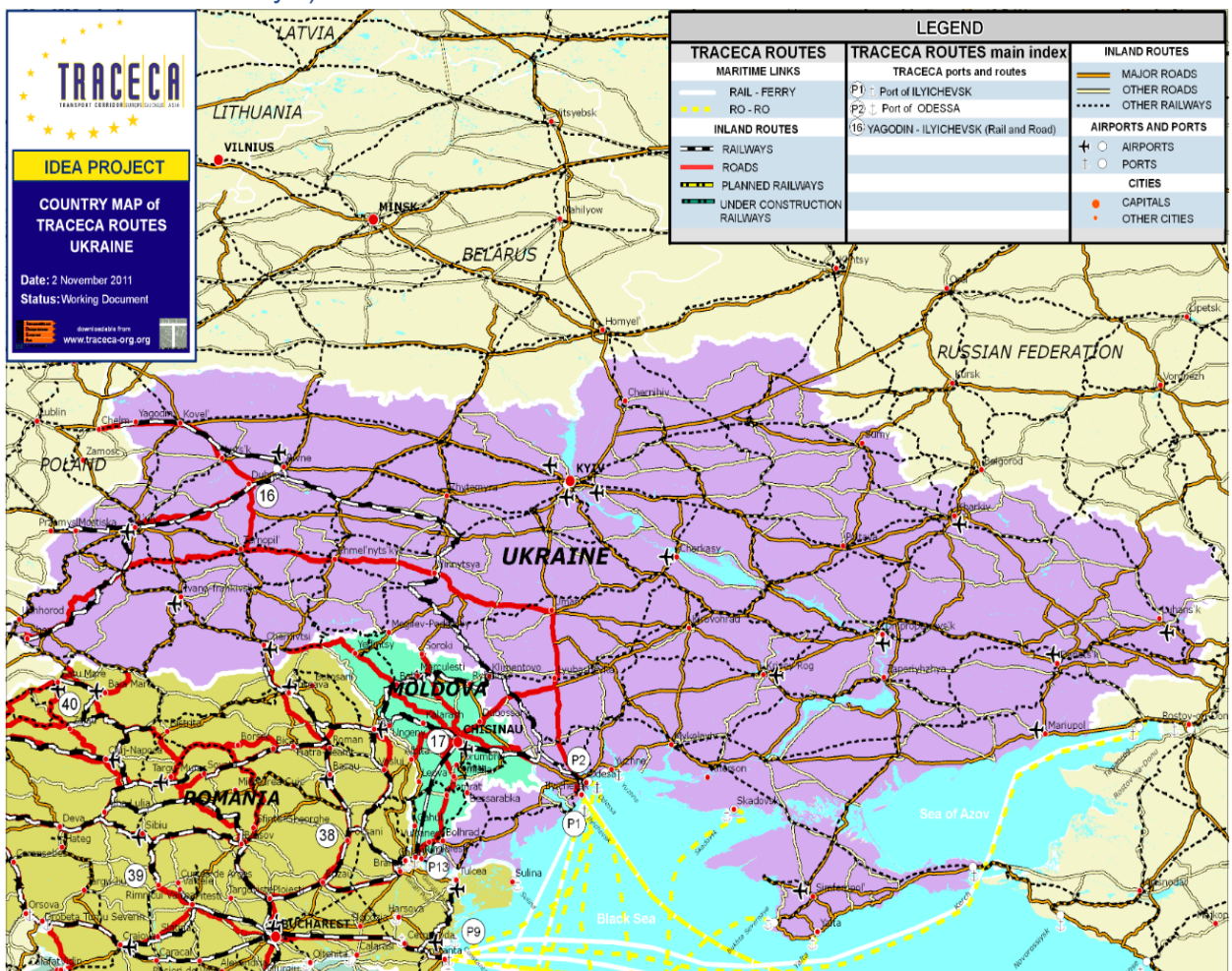
This corridor has three branches:

- Moldovan (starts 150 km north of Odessa to the Moldovan border near Dubossari in Transnistria. In Moldova this corridor becomes an east-west corridor and continues to Albita on the border with Romania, transit freight transport was not carried out due to the situation in Transnistria ;
- Hungarian and Slovak – beginning in Ternopil, through Berezhany – Stryi – Mukachevo – Uzhgorod – Chop (on the border with Hungary and Slovakia), a total of 360 km;
- Lvovskoe – Dubno – Lvov, via Brody, 160 km long.



The total length of TRACECA road corridors in Ukraine is 18% of the length of the main network, about 1580 km and 47% of TRACECA roads in the country lie through the Cretan corridors (IX, V, and III):

- The Odessa – Uman section (270 km) coincides with the Cretan Corridor IX;
- Branch to Moldova (85 km) - a continuation of the same Cretan Corridor IX to the border with Moldova;
- The Stryi – Uzhgorod section (190 km) in Hungary and Slovakia goes along the Cretan Corridor V;
- Lviv branch (160 km) runs along the Cretan corridor III (Brussels – Cologne – Krakow – Lviv – Kyiv)



Map of the TRACECA route in Ukraine, [TRACECA Country Maps](#)

The international transport corridor “Baltic Sea - Black Sea (Gdansk - Warsaw - Kovel - Odesa), including road transport, runs through the territory of the western regions of Ukraine:

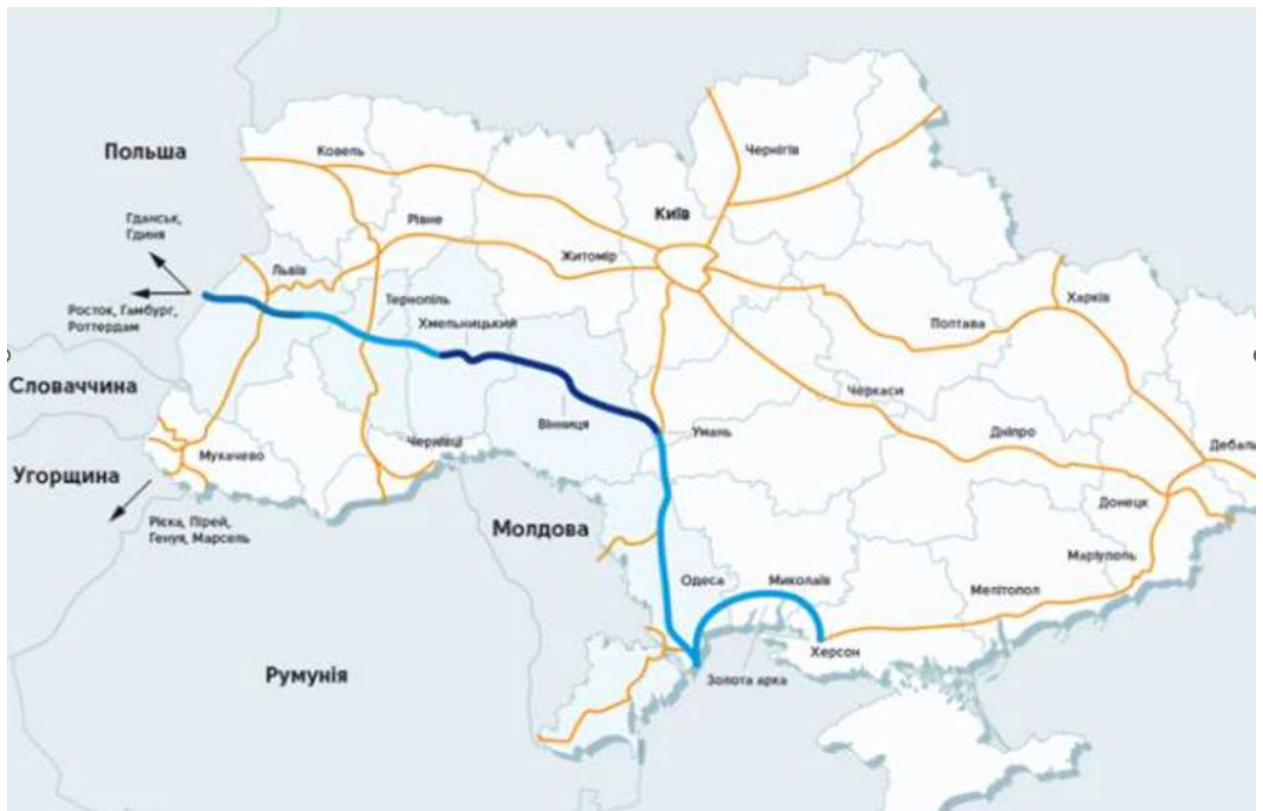
- Yagodin - Kovel - Lutsk - Ternopil - Khmelnytsky - Vinnytsia - Uman - ports of Cherny with a branch Ternopil - Chernivtsi - Porubnoye / Mamalyga.

In 1999, a memorandum was signed between Poland and Ukraine on the creation of the Ukrainian-Polish transport corridor Baltic Sea - Black Sea (Gdynia / Gdansk - Odesa / Ilyichevsk (from 2016) Chernomorsk) defining the route of the international transport corridor for road transport:



- Gdansk - Olsztynek - Plonsk - Warsaw - Lublin - Piaski - Dorogusk / Yagodin - Lutsk - Dubno - Ternopil - Khmelnytsky - Vinnitsa - Uman - Odessa / Chornomorsk with a branch to Gdansk - Torun - Piaski - Ploskin - Rava-Ruska - Lviv - Ternopil;

In 2017, Ukraine initiated the creation of the Go Highway, which should connect the transport network of Ukraine with the TEN-T network, connecting the ports of Gdansk and Gdynia with the ports of Odesa and Mykolaiv, with a length of 1746 km (658 km Poland (built) and 1088 km Ukraine). Within Ukraine, the transport corridor will run along the route Lviv – Ternopil – Khmelnytskyi – Vinnytsia – Uman – Odesa – Nikolaev – Kherson (covering international highways M-05, M09, M-10, M-12, M-14). In essence, the Go highway project involves the reconstruction of existing Ukrainian roads from Nikolaev to the Polish border. As of mid-2021, the purchase of private land plots and other objects is ongoing, on the site where road construction will begin.



*Go highway project*

Also in 2017, Ukraine and Poland agreed on the construction of the international transport highway Via Carpatia (from the Baltic to the Black Sea), passing through the territory of Lithuania, Poland, Slovakia, Hungary, Romania, Bulgaria, and Greece with a branch in Ukraine.

This corridor is adjacent to the border regions of Ukraine bordering EU member states. The auxiliary branches of the corridor approach the Ukrainian border at the checkpoints: Krakovets - Korczowa (Poland), Rava Ruska - Khrebnoye (Poland), Yagodin - Dorogusk (Poland), Porubnoye - Siret (Romania), and the transport network of the southern and western regions of Ukraine will be modernized (Lviv, Ivano-Frankivsk, Ternopil, Odesa regions).



KORYTARZ VIA CARPATIA  
WEDŁUG DEKLARACJI  
ŁAŃCUT II

- Kraje:**
- Położone wzdłuż korytarza Via Carpatia
  - Zainteresowane
  - Oserwatorzy

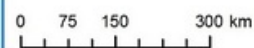
- Korytarze:**
- Główny przebieg
  - Odnogi

- Drogi:**
- Autostrada
  - Droga ekspresowa
  - Główne
  - Drugiego rzędu

- Miasta:**
- Główne miasta

**Szlak Via Carpatia:**

- Lithuania - łącznie 341 km:**
- Klaipeda - Kaunas - 245 km
  - Kaunas - LT/PL border - 96 km
- Poland - łącznie 1533 km:**
- LT/PL granica - Białystok - 180 km
  - Białystok - Lublin - 249 km
  - Lublin - Rzeszów - 167 km
  - Rzeszów - PL/SK granica - 88 km
  - Gdańsk - Lublin - 507 km
  - Lublin - PL/UA granicar - 95 km
  - Lublin - Zamość - PL/UA - 149 km
  - Rzeszów - PL/UA granica - 97 km
- Slovakia - łącznie 135 km:**
- PL/SK granica - Kosice - 107 km
  - Kosice - SK/HU granica - 28 km
- Hungary - łącznie 240 km:**
- SK/HU granica - Miskolc - 65 km
  - Miskolc - Debrecen - 110 km
  - Debrecen - HU/RO granica - 65 km
- Romania - łącznie 1851 km:**
- Bors - Oradea - Arad - Timisoara - Lugoi - Calafat (RO/BG granica) - 462 km
  - Lugoi - Sibiu - Pitesti - Bucaresti - Constanta - 732 km
  - Seret - Suceava - Bacau - Bucaresti - 468 km
  - Bacau - Galati - 189 km
- Bulgaria - łącznie 662 km:**
- RO/BG granica - Sofia - Kuluta (GB/GR granica) - 380 km
  - Sofia - Plovdiv - Svilengrad (BG/TR granica) - 282 km
- Greece - łącznie 452 km:**
- BG/GR granica - Thessaloniki - 114 km
  - Thessaloniki - GR/TR granica - 338 km
- Ukraine - łącznie 2005 km:**
- PL/UA granica - Kovel - 66 km
  - Kovel - Lutsk - 74 km
  - Lutsk - Kiev - 402 km
  - Kiev - Odessa - 477 km
  - Lutsk - Ternopil - 167 km
  - Ternopil - Chernivtsi - UA/RO granica - 212 km
  - PL/AU granica - Lviv - Ternopil - 200 km
  - Ternopil - Vinnitsa - Uman - 407 km
- Turkey - łącznie 507 km:**
- GR/TR granica - Istanbul - 254 km
  - BG/TR granica - Istanbul - 243 km



Via Carpatia project



Ukraine participates in the IRU - the global road transport organization and has the opportunity to realize its potential for international trade to ensure economic growth and reach the required level of prosperity for the country and its citizens through TIR - cargo transportation, which complies with the standards prescribed in the Customs Convention on International Trade transportation.

TIR (Transports Internationaux Routiers) international shipments are inspected and sealed by customs at the point of departure and re-inspected by customs only at the final destination.

Thanks to present electronic TIR information and customs declarations, TIR trucks can cross borders without additional checks, while improving the efficiency of risk and resource management of border authorities.



### Transportation of goods by road transport in Ukraine

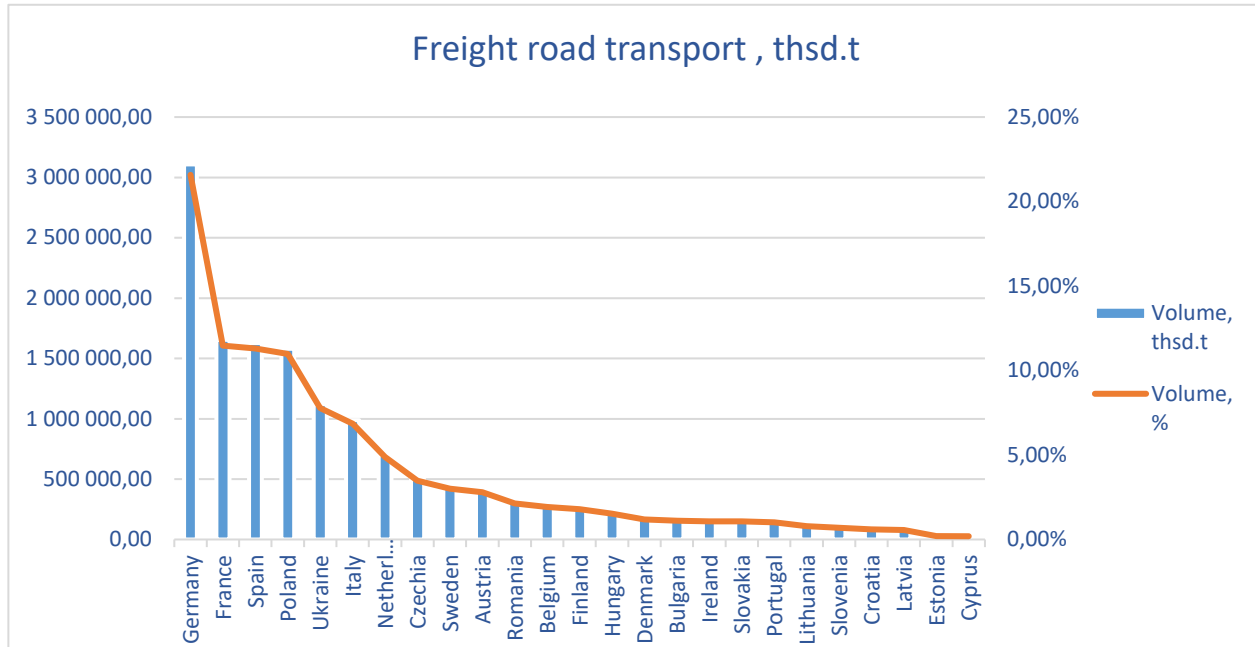
Since the beginning of 2022, as a result of the blockade of ports and the cessation of air traffic, Ukrainian road carriers have become the largest transport support of the economy.

In international comparisons in the transportation of goods by road, Ukraine has always occupied a leading position among European countries, so, according to data for 2021, with a volume of 7.79% or 1,121.23 million tons, the country was in fifth place after Germany, France, Spain, and Poland:



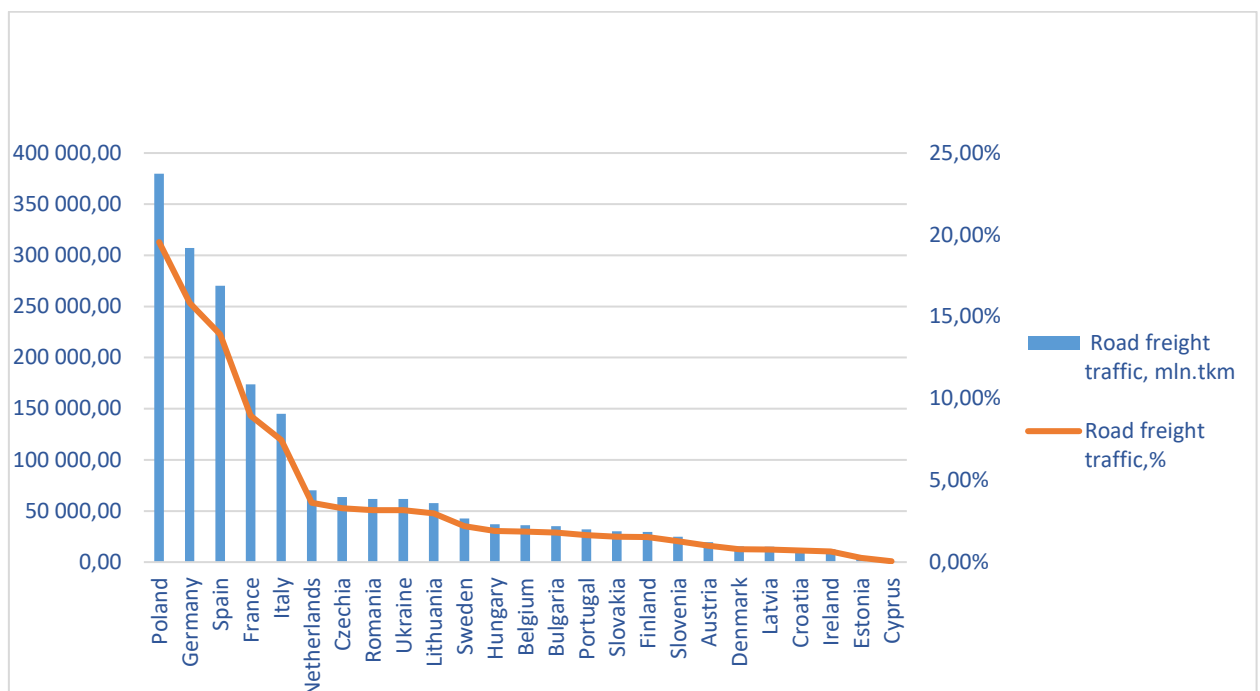


### Freight road transport, (thsd.t)



In terms of freight turnover of road transport in international comparison, Ukraine was ninth with 3.18% and 61,844 million tonne-kilometers, after Poland, Germany, Spain, France, Italy, the Netherlands, the Czech Republic, and Romania:

### Road freight traffic, (mln. tkm)





According to the State Statistical Service of Ukraine, in the transportation of goods by mode of transport, road transport has occupied a leading position over the past five years for which data are provided:

**Freight transportation by type of transport, (Mln.t)**

Transport	2017	2018	2019	2020	2021
<b>Total, Mln.t</b>	<b>1582</b>	<b>1643</b>	<b>1579</b>	<b>1641</b>	<b>1518</b>
rail	339	322	313	306	314
<b>road</b>	<b>1122</b>	<b>1206</b>	<b>1147</b>	<b>1232</b>	<b>1121</b>
water	6	6	6	6	5
sea	2	2	2	2	2
river	4	4	4	4	3
air	0,1	0,1	0,1	0,1	0,1
pipeline	115	109	113	97	78

In percentage terms during this period, road transport accounted for three-quarters of all transportation:

**Percentage of total volume, %**

Transport	2017	2018	2019	2020	2021
<b>Total, %</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
rail	22	20	20	19	21
<b>road</b>	<b>71</b>	<b>73</b>	<b>73</b>	<b>75</b>	<b>74</b>
water	8	8	12	9	12
sea	0	0	0	0	0
river	0	0	0	0	0
air	0	0	0	0	0
pipeline	0	0	0	0	0

In freight turnover by mode of transport until 2022, road transport accounted for a fifth of it, after the leader - railway transport, which accounted for three times more:

**Freight traffic by mode of transport, (bln. tkm)**

Transport	2017	2018	2019	2020	2021
<b>Total, Bln.tkm</b>	<b>364.2</b>	<b>361.3</b>	<b>355.0</b>	<b>313.2</b>	<b>304.7</b>
rail	191.9	186.3	181.8	175.6	180.4
sea	2.9	1.8	1.8	1.5	1.6
river	1.4	1.6	1.6	1.4	1.4
<b>road</b>	<b>62.3</b>	<b>72.1</b>	<b>65.0</b>	<b>65.1</b>	<b>61.8</b>
air	0.3	0.3	0.3	0.3	0.3
pipeline	105.4	99.2	104.5	69.3	59.2





The distribution of freight turnover by individual types of transport in Ukraine in percentage terms is presented below:

***Distribution of freight traffic by individual mode of transport, (percent)\****

Transport	2017	2018	2019	2020	2021
<b>Total, %</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
rail	52.7	51.6	51.2	56.1	59.2
sea	0.8	0.5	0.5	0.5	0.5
river	0.4	0.4	0.5	0.4	0.5
<b>road</b>	<b>17.1</b>	<b>19.9</b>	<b>18.3</b>	<b>20.8</b>	<b>20.3</b>
air	0.1	0.1	0.1	0.1	0.1
pipeline	28.9	27.5	29.4	22.1	19.4

*\*Information on individual indicators for 2022-2023 will be made public after the deadline for submitting statistical and financial reports established by the Law of Ukraine "On the Protection of the Interests of Subjects of Reporting and Other Documents During Martial Law or the State of War"*

At the beginning of April 2024, information was made public, the publication date of which was postponed due to the martial law in Ukraine, namely the volume of transported cargo and cargo turnover in 2022-2023, without a breakdown by mode of transport:

***The volume of freight traffic, Tonne-kilometres performed, 2023\****

	Unit.	January-December
<b>The volume of freight traffic</b>	<b>mln.t</b>	<b>327.9</b>
% to the corresponding period of 2022		103.3
<b>Tonne-kilometres performed</b>	<b>mln. tkm</b>	<b>163 359.9</b>
% to the corresponding period of 2022		98.0

*\*Data exclude the territories that are temporarily occupied by the Russian Federation and part of territories where the military actions are/were conducted.*





## Export of cargo from Ukraine by road transport

As already covered in the previous analysis, according to customs statistics on the movement of vehicles across the customs border of Ukraine, in the 12 months of 2023, 9.7 million vehicles were allowed across the border. Of these, 4.8 million units were exported. This figure for the same period of the previous period changed slightly - by 2.08% (in 2022 it was 4.7 million units).

Of the 9,714.8 thousand vehicles passed through the customs control of Ukraine, the vast majority - 8,232.4 thousand - were road transport. In 2022, this figure was 4.29% less and amounted to 7,879.1 thousand units.



## Selected indicators of special customs statistics of the movement of vehicles across the customs border of Ukraine

Transport type	Unit	2022	2023
Import	million units	4.70	4.90
Export	million units	4.70	4.80
<b>Total</b>	million units	<b>9.50</b>	<b>9.70</b>
Sea transport	million units	6.10	9.20
River	million units	26.00	33.40
Railway	million units	1 489.40	1 391.00
Automotive	million units	7 879.10	8 232.40
Air	million units	13.50	0.10
Other	million units	47.50	48.70
<b>Total</b>	million units	<b>9 461.70</b>	<b>9 714.80</b>





The outbreak of hostilities in 2022 revealed several severe problems in the country's transport system.

In peacetime, the monthly volume of cargo delivered by sea was 6 - 7 million tons. After the blocking of Ukrainian seaports, this cargo turnover was taken over by river, rail, and road transport, which were able to cover only 1.5 million tons of cargo per month. The resulting shortage of freight turnover was associated with the discrepancy between the track widths of the Ukrainian and European railways, the underdevelopment of river transport, and the low throughput of road border checkpoints.

Transport links with the European Union by land transport turned out to be incapable of a sharp increase in the load on transport infrastructure.

The low capacity of border automobile checkpoints, in which the emergence of large queues of trucks, especially in the first months of the war, was caused by the massive departure of Ukrainians in personal transport, the passage of fuel truck convoys during the oil crisis, and the import of passenger cars, for which the Ukrainian government temporarily established zero customs clearance and export of agricultural products from seaports. At checkpoints, where before the war a truck driver could stand for a maximum of 1.5 days, the time lasted up to 7, and sometimes up to 10 days. Today, large queues of trucks at border checkpoints are formed due to the blocking of checkpoints by Polish carriers and the export of large consignments of grain that cannot be transported by sea.



*Situation at the Dorogusk-Yagodin checkpoint*



## Automobile customs checkpoints in Ukraine

Automobile checkpoints operating from Ukraine and neighboring countries:

- **On the border with Poland: in the Lviv region:** “Rawa-Ruska-Grebenne”, Shegini-Medika”, “Smolnitsa-Kroczenko (Korczoza)”, “Grushev-Budomerz”, “Ugrinov-Dolgobichuv”; in the Volyn region: “Yagodin-Dorohusk”.
- **On the border with Slovakia:** in the Transcarpathian region: “Maly Berezny-Ublya”, “Uzhgorod-Vyshne-Nemetske”.
- **On the border with Hungary:** in the Transcarpathian region: “Luzhanka-Beregsuran”, “Wilok-Tisabec”, “Kosino-Barabash”, “Dzvinkove-Lonya” and “Chop (Tisa)-Zahony”.
- **On the border with Romania:** In the Transcarpathian region: “Dyakovo-Halmeu”; in Chernivtsi region: “Porubne-Siret”.
- **On the border with Moldova:** in the Odessa region: “Palanka-Mayaki-Udobne”, “Starokazache-Tudora”, “Reni-Giurgiulesti”, “Tabaki-Mirnoe”, “Dolinskoe”, “Vinogradovka”, “Zalznichnoe”, “New Troyany”, “Maloyaroslavets”, “Serpnevoe”, “Lesnoe”, “Gradintsy”, “Kuchurgan”, “Rozalivka”, “Grebeniki”, “Slavyanoserbka”, “Pavlovka”, “Platonovo”, “Dubovo”, “Fedoseevka” ;  
in the Vinnytsia region: “Mogilev-Podolsky-Otach”, “Bronnitsa”, “Velika Kosnitsa”, “Grabarovka”, “Bolgan”, “Studena”;  
in Chernivtsi region: “Rossoshany-Brichen”, “Mamalyga-Krivaya”, “Podvorievka”, “Green”, “Kelmetsi”, “Vashkivtsi”, “Sokiryany”.

Today, road checkpoints with Poland (BCP Yagodin, Rawa-Ruska, Krakovets, Shegini) serve 53% of cargo transportation (Poland is also the gateway to the markets of 12 more European countries), with Romania (Dyakove, Porubne, Krasnoilsk, Dyakovtsy, Belaya Church) - 18%, with Moldova (Mogilev-Podolsky, Reni) - 14%, with Hungary (Chop (Tisa), Luzhanka, Diyda) - 10%, with Slovakia (Uzhgorod) - 5%.

In Ukraine, 100 automobile checkpoints and control points across the state border have been created for road traffic, including international, interstate, and local. 33 checkpoints remain completely unequipped, and another 20, built in Soviet times, require significant reconstruction. Among the automobile checkpoints, Yagodin Dorogusk (800 cargo vehicles) has the largest design capacity for the passage of cargo vehicles (TC). The throughput of the checkpoints “Krakovets-Korchevaya” (Poland), “Uzhgorod-Vyshnee Nemetskoe” (Slovakia), “Tisa-Zahony” (Hungary), “Porubno-Siret” (Romania) is high, which amounts to 500 cargo vehicles.

All road checkpoints on the border with Poland are characterized by a significant overload of actual throughput compared to their designed capacity. Checkpoints on the border with Slovakia, Hungary, and Romania are operating at the limit of design capacity. Some of them are characterized by lower rates of vehicle passage about their design capacity.



**Capacity of the border infrastructure of the border regions of the Western region of Ukraine (with EU countries) for road transport**

Region	Trucks, units	% of the total quantity	Trucks, units	% of the total quantity	Cargo, thousand tons	% of the total quantity
<b>Design capacity of checkpoints (per day)</b>			<b>Actual throughput of checkpoints (per day)</b>			
Volynskaya	800	22.0	954	27.0	10.5	22.4
Lvovskaya	970	26.7	1 343	38.0	18.4	38.6
Transcarpathian	1 220	33.5	867	24.5	12.14	25.9
Chernivtsi	500	13.7	307	8.7	4.87	10.4
Odessa	150	4.1	66	1.9	1.02	2.17
<b>Total</b>	<b>3 640</b>	<b>100</b>	<b>3 537</b>	<b>100</b>	<b>46.93</b>	<b>100</b>

Source: data from the State Customs Service of Ukraine

**Design and actual capacity of checkpoints for road freight traffic on the Ukraine-EU border (for 2021)**

Transition point	Transition point	Transition point	Transition point	Transition point	Transition point	Transition point	Transition point
<i>Throughput per day</i>							
	<i>Design</i>		<i>Actual</i>		<i>Total missed</i>		
<b>With Poland</b>							
Yagodin-Dorogusk	3 875	800	2 218	954	809 532	348 263	3 819.6
Rava Russian – Khrebnoye	3 850	250	1 557	493	568 146	179 786	2 302
Krakovec – Korcova	2 600	500	2 194	550	800 978	200 645	3 225
Shegini-Medyka	2 470	120	2 184	296	797 175	107 885	1 191
Smilnitsa-Krostsenko	2 235	100	175	4	63 989	1 369	8
<b>With Slovakia</b>							
Uzhgorod-Vishne German	4 100	500	730	249	266 371	90 474	1 260.7
<b>With Hungary</b>							
Chop (Tisa) – Zahony	5 580	500	1 179	447	430 492	163 329	2 334.9
Luzhanka-Beregshuran	1 800	20	625	14	228 061	5 254	5.7
<b>With Romania</b>							
Diakovo-Halmeu	1 250	200	409	157	149 162	57 425	832.1
Porubnoye-Siret	880	500	1 214	307	443 083	112 168	1 777.4
Orlovka-Isakcha	500	150	169	66	61 769	24 005	371

Source: State Customs Service



Thus, based on the currently available data on the design capacity of road checkpoints for freight transport, checkpoints on the border with Poland operate beyond their design capacity, and checkpoints on the border with Slovakia, Hungary, and Romania operate on the verge of their design capacity. This is one of the reasons for the formation of huge queues at the border and one of the significant deterrents to the increase in international and transit freight traffic.

### **Agreements on the liberalization of road freight transport**

Thanks to the process of liberalization of transport between the EU and Ukraine, which began in 2020 and was accelerated in 2022, the agreement on “visa-free transport” has become effective support for road carriers.

The Agreement on the liberalization of road freight transport was extended for a year - until June 30, 2024. During the first year, the agreement proved its practical effectiveness. During the period of its operation, the volume of bilateral and transit road freight transportation increased by more than 50%.

The key content of the agreement is the ability of Ukrainian carriers to carry out transportation to EU countries without permits, as was required before signing. For their part, carriers from EU countries have the same opportunity when importing goods to Ukraine. In particular, Ukraine and the EU exempted holders of driving licenses issued by one of the parties from the requirement to have an international driving permit.

After the signing of the agreement in June 2022, the number of carriers crossing the border towards the EU increased by 53% compared to the same period in 2021, and the number of crossings itself increased by 43%.

The volume of goods transported also increased significantly: by approximately two-thirds in terms of volume of goods transported and by approximately one-third in value, and in absolute terms, more than 300 thousand tons of goods were additionally exported to the EU monthly. Ukrainian imports from the EU increased similarly, by approximately 300 thousand tons per month. However, in terms of value, imports have grown almost three times faster than Ukrainian exports.

Ukraine imports goods worth more than 700 million euros per month from the EU by road transport, and exports only 250 million euros. In general, during the year and a half of the agreement with Ukraine, 47.5% more goods were transported to the EU by road than under the “transport visa-free regime” , and from the EU to Ukraine - 44% more.

Currently, the possibility of transport without the need for special permits is available in 36 countries, including the countries of the European Union. Last year, such an opportunity was opened with Norway and North Macedonia and the corresponding agreement with Moldova and Turkey was extended.

However, all the efforts of the European Union to simplify international transport for Ukrainian transport workers are systematically neutralized by the blocking of customs checkpoints by Polish carriers, which is mainly due to competition. However, these reasons are largely unfounded - Poland's vehicle fleet is 6 times more powerful than the Ukrainian one and amounts to more than 300 thousand units, compared to 52 thousand trucks in the neighboring country. At the same time, Polish trucking companies employ more than 160 thousand drivers - citizens of foreign countries, 120 thousand of whom are Ukrainians.



The border blockade has jeopardized a significant part of Ukrainian foreign trade, because 60% of exports in the European direction pass through Polish-Ukrainian customs points and their blocking, in the medium term affects the entire stability of the Ukrainian economy, causing significant losses and continues to generate them every day. At the beginning of 2024, they amounted to one and a half billion euros, according to the leadership of the Ukrainian Association of International Road Carriers. Poland is suffering even greater losses due to the blockade: for a day of downtime at the border, Ukrainian carriers lose about 300-350 euros for each truck, because now drivers are trying to drive through Slovakia, Hungary, and Romania. In 2023, Ukrainian carriers carried out 362 thousand shipments to Poland, of which 68 thousand were transportation of fuel and another 15 thousand were transportation of humanitarian goods.

Thus, the number of commercial traffic is 280 thousand for the last year, 2023. For comparison, in 2021, Ukrainian drivers completed 229 thousand transportation to Poland, and in 2022 – 307 thousand. Transportation of fuel, humanitarian, and military cargo - takes up about 20% of the total structure of all transportation.

On October 1, 2022, Ukraine joined the Convention on the Joint Transit Procedure (JCP Convention) and became its 36th member. This is an agreement between EU countries and several other countries on common procedures for the international transit of goods, simplifying the movement of goods across international borders by introducing uniform rules for the declaration and control of transit movements of goods using a joint IT product (NCTS). This allows for the exchange of information on all stages of customs clearance of goods using electronic messages in real-time and increases the efficiency of using the risk analysis mechanism. To become a member, Ukraine changed its domestic legislation to make it compliant with EU customs rules.

Despite all the challenges of the time and ongoing military operations, Ukraine was able to increase the volume of cargo transportation by all types of transport, excluding pipelines, following global trends in increasing consumption of products by the population and digitalization of production processes.



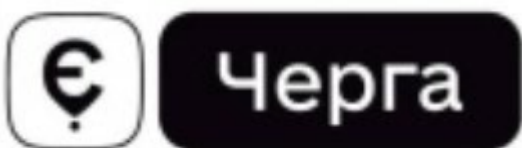


---

*The border regions of Western Ukraine, being remote from the zone of active hostilities, suffer less from military operations and today serve as the main foreign trade gates of the country.*

---

The Transcarpathian region has the greatest (33.5% for road traffic) design capacity of border infrastructure, however, as of 2021, 38% of trucks and 38.6% of all cargo were passed through automobile checkpoints in the Lviv region.



The Transcarpathian region has the greatest (33.5% for road traffic) design capacity of border infrastructure, however, as of 2021, 38% of trucks and 38.6% of all cargo were passed through automobile checkpoints in the Lviv region.

The “eCherга” system was implemented at 29 checkpoints with EU countries and Moldova.

Thus, the state can analyze transport flows and record loading, reduce queues at checkpoints, and make the border crossing process quick and transparent.

So, for example, from the start of the ECHERGA pilot project in December 2022 at the Yagodin-Dorogusk checkpoint until May 15, 2023, 96,078 trucks crossed the border by electronic recording, of which 88,000 at Yagodin. During this period, more than 38,000 drivers registered in the system.

As of February 2024, since the launch of ECHERGA, more than 40 thousand buses and 725 thousand trucks have crossed the border.

Let us dwell in more detail on the growth of the Ukrainian market for road transport of goods in international traffic based on the dynamics of TIR books published by the Association of International Road Transport of Ukraine (AsMAP) (a document certifying the presence of an international guarantee for each shipment under the terms of the 1975 TIR Convention).



In 2022, participants of AsMAP of Ukraine used 3,000 – 3,200 TIR guarantee documents monthly. In March 2023, more than 5,000 were already used, which indicates a rapid recovery in the road transportation market. During this time, there was an increase in the fleet of vehicles involved in international cargo transportation, which over the year by 2022 grew by more than 7,000 trucks (for example, over ten years from 2011 to 2021 the increase was from 30 thousand to 45 thousand, that is, 15 thousand over 10 years, almost twice as slow as the growth rate in 2022 alone).

Today, 2,924 transport companies are members of ASMAP of Ukraine, of which: 1,554 companies with up to 5 trucks; 596 – from 6 to 10; 704 – from 11 to 50, 50 – from 51 to 100 and 20 companies have fleets of more than 100 trucks. \*

*\* International road transport of goods in Ukraine is carried out not only by members of ASMAP, but also by private domestic carriers, carriers of branches of foreign transport companies, and foreign carriers transporting goods both to Ukraine and in transit.*





In the structure of freight transport in EU member states, road transport accounts for more than 2/3 of all transport during 2010-2021. this type of transportation remains the unchanged leader. In particular, in 2010, road transport accounted for 75.7% of traffic, and in 2021 - 77.4%.



---

*In total, in 2023, Ukraine exported 99.8 million tons of goods - 112 thousand tons more than in 2022. The value of exports of Ukrainian products in 2023 decreased by 18.7% compared to 2022 and amounted to \$35.8 billion, which is one of the lowest figures in the last decade.*

---

Road transport also accounts for a significant share of freight traffic in EU countries bordering Ukraine. At the same time, the share of goods transported by road transport of Polish carriers in the total volume of EU freight traffic fluctuated between 10-12% during 2013-2020. In 2022, exports to Poland amounted to \$6.2 billion, or 15.2% of all exports to the EU, to Romania \$3.5 billion, or 8.6%, to Hungary - \$2.1 billion and 5.2%, then countries neighboring Ukraine accounted for about a third of exports to Europe.

Ukrainian merchandise exports in monetary terms are approximately \$2.8 billion per month. Part of the export goes by road through and to Poland, and in 2023 amounted to 11.6 million tons, and in monetary terms \$4.8 billion.



## Poland

Ukraine and Poland have always had extensive trade ties. Currently, Poland is the main destination for exports and imports by road transport, accounting for more than half of the volume of traffic towards the EU.

According to information on the website of the State Border Guard Service, there are currently 14 checkpoints operating between Ukraine and Poland, of which 8 are automobile.

The blockade of the Polish border, which began in November last year and is currently ongoing, has hit the Ukrainian economy hard. According to the NBU, in November 2023 alone, Ukraine lost \$160 million in exports and \$700 million in imports, and exports in December 2023 decreased by 18.3% compared to November, although for the year as a whole the decrease was only 0.7%.



In February-March 2024, the European Business Association (EBA) surveyed 44 companies and 94 top managers.

According to its data, 36 member companies have a total cumulative loss since the beginning of the protests on the Polish-Ukrainian border amounted to €24.8 million, an average of about €700 thousand per company.

67% of surveyed top managers of the association's member companies reported that their business had felt the consequences of protests at Polish-Ukrainian checkpoints. The blockade had a significant impact on the cost of logistics - 98% of surveyed companies experienced increased transportation costs.

Wherein:

- 23% report price increases of up to 50%,
- 32% – by 50-75%,
- 25% – by 75-100%,
- 16% – more than 100%.

At the same time, more than half of the companies that took part in the survey lost orders due to border blocking. On average, they experienced a drop in orders of 25%. In addition, the blockade negatively affected the plans of half of the respondents regarding business expansion or development.

Protests at the border affect the activities of both exporters and importers. Among the companies that took part in the study, 66% carry out export activities, and 91% carry out import operations.

In addition to direct financial losses, companies report the negative impact of protests on current and future contracts, damage to business reputation, threat to food supply, disruption of supply chains, rising prices and decreased competitiveness, increased storage costs and warehouse overload, the threat of production stoppages and even plant closures.

As of April 8, 2024, Polish farmers continue to block at three checkpoints: Yagodin - Dorogusk, Rawa-Russkaya - Hrebiene, and Ugrinov - Dolgobychev. About 2.2 thousand trucks are standing in queues on the Ukrainian-Polish border. About 500 trucks are waiting to travel towards Ukraine.



The waiting time at the checkpoints blocked by Polish farmers is several days: at the Yagodin - Dorogusk checkpoint, trucks stand in queues for more than three days, at the Ugrinov - Dolgobychev checkpoint you will have to wait up to five days, and at the Rava-Russkaya - Hrebene checkpoint - about 35 hours.

There are queues in other previously unblocked directions: in the direction of the Krakovets checkpoint, 900 trucks are waiting to cross towards Ukraine, and in the direction of the Shegini checkpoint, about 800 trucks are in line.

At the same time, Ukrainian and Polish agricultural associations do not continue negotiations on the transit of grain and other products and unblocking the border. The plans of Kyiv and Warsaw for 2024 should include the opening of additional checkpoints and the construction of multimodal terminals for the transfer of cargo from cars to the railway.

In connection with the above problems at the Polish border, there was a drop in export volumes in March 2024 by almost 3 times - to 38 thousand tons compared to 91 thousand tons in February and 104 thousand tons in January of this year.

The average rate of entry at the Polish border in January 2024 was 3,180 tons per day and 92 thousand tons per month.



## Moldova



Since 2014, within the framework of the Deep and Comprehensive Free Trade Area between the EU and Moldova (DCFTA). The country imports almost the full range of goods into the EU duty-free.

The agreement on road transport of goods between and within the territory of the European Union and Moldova has been extended until December 31, 2025. The agreement, which was first signed on June 29, 2022, aims to help Moldova gain access to global markets by facilitating transit through EU countries, as well as further developing links with the EU market.

It was concluded after the loss of important transport routes through Ukrainian Black Sea ports and export markets in eastern Ukraine as a result of Russia's war against Ukraine. By partially liberalizing road freight transport by granting transit and bilateral transport rights to carriers from the Republic of Moldova and the EU in their respective territories, the agreement contributes to better anchoring the market of the Republic of Moldova in the EU. The agreement also



strengthened EU-Ukraine solidarity corridors by facilitating road transport between the EU and Moldova, which is an important transit country for Ukrainian exports and imports.

Exports by road from Moldova to the EU increased by 27% in the third quarter of 2022 and by 35% in the third quarter of 2023 compared to the same period in 2021. The EU also benefited from the agreement, as road exports from the EU to Moldova increased by 30% in value from the third quarter of 2021 to the third quarter of 2022 and stabilized at about the same level in the third quarter of 2023.

There is also a transport visa-free regime between Ukraine and Moldova, which provides for the possibility of bilateral and transit transportation by road without special permits. The agreement was signed in August 2022 with a validity period until the end of 2023 with the possibility of extension by agreement of the parties.



On January 13, 2024, Moldova provided a 27% discount on the transit of Ukrainian agricultural products.

Moldova is one of Ukraine's key regional trading partners. The total trade turnover (goods and services) between Ukraine and the Republic of Moldova based on the results of 2021 amounted to 1083.1 million dollars. USA, which is 29.2% more than in 2020 (data from the State Statistics Service of Ukraine). Exports from Ukraine to Moldova in 2021 amounted to 8.7% and \$934.3 million. USA from all exports, in 2022 grew by 32.3%. The main Ukrainian goods supplied to Moldova were electrical machines, metal products, wood products, mechanical equipment, fuels and lubricants, food, and pharmaceutical products.

The volume of exports in March 2024 on the western border of Ukraine with Moldova amounted to 99 thousand tons.

The average rate of entry at the Moldovan border in January 2024 was 1,667 tons per day and 48 thousand tons per month.



## Romania

During the war, Romania became the most important logistics hub for Ukrainian exports of grain and mining and metals industry products, which also contributed to a sharp increase in export-import transactions between our countries. Compared to the pre-war level, Romanian merchandise imports increased 2.2 times, and Ukrainian exports increased 3.4 times. Ukraine increased supplies to Romania primarily due to agricultural products. At the same time, exports of Ukrainian mining and metals industry products to Romania decreased by 30.6% - to \$327.7 million. Despite this, Romania is an important market for the Ukrainian mining and metals industry, where, at the end of 2023, 7.6% of the total figure was exported in physical terms.



Compared to pre-war 2021, imports of products from Romania in 2023 in physical terms increased by 2.2 times - to 1.07 million tons, in financial terms - by 2 times, to \$1.56 billion. In turn, for the same period, Ukrainian exports increased 3.4 times - to 11.7 million tons in physical terms, in financial terms - 2.4 times, to \$3.8 billion (in 2022, exports amounted to \$3.5 billion, or 8.6% of total exports to the EU).

The average clearance rate at the Romanian border in January 2024 was 3084 tons per day and 89 thousand tons per month. In March 2024, Romania saw the largest volume of exports among the western borders of Ukraine - 114 thousand tons.

The higher dynamics of exports in physical terms suggest that Ukraine supplied many raw materials to Romania, in particular agricultural products with low added value.

Road transport between countries is also actively developing. Last year, Ukraine and Romania agreed to open a new road crossing between Bila Tserkva (Transcarpathian region) and Sighetu Marmatiei, which will primarily be designed to accommodate trucks. Currently, there are five automobile checkpoints and one for ferry traffic on the border with Romania. Of these, only two handle truck registrations: Porubnoye – Siret and Dyakovo – Halmeu.





The new checkpoint "Krasnoilsk - Vikovu de Sus" on the border with Romania was completed in six months and became operational in November 2022. Passage is allowed for cars and empty trucks, with a capacity of 490 vehicles per day.

On February 10, 2024, the opening of a new automobile checkpoint "Dyakovtsi-Rakovets" took place, open at the first stage for empty trucks and tanks, with a throughput capacity of 300 vehicles per day with 6 lanes.

In addition, the 450-kilometer Autostrada Moldovei is currently being built with funds from Romania and the EU. It will run from Bucharest to the border with Ukraine. This road will create a new European transport corridor for Ukraine and provide another route of access to Romanian ports.

In October 2023, the Ministry of Reconstruction of Ukraine began negotiations with Moldova and Romania on the creation of a "green corridor" between the Reni – Giurgiulesti – Galati checkpoints to speed up the movement of goods and the export of Ukrainian agricultural products. These checkpoints are located near each other and are strategic for goods moving by road to ports, including Romania's Galati.

To create a "green corridor", in addition to introducing joint control, several other decisions are needed, in particular the construction of the Reni checkpoint. In this case, representatives of the regulatory authorities of Moldova will be able to carry out all the necessary procedures when leaving Ukraine. In addition, the plan for launching the "green corridor" provides for the reconstruction of the Reni-Galati road and its expansion from 2 to 4 lanes and additional technical equipment for checkpoints.

## Hungary



Exports to Hungary amounted to \$2.1 billion in 2022, or 5.2% of total exports to the EU. In 2023, its share was 3.27% and \$1.18 billion.

The average throughput rate with Hungary in January 2024 was 1,572 tons per day and 45 thousand tons per month.

On April 9, 2024, Ukraine and Hungary agreed on the opening of the Velyka Palad – Nagygodos checkpoint for passenger transport and the possibility of movement of empty trucks weighing more than 7.5 tons at the Luzhanka – Beregsuran checkpoint.

The possibility of constructing a new cargo checkpoint "Diida - Beregdaroc" was also considered to increase the capacity of the Ukrainian-Hungarian border, and preparations began for negotiations on the introduction of joint customs and border control with Hungary.

From April 16, 2024, Hungary is tightening controls over the import of certain types of agricultural products; this will not affect the transit of goods subject to declaration. Companies and individuals who bring such goods into the country must now notify the National Food Chain Safety Authority (NÉBIH) in advance. The list of goods includes product groups 02, 04, 07, 10, 11, 12, 15, 19, 20, and 22, namely: fresh meat, eggs, frozen vegetables, grains, cereals, flour, cereal flakes, crushed rapeseed and sunflower seeds, vegetable oils - rapeseed and sunflower, crackers, canned vegetables, and grape wine.



## Slovakia

On May 5, 2024, negotiations are scheduled between Ukraine and Slovakia regarding trade in agricultural products in a cooperation format that would satisfy all parties and ensure unhindered trade between Ukraine and all EU countries.

The average entry rate at the Slovak border in January 2024 was 631 tons per day and 18 thousand tons per month.

The volume of exports in April 2024 on the western border of Ukraine with Slovakia amounted to 24 thousand tons and was the smallest compared to exports to other neighboring countries.



## Analysis of exports of goods transported by road through Ukrainian land checkpoints in 2023

About 10-15% of the cost of finished products of European companies falls on logistics, namely transport, and storage, which is why it is so important to focus on analyzing the efficiency of transport systems and assessing traffic flows across the state border.



For 8 months of 2023, according to data provided by the customs service of Ukraine in the public domain, goods worth \$8,438.33 million were exported through land customs crossings by road, which is more than 2 times more than exports transported by rail to the same period, which amounted to 4,180.83 million dollars. The goods traveled to 219 of 247 partner countries, through 22 of 25 existing customs offices, 43 of 308 automobile customs checkpoints, and control points in the country. Let's consider the largest export region in terms of volume,

Ukraine—the European Union.

In particular, we will consider the TOP 10 EU countries, leaders in exports transported by road in 2023.

### TOP - 10 EU countries, leaders in exports transported by road for 8 months of 2023, (in USD)

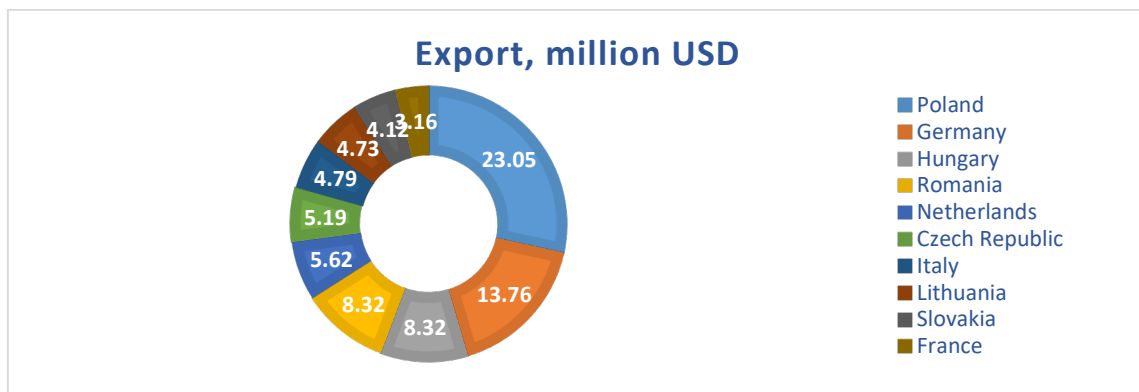
Exports transported to the EU countries by road transport amounted to about 77% or \$6,477.25 million. of total exports, \$8,438.33 million was transported by this type of transport. It accounted for 31% of the country's total trade turnover of \$20,859.67 million.

Over the same period in 2022, Ukraine exported goods worth \$7,350.00 million by road to EU countries; in 2023, there was a drop in export volumes by 11.93%, which in value amounted to \$872.25 million.

The largest volume of exports transported in 2023 – 23.05% – fell in Poland and amounted to \$1,493.04 million. in value terms. The leader was followed by: Germany, which accounted for 13.76% or 891.16 million dollars, and Hungary, which accounted for 8.32% and 538.95 million dollars. and Romania 8.32% and 538.64. The rest of the TOP 10 positions were distributed as follows: Netherlands (5.62%), Czech Republic (5.19%), Italy (4.79%), Lithuania (4.73%), Slovakia (4.12%), France (3.16%). Exports to other EU countries accounted for a total of 18.95% of the total volume, which amounted to \$1,227.30 million in value terms.



No	EU countries	Export, mln USD	In % of total exports
	<b>Total</b>	<b>6 477.75</b>	<b>100.00</b>
1	Poland	1 493.04	23.05
2	Germany	891.16	13.76
3	Hungary	538.95	8.32
4	Romania	538.64	8.32
5	Netherlands	364.32	5.62
6	Czech Republic	335.87	5.19
7	Italy	310.28	4.79
8	Lithuania	306.07	4.73
9	Slovakia	266.92	4.12
10	France	204.71	3.16



### TOP - 10 exports of a group of goods for 8 months of 2023, transported by road (in value terms, in USD)

The largest volume - 12.09% of the total volume of 6,477.25 million dollars exported by road to the EU in eight months of 2023, fell on product group 85 "Electrical machinery and equipment and parts thereof; sound recorders and reproducers; television image and sound recorders and reproducers, parts, and accessories of such articles" and amounted to 12.09% and 957.18 million dollars.

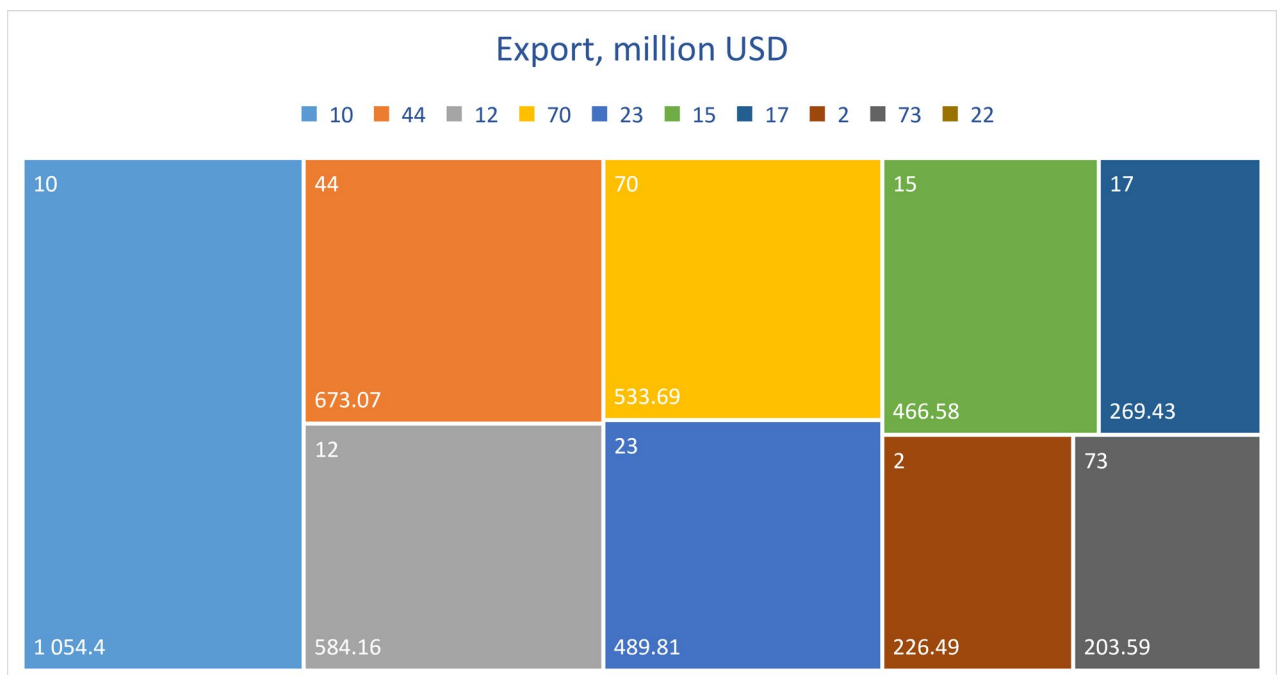
The second group of goods was 44 "Wood and articles of wood; wood charcoal" with 11.21% and amounted to 887.46 million dollars. The leaders were followed by five groups with almost equal shares in export volumes, namely: 15 "Animal, vegetable or microbial fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes" with 6.18% and 488.84 million, 02 "Meat and edible meat offal" with 5.75% and 455.37 million, 94 "Furniture; bedding, mattresses, mattress supports, cushions and similar stuffed furnishings; lamps and lighting fittings, n.e.c.; illuminated signs, illuminated name-plates and the like; prefabricated buildings" with 5.68% and 449.91 million, 73 "Iron or steel articles" with 5.43% and 429.79 million, 84 "Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof" with 4.66% and 368.88 million.

The eighth line was occupied by grains 10 "Bowls of cereal" 3.50% and 277.09 million dollars, ninth by seeds 12 "Oil seeds and oleaginous fruits; miscellaneous grains, seeds and fruit; industrial or medicinal plants; straw and fodder" 3.50% and 276.61 million dollars, the final position in the top ten came from sugar 17 "Sugars and sugar confectionery" 3.45% and 273.13 million dollars.





HS code	Product groups	Export, million USD	In % of total exports
<b>Total</b>		<b>6 477.25</b>	<b>100.00</b>
85	Electrical machinery and equipment and parts thereof; sound recorders and reproducers; television image and sound recorders and reproducers, parts and accessories of such articles	957.18	12.09
44	Wood and articles of wood; wood charcoal	887.46	11.21
15	Animal, vegetable, or microbial fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes	488.84	6.18
02	Meat and edible meat offal	455.37	5.75
94	Furniture; bedding, mattresses, mattress supports, cushions, and similar stuffed furnishings; lamps and lighting fittings, n.e.c.; illuminated signs, illuminated name-plates, and the like; prefabricated buildings	449.91	5.68
73	Iron or steel articles	429.79	5.43
84	Nuclear reactors, boilers, machinery, and mechanical appliances; parts thereof	368.88	4.66
10	Cereals	277.09	3.50
12	Oil seeds and oleaginous fruits; miscellaneous grains, seeds, and fruit; industrial or medicinal plants; straw and fodder	276.61	3.50
17	Sugars and sugar confectionery	273.13	3.45

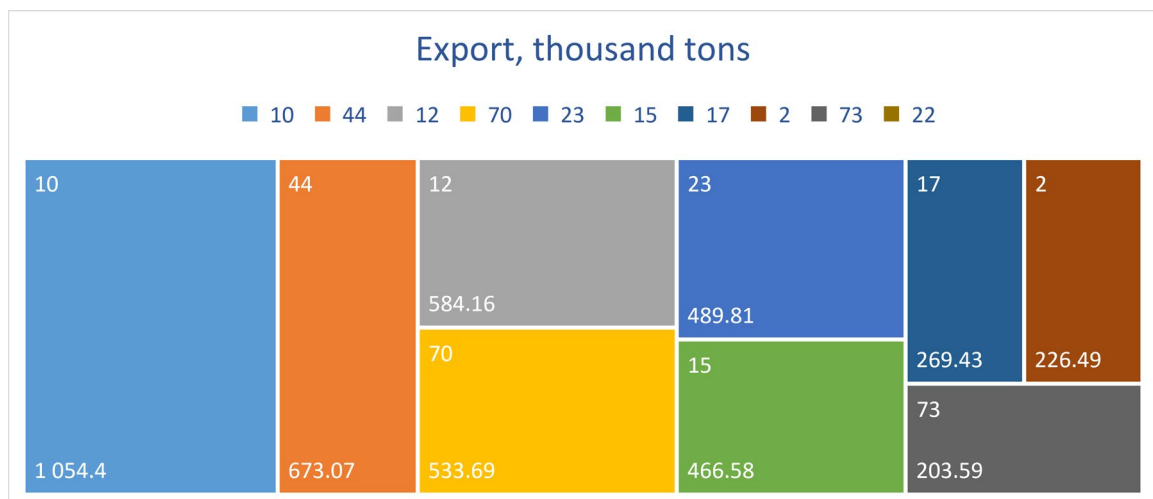




### TOP - 10 exports of a group of goods for 8 months of 2023, transported by road (in volume terms, in tons)

In physical terms, the leader is the product group 10 "Cereals" with 16.61% and 1,054.40 thousand tons, followed by 44 "Wood and articles of wood; wood charcoal" with 10.60% and 673.07 thousand tons, closes the top three 12 "Oil seeds and oleaginous fruits; miscellaneous grains, seeds and fruit; industrial or medicinal plants; straw and fodder" with 9.20% and 584.16 thousand tons. The following three positions of the product group were distributed as follows: 70 "Glass and glassware" with 8.40% and 533.69 thousand tons, 23 "Food industries, residues and wastes thereof; prepared animal fodder" with 7.87% and 489.81 thousand tons, 15 "Animal, vegetable or microbial fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes" with 7.35% and 466.58 thousand tons. In seventh place are group 17 "Sugars and sugar confectionery" with 4.24% and 269.43 thousand tons, followed by 02 "Meat and edible meat offal" with 3.57% and 226.49 thousand tons, 73 "Iron or steel articles" with 3.21% and 203.59 thousand tons and the TOP-10 is closed by product group 22 "Beverages, spirits and vinegar" with 2.77% and 175.73 thousand tons.

HS code	Product groups	Export, million USD	In % of total exports
<b>Total</b>		<b>6 477.25</b>	<b>100.00</b>
10	Cereals	1 054.4	16.61
44	Wood and articles of wood; wood charcoal	673.07	10.60
12	Oil seeds and oleaginous fruits; miscellaneous grains, seeds, and fruit; industrial or medicinal plants; straw and fodder	584.16	9.20
70	Glass and glassware	533.69	8.40
23	Residues and waste from the food industries; prepared animal fodder	489.81	7.87
15	Animal, vegetable, or microbial fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes	466.58	7.35
17	Sugars and sugar confectionery	269.43	4.24
02	Meat and edible meat offal	226.49	3.57
73	Articles of iron or steel	203.59	3.21
22	Beverages, spirits, and vinegar	175.73	2.77





### Export by road to neighboring countries in the context of Ukrainian customs (for 8 months of 2023)



In 2023, exports through land crossings to neighboring countries by road were carried out through 22 Ukrainian customs offices out of 25 operating (data from the Energy Customs were excluded from the analysis).

The leaders in terms of the volume of this export were Lviv and Kiev customs, which accounted for the same volume of exports in value terms, namely: 13.83% and 13.68%, or 1,166.66 million dollars and 1,154.45 million dollars, respectively.

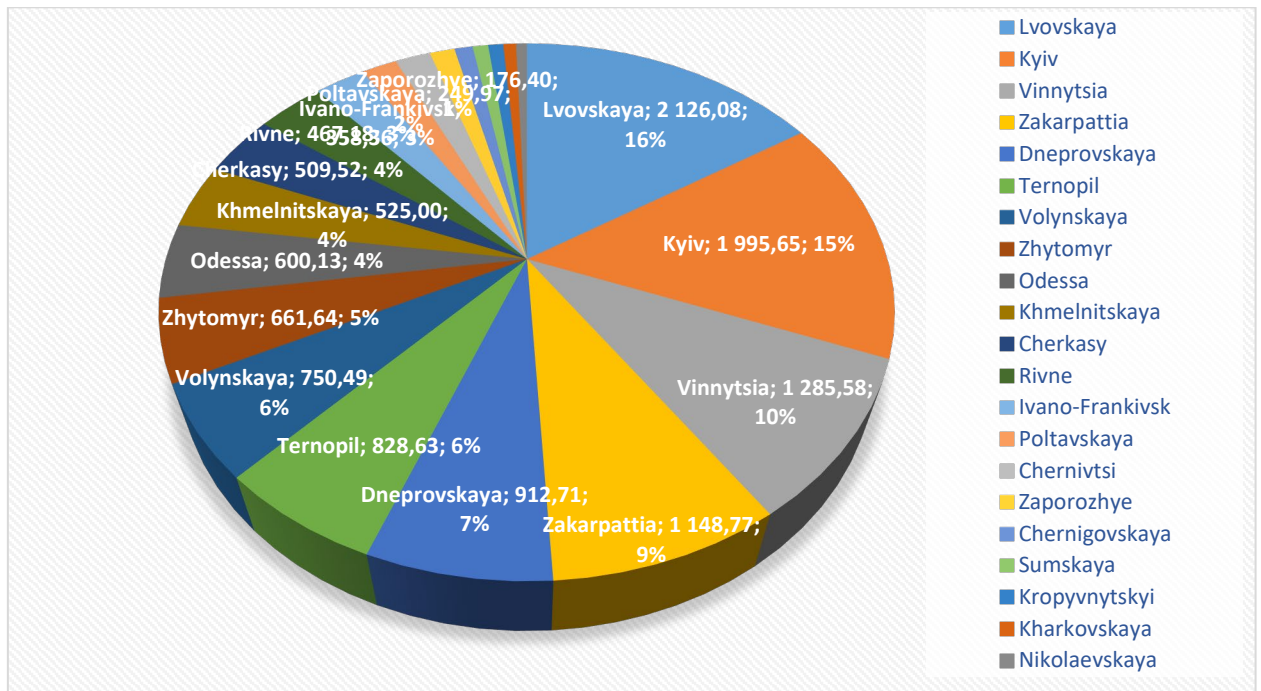
The leaders were followed by Vinnytsia customs - 9.09% or 764.70 million dollars, Transcarpathian - 8.51% or 718.29 million dollars, Dnieper - 8.16% or 688.92 million dollars, Ternopil - 7.10% or 599.01 million dollars. The share of other customs accounted for about 40% or 3,446.12 million dollars, which is presented below:

No	Customs	Export, mIn USD	In % of total exports
1	Lviv	1 166.65	13.83
2	Kyiv	1 154.45	13.68
3	Vinnytsia	764.69	9.06
4	Zakarpattia	718.29	8.51
5	Dneprovskaya	688.92	8.16
6	Ternopil	599.00	7.10
7	Volynskaya	407.29	4.83
8	Zhytomyr	348.52	4.13
9	Odessa	335.28	3.97
10	Khmelnitskaya	309.41	3.67
11	Cherkasy	267.40	3.17
12	Rivne	251.77	2.98
13	Ivano-Frankivsk	213.78	2.53
14	Poltavskaya	205.40	2.43
15	Chernivtsi	205.30	2.43
16	Zaporozhye	158.72	1.88
17	Chernigovskaya	150.05	1.78
18	Sumskaya	147.09	1.74
19	Kropyvnytskyi	99.73	1.18
20	Kharkovskaya	99.22	1.18
21	Nikolaevskaya	68.18	0.81

In physical terms, the leaders were also Kyiv Customs with 15.91% or 2,126.08 thousand tons and Lviv Customs with 14.94% or 1,995.65 thousand tons. They were followed by Vinnytsia (10%), Transcarpathian (9%), Dnieper (7%), Ternopil (6%), Volyn (6%), Zhytomyr (5%) customs. Outsiders accounted for 15% of the total Net weight, thousand tons:



Net weight, thousand tons

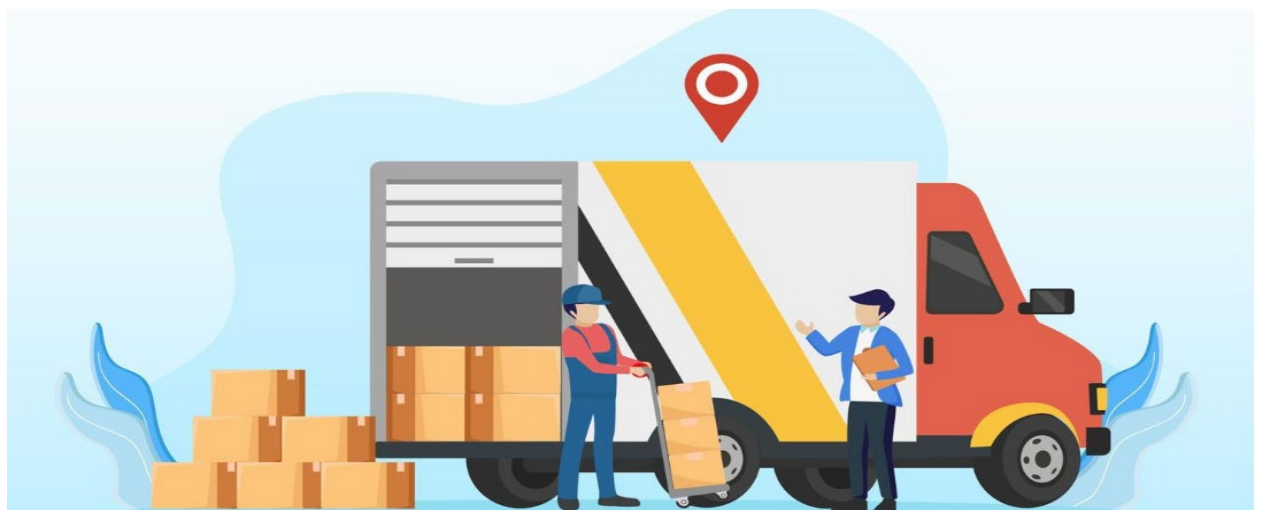


Let's consider the top three among the customs offices of Ukraine, from where exports transported by road followed, in the context of the top seven leaders of commodity groups of the Criminal Code of Foreign Economic Activity and the top five leaders of partner countries for 8 months of 2023: **Lviv, Kyiv and Vinnytsia customs.**

• **Lviv customs**



Half of the export volume (56.56%) of Lviv customs fell on four groups of goods, namely: 85 «Electrical machinery and equipment and parts thereof; sound recorders and reproducers; television image and sound recorders and reproducers, parts and accessories of such articles» 19.67% or 229,53 million dollars in value terms, 94 «Furniture; bedding, mattresses, mattress supports, cushions, and similar stuffed furnishings; lamps and lighting fittings, n.e.c.; illuminated signs, illuminated name-plates and the like; prefabricated buildings» 15.67% or 182.87 million dollars, 44 «Wood and articles of wood; wood charcoal» 11.63% or 135.65 million dollars, 15 «Animal, vegetable, or microbial fats and oils and their





cleavage products; prepared edible fats; animal or vegetable waxes» 9.58% or 111.76 million dollars. In the top seven, the remaining groups of goods individually occupied no more than 3% of the volume of exports of the customs office in question:

**TOP - 7** groups of goods exported through automobile checkpoints by **Lviv customs** for 8 months of 2023:

HS Code	Product Group	Export, million USD	In % of total exports
<b>Lviv</b>	<b>Total</b>	<b>1 166.65</b>	<b>100.00</b>
85	Electrical machinery and equipment and parts thereof; sound recorders and reproducers; television image and sound recorders and reproducers, parts and accessories of such articles	229.53	19.67
94	Furniture; bedding, mattresses, mattress supports, cushions, and similar stuffed furnishings; lamps and lighting fittings, n.e.c.; illuminated signs, illuminated name-plates, and the like; prefabricated buildings	182.87	15.67
44	Wood and articles of wood; wood charcoal	135.65	11.63
15	Animal, vegetable, or microbial fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes	111.76	9.58
17	Sugars and sugar confectionery	33.14	2.84
48	Paper and paperboard; articles of paper pulp, of paper or paperboard	31.35	2.69
84	Nuclear reactors, boilers, machinery, and mechanical appliances; parts thereof	30.73	2.63

**TOP - 5** leading countries in the export of goods exported through automobile checkpoints by **Lviv customs** during the above period:

No	EU countries	Export, mln USD	In % of total exports
	<b>Total</b>	<b>1 525,81</b>	<b>100.00</b>
1	Poland	350.13	30.01
2	Germany	213.09	18.27
3	Slovakia	71.43	6.12
4	Denmark	52.00	4.46
5	France	44.81	3.84

- Kyiv customs**



The leader of the group of goods of this customs was 30 "Pharmaceutical products", which accounted for a tenth of total exports: 10.22% or 101.10 million dollars. The leader is followed by: 84 "Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof" 6.89% or 68.11 million dollars, 85 "Electrical machinery and equipment and parts thereof; sound



recorders and reproducers; television image and sound recorders and reproducers, parts and accessories of such articles" 6.05% or 59.85 million dollars, 29 "Organic chemicals" 6.03% or 59.67 million dollars, 99 "Inshy goods" 5.33% or 55.62 million dollars, 04 "Dairy produce; birds' eggs; natural honey; edible products of animal origin, not elsewhere specified or included" 5.12% or \$50.61 million, 10 "Cereals" 4.47% or \$46.13 million

HS Code	Product Group	Export, million USD	In % of total exports
<b>Kyiv</b>	<b>Total</b>	<b>1 154.45</b>	<b>100.00</b>
30	Pharmaceutical products	101.10	10.22
84	Nuclear reactors, boilers, machinery, and mechanical appliances; parts thereof	68.11	6.89
85	Electrical machinery and equipment and parts thereof; sound recorders and reproducers; television image and sound recorders and reproducers, parts and accessories of such articles	59.85	6.05
29	Organic chemicals	59.67	6.03
99	Other products	55.62	5.33
04	Dairy produce; birds' eggs; natural honey; edible products of animal origin, not elsewhere specified or included	50.61	5.12
10	Cereals	46.13	4.67

**TOP - 5** leading countries in the export of goods exported through automobile checkpoints by **Kyiv customs** during the above period:

No	EU countries	Export, mln USD	In % of total exports
	<b>Total</b>	<b>1 154.45</b>	<b>100.00</b>
1	Poland	107.87	9.34
2	Germany	97.16	8.42
3	Moldova	78.33	6.79
4	Latvia	76.69	6.64
5	USA	64.91	5.62

- **Vinnitsia customs**



A quarter of the total volume fell on product group 02 "Meat and edible meat offal" 24.89% or 189.60 million dollars. The leader is followed by group 17 "Sugars and sugar confectionery" with 17.67% or 134.58 million dollars, 44 "Wood and articles of wood; wood charcoal" with 8.00% or 60.92 million dollars. The top three are followed by product group 15 "Animal, vegetable or microbial fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes" with 7.22% and 50.01 million dollars, 18 "Cocoa and cocoa preparations" with 5.83% or 44.44 million dollars, the remaining positions are presented in the table below:



HS Code	Product Group	Export, million USD	In % of total exports
<b>Vinnitsa</b>	<b>Total</b>	<b>764.69</b>	<b>100.00</b>
02	Meat and edible meat offal	189.60	27.89
17	Sugars and sugar confectionery	134.58	17.67
44	Wood and articles of wood; wood charcoal	60.92	8.00
15	Animal, vegetable, or microbial fats and oils and their cleavage products; prepared edible fats; animal or vegetable waxes	50.01	7.22
18	Cocoa and cocoa preparations	44.44	5.83
04	Dairy produce; birds' eggs; natural honey; edible products of animal origin, not elsewhere specified or included	42.66	5.60
19	Preparations of cereals, flour, starch, or milk; pastrycooks' products	38.62	5.07

**TOP - 5** leading countries in the export of goods exported through automobile checkpoints by **Vinnitsia customs** during the above period:

№п/п	EU countries	Export, mln USD	In % of total exports
	<b>Total</b>	<b>764.69</b>	<b>100.00</b>
1	Netherlands	123.25	16.12
2	Poland	116.29	15.21
3	Rumunia	93.19	12.19
4	Turecchina	32.82	4.29
5	Moldova, Republic	29.83	3.90

### Analysis of exports by road to neighboring countries by customs posts of Ukraine (for 8 months of 2023)

As mentioned above, in Ukraine in 2023 there were shipments in the export direction through 22 out of 25 operating customs offices, 43 (for which data are available) out of 308 automobile customs checkpoints in the country.

Let us dwell in more detail on the data provided by the State Customs Service of Ukraine.

About half of the exports, 47.75% or 4,029.42 million dollars in value equivalent, are designated by the State Customs Service as "Inshi"; 18.44% or 1,555.83 million dollars are designated by the omission "-". The remaining 33.81% of exports fell on the Veddil of military registration No. 1 of the militia post "Gorodok" (3.16% or 267.02 million dollars), the Veddil of military registration No. 1 of the military post "Vinnitsia" (2.28% or 192.10 million dollars), Mitny post "Dnipro-Pravoberezhny" (2.17% or 183.20 million dollars), Mitny post "Nikopol" (\*1.97% or 166.48 million dollars) and others, which were distributed as follows:



No	EU countries	Export, mln USD	In % of total exports
	<b>Total</b>	<b>8 438.33</b>	<b>100.00</b>
1	Other	4 029.42	47.75
2	-	1 555.83	18.44
3	Section of the militia design No. 1 of the militia post "Town"	267.02	3.16
4	Section of the militia design No. 1 of the militia post "Vinnytsia"	192.10	2.28
5	Mitny post "Dnipro-Pravoberezhny"	183.20	2.17
6	Mitny post "Nikopol"	166.48	1.97
7	Most of the ceremonial decoration "Stry" of the ceremonial post "Lviv - Pivdennyi"	165.90	1.97
8	Section of the ceremonial decoration "Malekhiv" of the ceremonial post "Lviv-Pivnichny"	164.37	1.95
9	Mitny fast "Rivne"	138.95	1.65
10	Control point at the Kovel railway station at the Zabolottya-Khotislav checkpoint. Mitniy post "Kovel"	127.23	1.51
11	Message design No. 3 of the "Seagulls" mit post	123.47	1.46
12	Most of the "Sokal" rally posts of the "Lviv-Pivnichny" rally post	118.36	1.40
13	Section of the militia design No. 1 of the militia post "Kvitneve"	112.71	1.34
14	Viddel of the rally decoration "Drogobich" of the rally post "Lviv - Pivdennyi"	95.64	1.13
15	Section of the mitt decoration No. 2 of the mitt post "Vinnytsia"	94.00	1.11
16	Mitny post "Slobozhansky"	88.90	1.05
17	Sections of the militia post No. 1 and No. 2 of the militia post "Uzhgorod - central"	88.36	1.05
18	Most of the ceremonial decoration "Brody" of the ceremonial post "Lviv - Pivnichny"	79.92	0.95
19	Section of the military post No. 3 of the military post "Kiev-specializations"	70.47	0.84
20	Section of the ceremonial decoration "Zapitiv" of the ceremonial post "Lviv-Pivnichny"	68.30	0.81
21	Checkpoint "Odessa Sea Trade Port". Section of militia design No. 1 of militia post "Odessa"	68.19	0.81
22	Checkpoint "Boryspil". Mitny post "Boryspil Airport"	68.03	0.81
23	Section of the rally design No. 3 of the "Kiev-Skhidny" rally post	64.13	0.76
24	Mitny post "Dnipro-Livoberezhny"	52.96	0.63
25	Midday post "Kam'yanske"	33.46	0.40
26	Mitny post "Liski"	32.36	0.38
27	Mitny post "Dubno"	29.35	0.35
28	Section of the militia design No. 1 of the militia post "Kiev-Stolychny"	28.89	0.34
29	Section of militia design No. 3 of militia post "Krivy Rig"	22.45	0.27
30	Mit decoration sector of the Mit post "Rivne"	16.59	0.20
31	Section of the militia design No. 2 of the militia post "Kvitneve"	16.12	0.19
32	Military registration sector No. 2 of the military post "Kiev-specialization"	15.46	0.18
33	Section of the military post No. 1 of the military post "Martusivka-specialization"	12.09	0.14
34	Mitny post "Khust"	9.48	0.11
35	Section of militia design No. 2 of militia post "Krivy Rig"	8.44	0.10
36	Checkpoint "Kiev (Zhulyani)". Section of the mitigation design No. 1 of the mitigation post "Kyiv Airport "Zhulyani"	6.41	0.08
37	Section of the mit design No. 2 of the mit post "Martusivka-specialization"	5.91	0.07
38	Mit Decoration Sector "Pavlograd" Mit Post "Novomoskovsk"	4.13	0.05
39	Veddil of militia design No. 1 of militia post "Chornomorsky"	3.96	0.05
40	Section of the military post No. 1 of the military post "Ternopil"	2.87	0.03
41	Section of militia decoration No. 3 of militia post "Chernivtsi"	2.53	0.03
42	Section of militia decoration No. 5 of militia post "Yagodin"	2.04	0.02
43	Message design No. 2 of the "Seagulls" mit post	1.52	0.02
44	Mit Decoration Sector No. 5 of the militia post "Chernihiv-Vantazhny"	0.32	0.00





Thus, it is not possible to make a full analysis with the available data. However, knowing that the leader is Lviv Customs, we will selectively analyze the export of several of its customs posts.



• **Post of the ceremonial decoration "Drogobich" of the ceremonial post "Lviv - Pivdenny"**

Thus, the branch of the Drogobich military post of the Lviv-Pivdenny military post accounted for about a hundredth of the total export volume, namely 1.13% or 95.64 million dollars.

At the same time, **the top exports of groups of goods**, which accounted for about 86% of the total volume of this customs post, are the groups presented in the table below:

HS Code	Product Group	Export, million USD	In % of total exports
<b>Total</b>		<b>95.64</b>	<b>100.00</b>
85	Electrical machinery and equipment and parts thereof; sound recorders and reproducers, television image and sound recorders and reproducers, and parts and accessories of such articles	59.25	61.95
48	Paper and paperboard; articles of paper pulp, of paper or paperboard	8.59	8.98
44	Wood and articles of wood; wood charcoal	6.08	6.35
08	Edible fruit and nuts; peel of citrus fruit or melons	4.90	5.12
94	Furniture; bedding, mattresses, mattress supports, cushions, and similar stuffed furnishings; luminaires and lighting fittings, not elsewhere specified or included; illuminated signs, illuminated nameplates, and the like; prefabricated buildings	3.28	3.43

**TOP - 5** partner countries to which goods were exported through **the Drogobich checkpoint of the Lviv - pivdenny checkpoint**, and which accounted for 80% or 76.62 million tons of the total export volume of this post looks like this:

No	Countries	Export, mIn USD	In % of total exports
<b>Total</b>		<b>95.61</b>	<b>100.00</b>
1	Germany	31.63	33.07
2	Slovakia	20.28	21.21
3	Poland	10.10	10.56
4	Ugorshchina	7.52	7.87
5	Czech Republic	7.09	7.41



- Posted in the ceremonial design "Brody" of the ceremonial post "Lviv - Pivnichny"



Thus, the "Brody" post of the "Lviv - Pivnichny" post also accounted for about a hundredth of the total export volume, namely 0.95% or 79.92 million dollars.

**TOP-5 exports of groups of goods**, which accounted for 80% of the total volume of this customs post, are the groups presented in the table below:

HS Code	Product Group	Export, million USD	In % of total exports
	<b>Total</b>	<b>79.92</b>	<b>100.00</b>
94	Furniture; bedding, mattresses, mattress supports, cushions, and similar stuffed furnishings; luminaires and lighting fittings, not elsewhere specified or included; illuminated signs, illuminated nameplates, and the like; prefabricated buildings	26.26	32.86
84	Nuclear reactors, boilers, machinery, and mechanical appliances; parts thereof	21.77	27.25
44	Wood and articles of wood; wood charcoal	5.76	7.21
17	Sugars and sugar confectionery	5.71	7.15
10	Cereals	4.78	5.98

**TOP - 5** partner countries to which goods were exported through the "Brody" militia post "Lviv - Pivnichny", and which accounted for about 84% or 66.91 million tons of the total export volume of this post is as follows - about half of the goods followed to Poland (52.65% or 42.08 million dollars), the remaining volume of leaders was distributed between Germany, Austria, Italy, and France:

No	Countries	Export, mIn USD	In % of total exports
	<b>Total</b>	<b>79.92</b>	<b>100.00</b>
1	Poland	42.08	52.65
2	Germany	9.77	12.23
3	Austria	7.77	9.72
4	Italy	4.44	5.56
5	France	2.85	3.57



## Conclusion



According to Eurostat statistics, the work of road transport in the EU-28 countries in national and international freight transport amounted to 1921 billion ton-kilometers in 2017. For comparison: in 2005 this figure was 1,795 billion ton-kilometers. This is an increase of 7% with an annual increase of about 0.6%. This figure for the international road freight transport market was 569 billion ton-kilometers in 2005 and 702 billion ton-kilometers in 2017, an increase of approximately 23.4% over 2005-2017. The annual growth rate was approaching 1.8%.

In the ECMT space, consisting of 43 European countries, including Ukraine, the volume of international road freight transport has increased over the past two decades, by a staggering 33%, in particular due to the international transport of goods of the “new” EU members, (potential) candidates for accession to the EU, as well as the CIS countries, and amounted to 1011 million tons in 2018 (in 2005 this figure was 758 million tons). In general, the largest number of flights between EU and non-EU countries are made by (potential) EU accession candidates. CIS countries lead in the number of trips between EU countries and trips between non-EU countries.

Ukraine has increased the volume of international road transport due to the prevailing unfavorable circumstances, but this has affected the qualitative and quantitative evolution of this area of state activity.

The reorientation of the main international and transit freight traffic along the western border of Ukraine increased the load on the border infrastructure of the border regions, which was reflected in the constant formation of huge queues of trucks in front of checkpoints.





To increase the capacity of checkpoints during 2022-2023, several measures have already been taken:

- From September 1, 2022, until the end of 2022, the movement of freight vehicles with a permissible maximum weight over 7.5 tons was carried out through four checkpoints on the border with Poland: “Rava-Ruska”, “Krakovets”, “Shegini”, “Yagodin”.
- At the Krakovets-Korcheva checkpoint, the number of lanes for trucks has been increased from 4 to 10;
- To improve and streamline the transit of Ukrainian grains and oilseeds through the territory of Poland, customs seals will be mandatory on vehicles at customs points, and in the case of transit to ports or other EU member states, subject to the use of official seals, the Polish veterinary inspectorate will not carry out any inspections;
- new checkpoints have been opened for the passage of cargo vehicles without cargo, as mentioned above.

In general, in Ukraine, there are problems with information support in managing traffic flows. The national statistical system is not adapted to the more open and transparent European statistical system. The existing system for collecting and publishing statistical information does not provide for operational monitoring of cargo flows in the context of international and transit transport, container transport, the development of a network of intermodal terminals, their throughput, and other characteristics.

Legislation in the field of development of the country's transit potential that has not been updated for more than 20 years, the lack of management decisions to increase the capacity of customs checkpoints, outdated, irrelevant data from the system for recording all procedures at the border - all this slows down the integration of Ukraine into the international transport network and requires serious efforts in direction of prospects for cargo flows through the territory of Ukraine in the long term.

Despite the above challenges, Ukraine and its border regions have significant potential to increase international and transit freight transport integrated into the European Economic Area by ensuring that the objectives set out in the EU-Ukraine Association Agreement on transport policy are met. The presented analysis concerns Ukrainian exports for eight months of 2023 and can be adjusted based on the results of the year.

