

Alona Lebedieva Presented a Study on Ukraine's Integration into TEN-T at WCTR 2026

KYIV, UKRAINE, July 9, 2026

/EINPresswire.com/ -- The 17th [World Conference on Transport Research](#), one of the leading international conferences in the field of transport research, is taking place in Toulouse, France, from July 6 to 10. The event brings together researchers, engineers, business representatives, public sector officials and transport industry experts from different countries around the world.

WCTR is held once every three years and serves as a platform for discussing key challenges in the development of global transport. This year's conference focuses on aviation, maritime and rail transport, freight transportation and logistics, transport infrastructure, urban mobility, planning, transport economics, sustainability, safety and new approaches to the management of transport systems.

Among the studies presented in the WCTR 2026 programme was the [work of Alona Lebedieva](#), owner of the Ukrainian industrial and investment group Aurum Group, on the topic "New Railway Corridors as a Tool of European Integration and a Guarantee of Transport Resilience amid Hybrid Threats."

The study focuses on the role of Ukrainian railway infrastructure in integration into the Trans-



Alona Lebedieva



RESEARCH

Railway corridors as a tool for European integration and a guarantee of supply resilience under hybrid threats. The state and potential of Ukraine's railway infrastructure in the context of integration into the Trans-European Transport Network (TEN-T).

TEN-T in Ukraine

Building Europe's connectivity with Ukraine within the TEN-T corridors means:

- creating a sustainable supply artery from the ports of the Baltic Sea to logistics hubs in Ukraine, further to Odessa and to Ukraine's Danube-Black Sea port cluster;
- ensuring connectivity with Central Europe (Austria, Germany) and Eastern Europe (Poland, Hungary, Slovakia, the Czech Republic). Geographically, Ukraine has the potential to become a transit bridge between Europe and Asia.

Key Characteristics and Potential of Ukraine's Transport System

The operational length of Ukraine's railway network as of the beginning of 2026 is 19,430 km.

The volume of freight transportation is 161 million tonnes in 2025. The potential is 250 million tonnes.

The entire territory of Ukraine is covered by the railway network. Border sections with the railways of Moldova, Poland, Romania, Slovakia and Hungary are equipped with international railway border crossings.

The extensive network of Ukrainian railway lines makes it possible to travel from the western border with Europe to seaports in southern Ukraine, which is particularly important in the context of the TEN-T project and Europe's transport connectivity with the world. Cargo turnover and transshipment take place at the seaports of Pivdennyi, Odessa and Chornomorsk on the Black Sea, as well as at the Danube ports of Izmail, Reni, Ust-Dunaisk and Bilhorod-Dnistrovskiy. The cargo turnover potential is 110 million tonnes per year. In the event of the end of the war, the operation of the Mykoliv and Kherson ports, as well as the ports of Olvia and Ochakiv, may be restored. Their cargo turnover potential is 40 million tonnes per year.

The Security Dimension of Ukraine's Participation in TEN-T

The integration of Ukrainian railways into the TEN-T network is an instrument of EU security policy.

The involvement of Ukrainian railway infrastructure as an additional resource is important for resilience in the face of military and hybrid threats, as well as for strengthening the transport security and logistical resilience of the EU.

Ukraine's model of railway transport management can be used in Europe in the event of military threats, energy crises or large-scale emergencies.



ALONA LEBEDIEVA

Beneficial owner of the Ukrainian multidisciplinary industrial and investment group Aurum

Owner of the charitable foundation "Aurum" (Ukraine)

Owner of the non-profit organization "Aurum Charity Foundation" (office in Brussels)

New Railway Corridors as a Tool of European Integration and a Guarantee of Transport Resilience amid Hybrid Threats

European Transport Network TEN-T, as well as the importance of railways for the resilience of transportation amid military and hybrid threats. Alona Lebedieva stressed that Ukraine's integration into TEN-T should be viewed not only as an infrastructure or economic project, but also as part of Europe's broader security architecture.



WCTR 2026

According to Alona Lebedieva, the Ukrainian experience of operating the transport system during the full-scale war may be valuable for the EU, as today the issues of logistics, energy, borders and critical infrastructure can no longer be considered separately from security issues.

“My main thesis is that the integration of Ukrainian railway infrastructure into TEN-T is simultaneously an economic, infrastructure and security project,” Lebedieva noted.

The study stated that Ukraine has an important geographical advantage: its railway network directly borders the trans-European network and interacts with the railways of Poland, Slovakia, Hungary, Romania and Moldova. In addition, the Ukrainian railway is connected to sea and river ports, which is of particular importance for Europe's transport connectivity with the Black Sea and Danube regions.

At the same time, Alona Lebedieva drew attention to the technical limitations that complicate the integration of the Ukrainian railway with the European network. These include differences in track gauge, differences in electrification systems, the wear of certain sections of infrastructure, and different signalling and safety systems. All of this affects traffic speed and cargo delivery times and requires systematic modernization.

A separate emphasis in the speech was placed on the connection of railway routes with ports. According to Alona Lebedieva, for modern freight logistics it is critically important to develop not only railway corridors, but also access routes, border crossing points, logistics hubs and port infrastructure. This is what will allow Ukraine to make fuller use of its transit potential and strengthen its role in the European transport system.

Lebedieva also emphasized that the Ukrainian transport system is already undergoing a stress test in its most severe form. The railway provided for the evacuation of people, continues freight transportation, and operates under conditions of infrastructure destruction, energy shortages and constant attacks. In her opinion, this experience may be useful for Europe as it rethinks transport resilience amid new security risks.

Among the practical steps that could accelerate Ukraine's integration into TEN-T, Alona Lebedieva named stronger coordination at the national level. In particular, she considers it appropriate to create an institute of national coordinators for each TEN-T corridor or a responsible interagency body that would coordinate work with the EU, international financial institutions, donors and investors.

Separately, she emphasized the role of Ukrainian private business in the development of transport resilience. According to her, cooperation between European structures and independent Ukrainian railway industry enterprises could become an additional factor in the stability of transport infrastructure.

Summing up her speech, Alona Lebedieva stressed that Ukraine's integration into TEN-T serves the interests of both Ukraine and the European Union. For Ukraine, it is a path toward economic integration, infrastructure modernization and industrial development. For the EU, it is an opportunity to strengthen the eastern flank of the transport network, increase logistics resilience and create new routes between the Baltic, Black Sea, Danube and Eurasian directions.

"The future of the European transport system is a matter of speed, efficiency and resilience. Ukraine is paying a very high price for its own resilience and at the same time has experience that may be useful for Europe," Alona Lebedieva noted.

[Aurum Group is](#) a Ukrainian diversified industrial and investment group operating in the fields of mechanical engineering, rail freight transportation, rolling stock repair and the production of components for freight wagons. The group's industrial profile creates prerequisites for participation in joint programmes with European partners aimed at increasing the resilience of logistics systems, in particular in the formation of reserve rolling stock resources.

Alona Lebedieva
Aurum Group
[email us here](#)

This press release can be viewed online at: <https://www.einpresswire.com/article/925484867>

EIN Presswire's priority is source transparency. We do not allow opaque clients, and our editors try to be careful about weeding out false and misleading content. As a user, if you see something we have missed, please do bring it to our attention. Your help is welcome. EIN Presswire, Everyone's Internet News Presswire™, tries to define some of the boundaries that are reasonable in today's world. Please see our Editorial Guidelines for more information.

© 1995-2026 Newsmatics Inc. All Right Reserved.