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**INTERMODAL TRANSPORT
IN THE TRANSPORT CORRIDOR
GDANSK-ODESSA**

Political changes taking place in central and eastern parts of Europe after 1990 have influenced a lot conditions of domestic and international hinterland of Polish sea ports. The system creating new bases for transport market in this part of our continent has influenced attractiveness of Poland's role, its situation as a transit country in relations running parallel of latitudes. Gaining independence by Belarus, Ukraine, Lithuania, Latvia and Estonia, and unification of Germany changed the conditions of making international potential hinterland of Polish ports in meridional relations. The hinterland has increased in the case of the ports of Gdańsk and Gdynia by transport markets of the Baltic States, Belarus and Western Ukraine (Misztal K, Szwankowski S, Wasilewska K, 1997).

The trump cards of Gdynia and Gdańsk are not only their good location in the central part of the southern Baltic coast but also their advantageous position in relation to the whole inland and transit background of Poland. About 80% of the Polish population gravitate towards the ports of Gdańsk agglomeration. The hinterland is supplemented by two segments of international transit background:

- southern transit hinterland, including Slovakia, the eastern Czech Republic and Hungary;
- eastern transit hinterland, including Belarus, western Ukraine or the Kaliningrad district (S. Szwankowski, M. Dehmel, R Matczak, 2000).

The sea ports of Gdańsk and Gdynia are situated centrally on the North-South route. The main Central Baltic communication axis leading from Scandinavia through countries of Central Europe to the Balkans and the Middle East also runs across the ports.

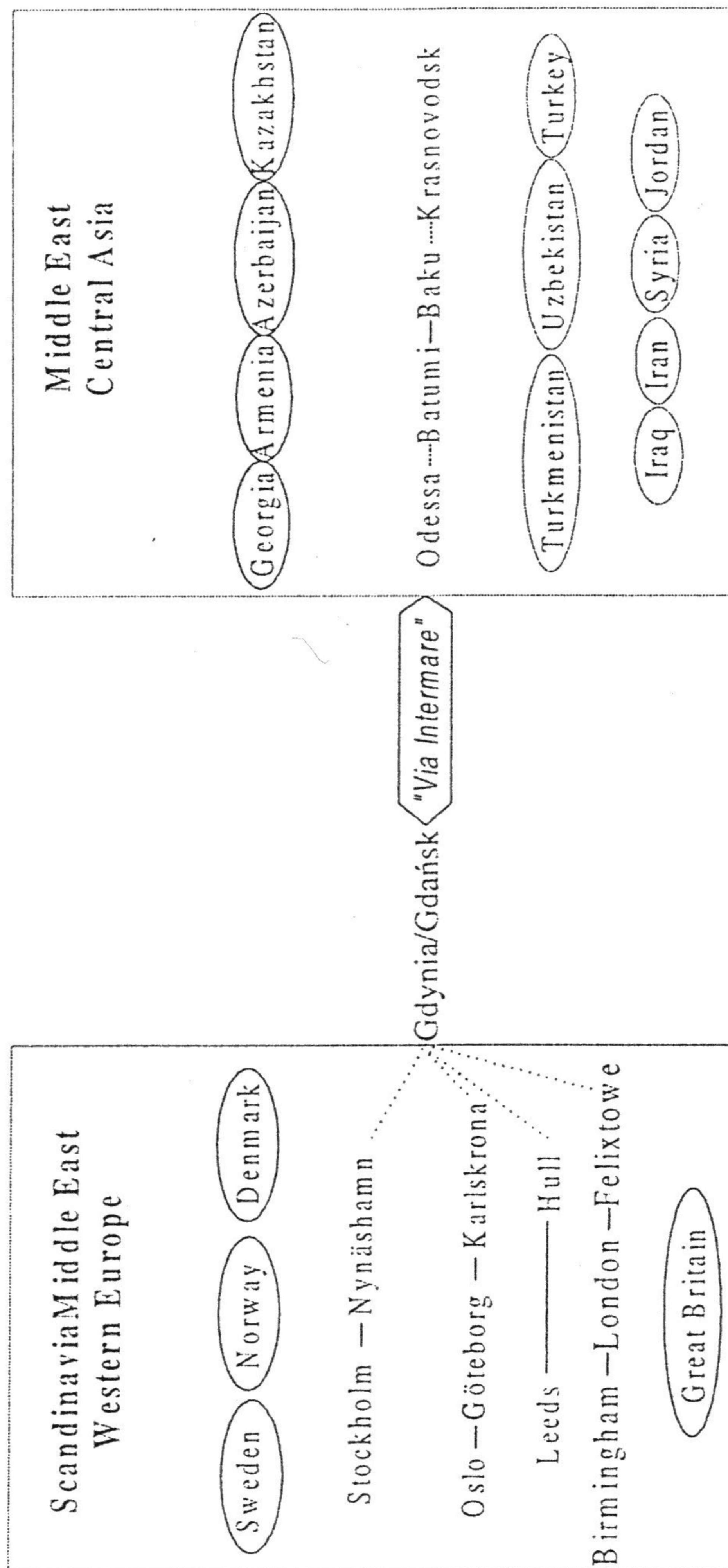
Thanks to navigation links: ferry links from Gdynia to Karlskrona and from Gdansk to Nynäshamn and Stockholm; ro-ro links with Helsinki, Kotka and Rauma, the ports of Gdańsk and Gdynia make convenient connections with Scandinavian countries. By container delivery services they communicate with German ports (of Hamburg and Bremerhaven), the Belgian port of Antwerp, British ports (of Felixstowe, Hull and Southampton) and Baltic ports (of Copenhagen, Aarhus, Turku, St. Petersburg, Riga, Klaipeda and Kaliningrad). Through the ports of Hamburg and Rotterdam cargo can be transported to all the Atlantic ports (fig. 1)

The participation of ports in Gdańsk and Gdynia in international hinterland service depends greatly on road and railway system efficiency and on effective service of modern border crossings. The Gdansk-Gdynia port system is jointed with inland and transit backgrounds by two couples of railway connections running along meridians.

Within the programme of developing the access to Polish sea ports which is credited by the World Bank, infrastructure investments are made in the nearest hinterland, including the connection of the ports in Gdańsk and Gdynia, through existing ring road of Gdańsk, Gdynia and Sopot, with future motorway A-1. The realisation of the investments will create a crucial element of the system, that is a modern transport complex next to the port. All essential transport infrastructure elements in the Polish area are being modernised. The basic task of the process is to adopt the technical standards of transport infrastructure to the European network standards.

A great advantage of Gdansk and Gdynia is their good geographical location westwards from Kaliningrad, Klaipeda and Tallinn. They are comparatively accessible for communication, especially the railway one; they have efficient service and favourable service rates. The shipped cargo is safer. The port of Gdynia, specialising in small cargo, especially in container service and ro-ro-technology, is particularly predestined to function as a junction in intermodal transport chain. The exertions of the Gdynia port to build a new big and modern ferry terminal in the coming years have met the Polish-Swedish governmental initiatives in integration of transport systems and have been included into the World Bank aid programme.

Fig 1. Potential influence range of *Via Intermare*



Source: Own analysis.

Activation of the Gdynia-Karlskrona sea connection is a part of TEM/TER route. The northern end of the motorway is to finish with the ferry terminal of Gdynia. The enterprise is called the Baltic Ferry Bridge. Gdynia is the continental bridge head, the other head is the port of Karlskrona situated across the Baltic sea. The ferry connection between Gdynia and Karlskrona is the main sea extension of TINA¹ - the 6th transport corridor.

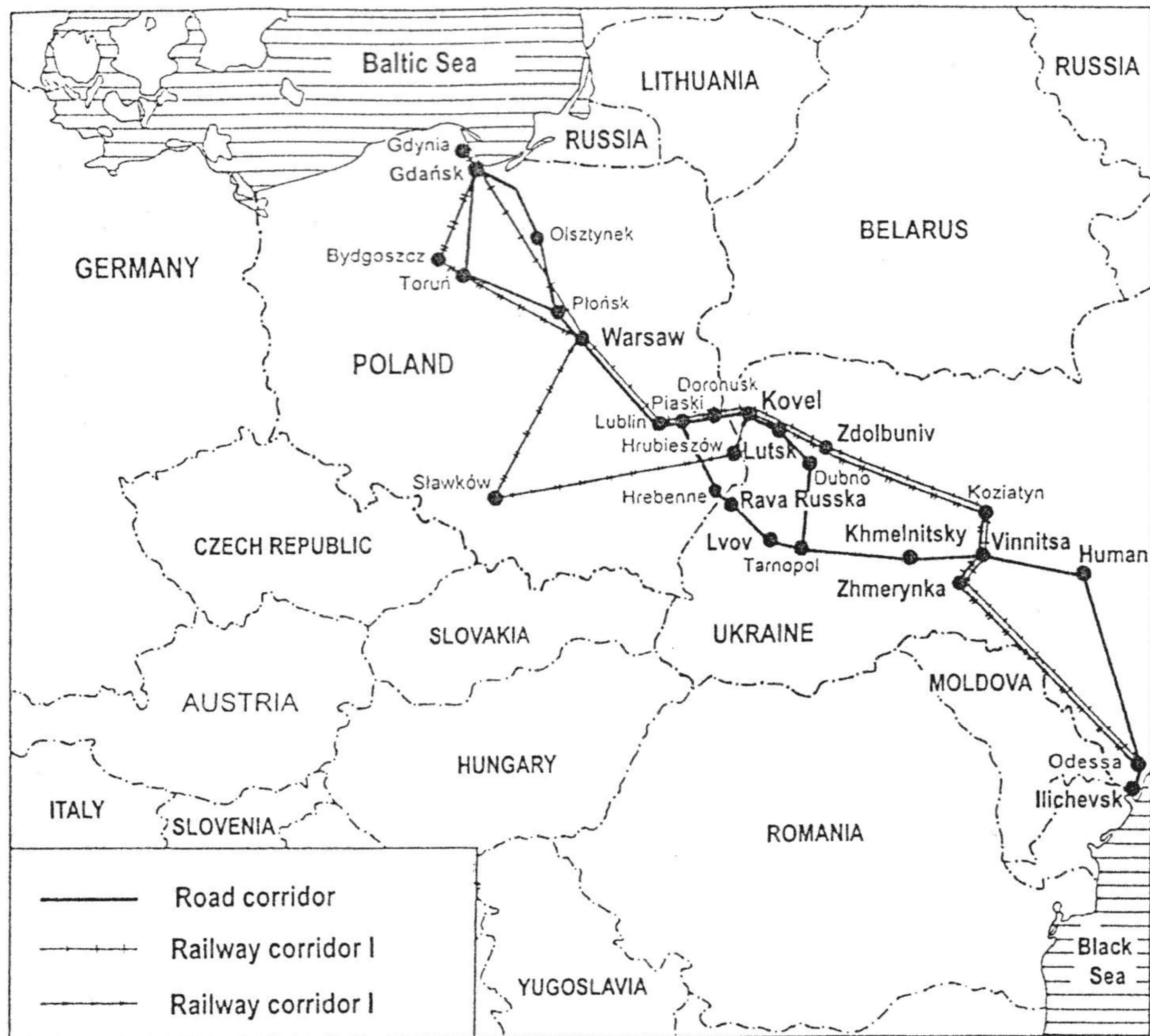
Expansion and modernisation of land transport arteries, especially the meridian ones, gives an opportunity for increasing the importance of the Gdańsk and Gdynia region as an intermodal communication centre which is accompanied with the extension of logistic services.

Friendly political atmosphere in Polish and Ukrainian relations and the recognition of Ukraine as a strategic partner have made realistic building of the transport corridor between Odessa and the ports of Gdańsk and Gdynia, called *Via Intermare*. The corridor, whose segment between Odessa and Łódź is called *Via Pontica*, and from Łódź to Gdańsk - *Via Gothica*, is an idea of a well-known transport specialist Prof. A Piskozub. *Via Pontica* is to integrate with Europe the biggest East European Country, Ukraine and its biggest sea port, Odessa (Piskozub A, 1995).

Common work started talks between the presidents of Poland and Ukraine in Odessa in November 1998. In December 1998 the ministers of transport of Poland and Ukraine signed "the memorandum on activities for creating the Polish-Ukrainian transport corridor between the Baltic Sea and the Black Sea. In paragraph 2 of the memorandum the running of the transport corridor was established as follows: (Fig.2).

¹ Transport Infrastructure Needs Assessment

Fig. 2. Transport corridor *Via Intermare* Gdańsk-Odessa.



Source: own analysis based on the data of the Administration of Sea Port Gdańsk.

- for road transport: Gdańsk - Olsztynek - Płońsk - Warsaw - Lublin - Piaski - Dorohusk/Jahodyn - Lutsk - Dubno - Tarnopol - Khmelnytsky - Vinnitsa - Uman - Odessa/Ilichevsk, with subbranches: Gdańsk - Toruń - Płońsk and Piaski - Hrubieszów/Rava Russka - Lvov - Tarnopol;
- for railway transport:
- route I: Gdynia/Gdańsk - Warsaw - Lublin - Dorohusk/Jahodyn - Kovel - Zdolbuniv - Koziatyn - Vinnitsa - Zhmerynka - Odessa/Ilichevsk,
- route II: Gdynia/Gdańsk - Warsaw/Bydgoszcz - Sławków - Hrubieszów/Izov - Kovel - Zdolbuniv - Koziatyn - Vinnitsa - Zhmerynka - Odessa/Ilichevsk.

The road, railway and port infrastructures, with subsidiary infrastructure, including in particular access roads, border crossings, goods terminals and the equipment necessary for traffic regulation along the corridor route, as well as their connections with other types of transport were included into the corridor.

During the meeting in Gdańsk in March 2000 three working groups were established:

- cargo stream examination group;
- rate, price and information group;
- operator's company appointment group.

Launching of procedures connected with the enterprise took place in Odessa in September 2000. Last technical details of the project were agreed during the meeting in Gdynia in March 2001 and in Przemyśl in April 2001. The rules of simplification and harmonisation of customs and border clearance on the whole route were worked over in co-operation by central and border customs services of Poland and Ukraine.

On the 15 May 2001, after two years of intensive preparations (including e.g. government level agreements), a new transport corridor from Gdańsk and Gdynia to Odessa and Ilichevsk was started. The following companies were directly engaged in the enterprise: the Ukrainian ports of Odessa and Ilichevsk, the Ukrainian railways (UZ), a private operator and forwarder from Kiev - the Lisa company, the administrations of the Gdynia and Gdańsk ports, the Gdańsk Container Terminal, the Baltic Container Terminal, the Polish State Railways (PKP) - Goods Transport Plant in Gdynia and Central Office of Railway Goods Transport "Cargo" from Katowice, the Intermarine and Mirtrans Companies.

The Mirtrans Company² is the Polish operator of the new corridor. Transport on the Ukrainian side is assured by the Lisa Company of Kiev. It has its own containers for the *Baltica* train. The train, running since 15 May, after leaving Gdańsk and Gdynia is put together into a 20-wagon set at Zajęczków Tczewski, a switching station for the ports of Gdańsk and Gdynia. After 24 hours it reaches the border passage at Zurawica-Medyka. At the same time a similar container train comes to the Polish border from Odessa and Ilichevsk. The Ukrainian trains run along broad

² Since 1993 the Mirtrans Company from Gdynia has been shipping to Russia containers and other transit loads through the ports of Gdynia and Gdańsk. It has been also importing Russian, Belorussian and Ukrainian cargo exported via Polish ports.

tracks, and that is why they are reloaded at the border passage. The reloading of the containers is done in Poland due to appropriate technical equipment³. The operation takes further 24 hours. Then the trains come to the ports, their starting points, in another 24 hours. Thus the containers from Gdańsk and Gdynia come to Odessa or Ilichevsk in 72 hours not in 26-31 days by sea as it was earlier.

The reloading potential of Ukrainian ports consists of 18 trade sea ports 12 reloading terminals.⁴ Odessa, Ilichevsk and Yuzhniy are the main ports of Ukraine. Their share in total turnover of Ukraine is as much as 60 percent. Odessa, the biggest in Ukraine, is a universal port with a number of specialist berths. Several million tons of cargo are reloaded here yearly. The port has very much limited handling and storage areas and enormous problems with letting out modern communication arteries towards the hinterland. There is no intermodal logistics centre either. In 1998 98,000 TEU⁵ were reloaded in the Ukrainian ports, mainly in Odessa and Ilichevsk.

A modern container terminal was planned to be started in April 2001 within the new transport corridor. Until 2004 Ukraine plans to invest about 1 million dollars in the development of international transport lines, mainly in the Euro-Asian corridor. Also certain investments cutting the time of reloading and changing the wagon axles at the border crossing of Żurawica-Medyka are planned by the Ukrainians.

In 1997 the biggest Ukrainian ferry owner UKRFERRY opened a regular ferry connection between Ilichevsk, a port situated near Odessa, and a Georgian port of Batumi. It is to improve the railway and car traffic from Northern and Eastern Europe to Middle East and Central Asia (Geor-

³ The border passage in Żurawica has 3 container cranes whose use has been limited so far.

⁴The structure of the turnover is the following: export 50.2%, transit 44.2%, import and coastal trade - only 5.6%. In the load structure of export the following dominate; metal products - 43.7%, grain - 13%, ores - 11%, crude oil products and liquid chemicals - 10.8%, fertilisers - 9.7%, and coal - 7.3%. In transit transport the following dominate: crude oil and crude oil products - 53.9%, metals - 13.9%, fertilisers - 9.7%, and coal - 7.3%.

⁵All main trade ports of Ukraine are state enterprises. The Ukrainian sea code specifies their status. The possibility of changing the status of the ports is included in "The programme of stabilisation and development of the sea and river transports in Ukraine till 2005".

gia, Armenia, Iraq, Iran, Syria, and Jordan). The connection can potentially generate transport cargo for the *Via Intermare* transport corridor.

Nowadays we are in the period of creating new cargo streams and transport corridors from and to the independent countries of the former Soviet Union. The transit capacity in this direction of Gdańsk and Gdynia are totally estimated at several million tons.

Situating of the Ukrainian consulate in Gdańsk has influenced much enlivening of economic relations and trade exchange through the ports of Gdańsk and Gdynia. Thus establishing the Polish-Ukrainian Chamber of Commerce in Gdansk seems to be justified.

Table 1. Polish-Ukrainian commercial turnover in 1992-2000

Years	Export		Import		Turnover	
	m USD	dynamism	m. USD	dynamism	m USD	Dynamism
1992	161.6	100	123.8	100	285.4	100
1993	187.5	160.3	201.1	162.4	88.6	136.2
1994	280.4	173.5	204.9	165.5	485.3	170.0
1995	742.6	459.5	290.8	234.9	1033.4	362.1
1996	973.9	602.7	418.1	337.7	1392.0	487.7
1997	1200.0	742.6	400.0	323.1	1600.0	560.6
1998	1086.4	672.3	177.2	143.1	1263.6	442.7
1999	690.4	427.2	283.3	228.8	973.7	341.2
2000	798.2	493.9	475.4	384.0	1273.6	446.3

Sources: The author's analysis based on the Chief Central Statistical Office's (GUS's) data.

Friendly political atmosphere in the relations between Poland and Ukraine and both sides' attempts to break still existing numerous barriers have added to the increase of the dynamism of commercial turnover in the years 1992-1997 from 285.4 million USD to 1600 million USD. After a momentary decrease in 1999 the turnover went up again to 1273.6 million USD in 2000. (Table 1).

Launching of the first railway line of the *Via Intermare* transport corridor leading from Gdańsk to Odessa may influence positively not only the turnover of the Gdańsk and Gdynia ports but also bring Ukraine near to Poland and Western Europe.

To become an important European transport corridor the increase of commercial exchange between Poland and Ukraine is inevitable. The basic condition is to gain proper cargo mass coming from Scandinavian countries and Western Europe to Ukraine and further southwards through

the ports of Gdańsk and Gdynia.'Also the cargo transported in the opposite direction through the Black Sea via Odessa and Gdańsk from the Middle East and Ukraine to Sweden, Norway, Denmark and Great Britain is very important.

Political decisions on location in Gdańsk the end of the oil pipe leading from Odessa have been made. The pipe is a part of "Via Inter-mare", the transport corridor connecting the Baltic Sea and the Black Sea⁶. The oil pipe Odessa - Brody - Gdańsk will constitute a part of transport route for the Azerbaijani crude oil exported from Baku to Suspa through the existing pipeline. Then the oil will be transported by tankers to Pivdenne near Odessa where a new terminal is being built to pump over the oil. From there it will go through Brody to Gdańsk.

Ukraine plans to finish making the 670 km segment from Brody to Płock in autumn 2001. The pipe segment from Brody to Płock over 400km long is still to be built for, as it is known, there exists the oil pipe from Płock to Gdańsk. The completion of the whole investment Odessa-Gdańsk is planned for 2004. Thanks to the connection the crude oil from Azerbaijan will flow through Gdańsk to Western Europe, which will be advantageous for the Northern Port. The port is adapted to reloading of 32 million tons a year, whereas Poland needs 16 million tons of crude oil yearly. Poland intends to import from Azerbaijan 7 million tons of oil at the start⁷, then up to 20 million tons.

Ukraine may become the first country to propose real conditions of Caspian oil export to Western Europe after the pipe has been put in use. It will strengthen the Gdańsk-Odessa transport corridor.

Starting road transport in the *Via Intermare* transport corridor is quite distant in time. The greatest problems in car transport are connected with the time spent awaiting at the border crossings between Poland and Ukraine and the threat to lose the cargo, container or vehicle. This makes carriers reject the journey eastwards, whatever the proposed transport rates are.. According to forwarders the situation could be changed a lot by introduction of state warranties for transit transport.

⁶ The pipe is very important for Ukraine considering national safety. In case of Russian cut-offs of oil supplies, Ukraine would be able to get provisions through Gdańsk.

⁷ Azerbaijan has guaranteed Poland the supplies of 10 million tons.

If the idea of *Via Intermare* is to change into an intermodal land and sea transport chain and become a durable connection between the Baltic Sea and the Black Sea, as well as a competitive transport corridor between Western Europe and the Middle East and Central Asia in the 21st century, the following factors are inevitable: an increase in commercial turnover in the new corridor, proper marketing and further integration of transport systems in Poland and Ukraine in economic, technological, organisational and legal areas.

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Streszczenie

PRZEWOZY INTERMODALNE W KORYTARZU TRANSPORTOWYM GDAŃSK - ODESSA

Sprzyjająca aura polityczna w stosunkach polsko-ukraińskich, uznanie przez Polskę Ukrainy za partnera strategicznego, wszystko to spowodowało że idea budowy korytarza transportowego łączącego Odessę z portami Gdańska i Gdyni określanej jako *Via Intermare* zaczęła przybierać realne kształty.

Wspólne prace zapoczątkowały w listopadzie 1998 roku rozmowy prezydentów Polski i Ukrainy przeprowadzone w Odessie. W grudniu 1999 roku ministrowie transportu Polski i Ukrainy podpisali „memorandum w sprawie działania na rzecz utworzenia polsko-ukraińskiego korytarza transportowego Morze Bałtyckie - Morze Czarne. W artykule drugim memorandum w sposób następujący ustalono trasy przebiegu korytarza transportowego:

- dla transportu drogowego: Gdańsk - Olsztynek - Płońsk - Warszawa - Lublin - Piaski - Dorohusk/Jahodyn - Luck - Dubno - Termopil - Chmelnyckyj - Winnica - Umań - Odessa/Iłjiczewsk, z odgałęzieniami Gdańsk - Toruń - Płońsk oraz Piaski - Hrebenne/Rawa Ruska - Lwów Termopil;
- dla transportu kolejowego:
Trasa I: Gdynia/Gdańsk - Warszawa - Lublin - Dorohusk/Jahodyn - Kowel - Zdołbunów - Koziatyn - Winnica - Żmerynka - Odessa/Iłjiczewsk,
Trasa II: Gdynia/Gdańsk - Warszawa/Bydgoszcz - Sławków - Hrubieszów/Izow - Kowel - Zdołbunów - Koziatyn - Winnica - Żmerynka - Odessa/Iłjiczewsk.

Do korytarza włączono również infrastrukturę drogową, kolejową i portową, łącznie z infrastrukturą pomocniczą, obejmującą w szczególności drogi dojazdowe, przeje-

ścia graniczne, terminale towarowe oraz wyposażenie niezbędne do kierowania ruchem na trasie korytarza, a także ich powiązania z infrastrukturą pozostałych rodzajów transportu.

15 maja 2001 roku, po dwóch latach intensywnych przygotowań uruchomiony został korytarz transportowy z Gdańska i Gdyni do Odessy i Iljiczewska.

Pociąg *Bciltica* po wyjeździe z Gdańska i Gdyni, w ciągu 24 godzin dociera do przejścia granicznego w Żurawicy-Medyce. Taki sam pociąg kontenerowy dojeżdża w tym samym czasie z Odessy i Iljiczewska do granicy polskiej. Przeładunek kontenerów ze względu na odpowiednie wyposażenie techniczne odbywa się po stronie polskiej. Operacja ta trwa 24 godziny. Następnie, pociągi w ciągu kolejnej doby docierają do ponów - punktów wyjścia. W ten sposób kontenery z Gdańska i Gdyni trafiają do Odessy lub Iljiczewska w ciągu 72 godzin, a nie jak dotychczas drogą morską w ciągu 26-31 dni.

Największy ukraiński armator promowy UKRFERRY otworzył w 1997 roku stałe połączenie promowe pomiędzy leżącym w sąsiedztwie Odessy portem Iljiczewsk, a gruzińskim portem Batumi. Jego celem jest usprawnienie ruchu kolejowego i samochodowego z Europy Północnej i Wschodniej na Bliski Wschód i do Azji Środkowej (Gruzja, Armenia, Irak, Iran, Syria, Jordania). Uruchomienie tego połączenia może generować ładunki przewozowe dla nowego korytarza transportowego.

Uruchomienie pierwszej, kolejowej nitki korytarza transportowego *Via Intermare* Gdańsk - Odessa może wpłynąć korzystnie nie tylko na wzrost obrotów portów Gdyni i Gdańska, lecz także na zbliżenie gospodarcze Ukrainy do Polski i Europy Zachodniej.

Aby korytarz mógł zyskać rangę jednego z europejskich szlaków transportowych niezbędny jest wzrost wymiany handlowej Polski i Ukrainy oraz uzyskanie odpowiedniej masy ładunkowej płynącej z krajów skandynawskich i Europy Zachodniej przez porty Gdańska i Gdyni na Ukrainę i dalej na południe. Ważne są także ładunki w relacji odwrotnej.

Zapadły już decyzje polityczne o lokalizacji w Gdańsku końcówki budowanego rurociągu naftowego prowadzącego z Odessy. Wzmocni to korytarz transportowy Gdańsk -Odessa.

Jeżeli idea *Via Intermare* ma przekształcić w intermodalny, lądowo-morski łańcuch transportowy i na trwałe wpisać się do połączeń bałtycko-czarnomorskich i jednocześnie stać się konkurencyjnym korytarzem transportowym pomiędzy Europą Zachodnią a Bliskim Wschodem i Azją Środkową w XXI wieku, niezbędny jest wzrost obrotów handlowych w nowym korytarzu, odpowiedni marketing i dalsza integracja systemów transportowych Polski i Ukrainy na płaszczyznach: ekonomicznej, technologicznej, organizacyjnej i prawnej.