Odessa Port Railway Station

Ukraine possesses the most powerful seaport potential among the countries of the Black Sea region. Along its Black and Azov Sea coastline there are 19 merchant sea ports. The most important are those of Odessa Region (from North to South: Yuzhniy, Odessa and Ilyichevsk).

At the junction of the rail links to this port system, LISKI Odessa Intermodal terminal is located nearby the village and railway station of Usatovo, with direct road connections to the three ports.

Strengths (S)	Weaknesses (W)
S1. Station Connected east side and north side to two marshalling yards S2. Automatic switches	W1. Station working at about its maximum capacity W2. No space for future extension of railway station W3. No rail tracks under container ship berth cranes W4. No rail ferry facilities W5. Overloaded accesses and problems of circulation between trucks and trains at the same level
Opportunities (O)	**Threats (T)**
O1. Signalling improvement of railway station O2. Improvements of automatic systems to reduce time needed by procedures O3. Port enlargement towards seaside (could be a threat) O4. Dry-port construction and connection O5. Activation of the new RO-RO terminal O6. Exploitation with trains with all wagons having the same O/D (e.g. Viking) O7. Shippers needing to shift from truck to rail to reduce the cost of transport of the cargo shipped from Europe to Asia	T1. Bureaucracy T2. High number of actors (UZ, Port Authority, Customs, shippers, State Agencies - sanitary, environmental, etc) T3. Tariffs set by the Ministry of Infrastructure T4. Lack of wagons when traffic is at high level T5. Overall uncompetitiveness of the rail mode T6. Fluctuations of world trade

Strengths

S1. The Odessa Port railway facilities are well connected to the Ukrainian railway network. The lines are electrified.

S2. The switches command system of the railway station is electric, so switches can be moved by an operator in the cabin. This leads to a faster management of the station than a manual command one.

Figure 1: Scheme of Odessa Port Railway Facilities

Weaknesses (Barriers)

W1. Actually the station is working at about its maximum capacity. Any problem which could occur to a train (and particularly delay in forming operation) implies a higher occupation time in the station. This means only few other trains could be managed by the station, so if other barriers in the port can be reduced, the station will be an important barrier.

W2. Strictly in connection with point W1, no significant improvement can be brought to the railway station as there is no available space. There is no possibility either to increase track length or track number.

W3. On the container vessel berths there are no tracks under the crane so container transshipment is divided in two moves, one from ship to truck and another one from truck to wagon and vice versa.

W4. There are no rail ferry facilities in Odessa Port whereby no such vessel can operate in this port.

W5. Tracks and road are at the same level on the docks and the port accesses are in poor condition. The passage of a train therefore stops truck traffic and generates traffic jams.

Opportunities Analysis

O1. Signalling improvement of the railway station can reduce the time for railway operations and can increase the maximum train capacity.

O2. Similar to point O1, automatic systems of cargo and wagons managing can reduce the time for railway operations and can increase the maximum train capacity.

O3. Enlarging the dock towards the seaside will allow a higher traffic volume. However, as per point W1, the actual railway station is not able to operate the traffic higher than the present one. So the management of additional traffic should be carefully considered in this plan.

O4. The dry – port is a good solution to solve the problem of the lack of additional capacity of the railway system.

O5. The launching of the new RO-RO terminal will allow a higher traffic volume. Again, however, as per point W1, the actual railway station is not able to operate traffic higher than the present one. So the management of additional traffic should be carefully considered in this plan.

O6. The exploitation of trains with all wagons having the same origin and/or destination really simplify custom and control procedures and leads to a quicker and cheaper railway service.

O7. The need for the shippers to reduce transport costs spurs them to send cargo by train rather than by trucks.

Figure 2: Odessa Port Railway Station

Figure 3: Odessa Port View

Threats

T1. Complicated bureaucratic procedures make train operation slower, reducing de facto the railway station capacity and increasing port transit cost.

Furthermore the unpredictable length of customs formalities brings about impossibility for the users to timely order platforms and waggons.

T2. Too high number of actors has the same effects as point T1.

T3. Tariffs, imposed by the Ministry of Transport, change and bring to non economic-financial sustainable situations.

T4. The lack of wagons remains a risk if traffic resumes at a higher level.

T5. The fear of pilferage, rather long transit-times (24 hours from Odessa to Kiev, due to many stops and shunting) and no decisive cost-benefits spur the users to rather use road transport whenever possible.

T6. Cargo volumes will remain low if the world economic crisis goes on.

Figure 4: Container Vessel in Odessa Port