

**The National Council for the Recovery of Ukraine from the
Consequences of the War**

Draft Ukraine Recovery Plan

**Materials of the “Recovery and development of
infrastructure” working group**

July 2022

Introduction

The armed aggression of the Russian Federation has radically changed the transport system of Ukraine. Thus, today due to hostilities on the territory of Ukraine and the imposed martial law, the airspace of Ukraine is closed for civil aviation flights. Also, the blockade of seaports on the southern coast of Ukraine has actually begun. The warships of the aggressor country block navigation in the Black and Azov Seas for ships bound for / from the seaports of Ukraine.

Due to the blockade of Ukraine's seaports, shippers and carriers are forced to change the logistics of export transportation, directing cargo to the western border crossings. Transportation of goods during the war is a difficult task due to the low capacity of border crossings in western Ukraine.

Thus, the most important challenge now is to create conditions for maintaining transport infrastructure in proper functional condition in the territories controlled by Ukraine, maintaining and increasing the capacity of checkpoints, reorientation of logistics to perform the most important functions of the country.

Also, in order to restore, rebuild, modernize transport infrastructure facilities, and gradually integrate Ukraine's transport network into the EU transport network, it is necessary to take appropriate measures and adopt a number of regulations.

The purpose of this plan is to ensure harmonization of regulations and organizational activities of the transport sector of Ukraine with EU countries to meet the needs of the population in transportation and ensure the development of the economy by changing approaches to the formation of transport and logistics solutions and modern transport infrastructure.

The recovery plan of the Working Group on Reconstruction and Development of Infrastructure is divided into areas, each of which has its own list of tasks, as follows:

- railway transport - development of passenger, cargo, luggage, baggage and mail transportation in domestic and international traffic, development of railway transport infrastructure, restoration and increase of capacity of railway border crossings on the western border of Ukraine, implementation of EU acquis to achieve organizational and technical compatibility of Ukrainian and European railways, development of competition and formation of a developed market of railway transport services;

- aviation transport - development of domestic and international passenger air transportation, as well as cargo and mail transportation, liberalization of international air transportation, restoration and development of airport infrastructure, communication, navigation and surveillance of the air traffic management system of Ukraine, implementation of the Common Aviation Area Agreement Ukraine and the EU;

- maritime and inland waterway transport - creating conditions for attracting private investment and improving the efficiency of existing capacity in Ukrainian seaports, modernizing the infrastructure of deep-sea ports, implementing joint procedures with the EU to ensure shipping safety, monitoring the movement of ships, assistance at sea, sea communication, response to pollution from ships and the creation of a national segment of the SafeSeaNet information exchange system on ship traffic and emergencies, development of port infrastructure and seaport capacity, improvement of legislation for the development of commercial seaports, transition to the European model of management "port -landlord", development of cargo, passenger, mail and luggage transportation by sea vessels, development of passenger transportation by inland water transport, development, modernization of inland water transport and its infrastructure, expansion of the network of river ports and increasing the efficiency of existing capacity in river ports,

creating conditions for attracting private investment and stimulating the development of inland water transport;

- Road transport, urban electric transport, roads and road economy - establishing sources of financing for the construction and operation of roads; development of urban electric transport, public road transport and improvement of the control system; restoration of functioning and development of safe infrastructure of the national network of roads taking into account the inclusiveness; development of domestic and international transportation of passengers and cargo; formation of a modern market of services; introduction of the latest technologies and harmonization of legislation on road construction with EU legislation; development of a network of high-speed electric charging stations;

- provision of postal services - development and reconstruction of postal networks and facilities, provision of postal services of the established quality level;

- tourism and resorts – provision the restoration of inbound and domestic tourism, popularization of Ukraine's tourism potential in the world, ensuring the formation of tourism as a highly profitable sector of Ukraine's economy, promoting the attraction of national and foreign investments in the development of the tourism industry;

- strategic initiatives of transport infrastructure - development of multimodal transport, expansion of the network of transport corridors, attraction of investments to ensure the implementation of infrastructure development, construction, reconstruction and modernization projects, tariff policy on transport, development of information systems, modernization and construction of new border crossings.

Current status of the industry / sector:

The functioning of the transport sector, as well as the postal, tourism and resort sectors, has been significantly affected by the military aggression of the Russian Federation.

As of May 4, 2022 the largest ports with more than 85% of sea cargo turnover, remained under the control of Ukraine: Mykolaiv, Olviia, Odesa, Chornomorsk, Pivdennyi. To date, these seaports operate only to service railway and road rolling stock.

Three small ports at the mouth of the Danube - Izmail, Reni and Ust-Dunaisk - are fully operational and increasing cargo handling. In peacetime, they served just under 5% of exports. Now they can carry the same volumes as in peacetime, but the potential in the Danube direction is great regarding the situation with other ports.

In order to ensure stable foreign trade activities the Ministry of Infrastructure of Ukraine focuses on improving the efficiency of the Danube Maritime Cluster. Ports located in the Danube region (Reni, Izmail, Ust-Dunaisk) are operating normally, increasing the cargo base, increasing the handling of ships at berths.

PJSC "Ukrainian Danube Shipping Company" increases the involvement of its own fleet in export-import transportation and accelerates its repair to put into operation the maximum number of vessels on the Danube river in the nearest future.

At the same time, as a result of the blockade of parts of the Dnipro river in the Kherson and Zaporizhzhia regions by the terrorist troops of the Russian Federation, traffic on the Dnipro river was stopped, and the Kakhovka navigable lock was seized (the lock's equipment was damaged).

There is a shortage of petroleum products as a result. The situation is complicated by the fact that a significant part of Ukraine's oil imports fell to the Republic of Belarus (from one-third to

two-thirds with the Russian Federation), with which, because of its support of the Russian Federation, Ukraine broke trade relations.

The closure of Ukrainian airspace for civil aviation flights makes it impossible for both Ukrainian and foreign airlines to operate and has led to the suspension of UkSATSE's air navigation services.

In this regard since the beginning of the martial law, road and railway infrastructure has performed vital functions - providing the possibility of evacuation and movement of the population, movement of military equipment and humanitarian goods, ensuring the functioning of the economy, social sphere and industries. At the same time because of amendments to the Tax Code of Ukraine and the Customs Code of Ukraine, the state road fund almost doesn't have sources of income, as the project amount of funds from the remaining sources is about 0.04% of the approved state budget.

Also, since the beginning of the military aggression of the Russian Federation, most postal operators have suffered significant losses due to significant destruction of postal facilities and postal infrastructure in areas where active hostilities were taking place. Some of the postal facilities remained in the temporarily occupied territories. Most market participants have experienced significant labor outflows in the North, East and South of Ukraine. There was a destruction of aviation and sea logistics routes for delivery of international mail and express items. Logistics in the middle of the country has become much more complicated, including due to fuel shortages.

According to Euromonitor International, global inbound tourism lost \$ 6.9 billion in 2022 due to the war in Ukraine. The extent of the damage and the long-term consequences are difficult to assess for now as hostilities have been continuing all over the country till now.

Key numerical indicators, the impact of the war on the industry, the state of implementation of program documents, etc.

Since the beginning of the war of the Russian Federation against Ukraine there has been significant damage to the transport infrastructure. Thus, as of the beginning of May 2022: 6.3 thousand km of railway network were destroyed or significantly damaged, 41 railway bridges were destroyed, the operation of 21 railway stations was stopped, more than 23 thousand km of roads and 300 road bridges were destroyed, 4 seaports were occupied. Due to the continuation of hostilities in some areas of our country the total final number of destructions is currently impossible to determine.

In total since the beginning of Russia's military aggression against Ukraine the total amount of direct documented infrastructure damage is more than \$ 88 billion.

- rail transport:

JSC "Ukrzaliznytsia" entered the war period as the largest employer in the country with a staff of 231 thousand employees, a profit of 17 million dollars in 2021, the company provided 82% of freight and 50% of passenger traffic.

In January-April 2022 65.9 million tons of cargo were transported, which is only 69% of the level of the same period in 2021. At the same time, in January-April 2022 7.4 million passengers were transported by railway, which is 1.5 million passengers more than in the same period of 2021. The largest increase (64%) took place in March 2022 due to evacuation of people. Such transportation was free of charge. At the same time, after the reduction and gradual cancellation of evacuation trains, passenger traffic decreased significantly, as a result - in April 2022 were transported 19% less passengers than in the same period of 2021.

Since the first days of the war JSC Ukrzaliznytsia has transported more than 7 000 tons of humanitarian aid from west to east in passenger cars. The direction of freight transportation is also developing - it is more than 1400 cars (approximately 70 000 tons) per month with humanitarian aid, as well as the direction of container transportation, which provides transportation from neighbour countries to Kyiv, Kharkiv, Zaporizhzhia and Odesa.

JSC "Ukrzaliznytsia" provides evacuation of people: in average 3 million passengers per a month, including 40 thousand passengers - to neighbour countries. The necessary assistance is provided to passengers at all hub passenger stations as well as humanitarian aid is unloaded, food and equipment are provided.

At the same time, due to hostilities there was a significant decline in freight traffic (for 4 months of 2022 by 31% compared to the same period in 2021).

In fact, transit traffic on international corridors connecting Asia - Europe was interrupted. Transit traffic by railway during the war (March-April 2022) decreased against the level of the same period in 2021 by 88.4%.

The enemy is constantly launching targeted missile strikes on the railway infrastructure. As of May 5, 2022, the total value of losses caused to JSC "Ukrzaliznytsia" due to the destruction of the assets of the Company due to the aggression of the Russian Federation is UAH 6.8 billion.

Regarding the state of implementation of program documents it should be noted that the implementation of the railway transport reform was suspended with the beginning of martial law.

- aviation transport:

Today, the Ministry of Infrastructure includes UksATSE, SE Boryspil International Airport and Lviv International Airport, of which UksATSE and UB Boryspil have suffered losses caused by destruction and damage to state property. infrastructure facilities, equipment and vehicles) during the military aggression of the Russian Federation against Ukraine.

In total, of the 19 existing civilian airports, airfield complexes (runways, buildings, structures) at 12 airports were destroyed. The estimated loss from airports and air navigation equipment is about UAH 200 billion. Implementation of aerodrome infrastructure modernization projects, including within the framework of the State Target Program for Airport Development for the period up to 2023, approved by the Resolution of the Cabinet of Ministers of Ukraine of February 24, 2016 № 126, has been suspended.

- sea and inland water transport:

Seaports in Ukraine are not only the main way to export products of the agro-industrial complex, which brought \$ 27.9 billion in 2021, but also a source of export of metallurgy (\$ 16.0 billion), chemical industry (\$ 2.7 billion), export of mineral fertilizers (\$ 8.42 billion).

According to the order of the Ministry of Infrastructure of Ukraine dated April 28, 2022 № 256 "On the closure of seaports" registered in the Ministry of Justice of Ukraine on April 29, 2022 as № 470/37806 the seaports Berdiansk, Mariupol, Skadovsk, Kherson have been closed from the date of entry into force of this order till the restore of control over these seaports. The International Maritime Organization (IMO) was informed about this by a corresponding note of the Ministry of Foreign Affairs, which in turn brought the mentioned information to the governmental and non-governmental organizations of the member states.

Taking this measure is caused by the impossibility of servicing ships and passengers, carrying out cargo, transport and other related economic activities, ensuring the appropriate level

of shipping safety, compliance with international agreements of Ukraine, the consent of which was given by the Verkhovna Rada of Ukraine, and also ensuring the protection of the environment at a time when Russia continues its active hostilities in these regions with a threat to human life and health.

These actions hit the economy of Ukraine as sea transport fulfilled about 70% of exports of Ukrainian producers (about \$ 47.0 billion) and a significant part of import. According to current estimates Ukraine has been losing \$ 170 million per day due to blocked ports, and the estimated direct damage caused from February 24, 2022 to the infrastructure of maritime and inland water transport of state ownership is about \$ 622 million.

In 2021 the cargo turnover was 153.3 million tons, transportation by the Dnipro - 14.4 million tons. The expected forecast for cargo turnover for 2022 was 161.2 million tons, for river transportations – up to 15.8 million tons.

Regarding the status of implementation of program documents - the implementation of key program documents in the field of maritime and inland water transport (Maritime Doctrine and Strategy for the Development of Seaports of Ukraine) has been stopped, the tasks of the Action Plan for the implementation of the National Transport Strategy of Ukraine and the National Economic Strategy of Ukraine cannot be fulfilled.

- Road transport, urban electric transport, roads and road economy:

According to operative information, as of June 8, 2022, as a result of hostilities about 23.9 thousand km of public roads of state importance in Volyn, Dnipropetrovsk, Donetsk, Zhytomyr, Zaporizhzhia, Kyiv, Luhansk, Mykolaiv, Odesa, Sumy, Kharkiv, Kherson, Chernihiv regions were destroyed in different ways.

304 bridges and bridge crossings were also destroyed.

Due to the hostilities for now in some parts of our country the total final scope of the destruction of public roads is currently impossible to determine.

There is an issue of a comprehensive solution of the problems of stable operation of the network of urban and suburban transport. It is a result of the current state of passenger transportations in cities and places of Ukraine and its suburbs, the destruction of infrastructure and destruction or damage to buses, trolleybuses, trams, subway cars, etc. and blocking the operation of urban electric transport due to military aggression of the Russian Federation. Currently, approximately at 40% of cities and places the passenger transportations have stopped due to the military aggression of the Russian Federation against Ukraine, as well as road connection in the 50-kilometer zone.

Under martial law the transportation of goods by sea and air transport is not carried out temporarily, and by railway it is limited. That's why the domestic market of transport services is transformed towards the priority use of road transport for goods transportation (both commercial and humanitarian cargoes). The logistics of international road transportations was affected by the impossibility of transit through the territory of the aggressor country and its ally Belarus. Measures are also needed to diversify fuel supplies from Western countries. Currently, fuel is imported mainly from Poland, Romania, Slovakia, Moldova and Hungary, and its volume is constantly growing. Also for today as a result of Russian aggression, Ukraine has experienced problems with the export of Ukrainian products, including agro-industrial products. To do this, it is necessary to develop alternative routes for delivery of goods to EU countries and other markets through Europe. It is necessary and important to ensure the intensification of economic processes, especially in

wartime, by means of cancellation of permits as an administrative barrier, which is a constraint for the free market.

Regarding the status of implementation of program documents - the State Targeted Economic Program for the Development of Public Roads of State Importance for 2018-2022, approved by the Cabinet of Ministers of Ukraine dated March 21, 2018 № 382. actions, with varying degrees of destruction of road sections and their components, which were built or repaired as part of the program.

- postal services

Since the beginning of the military aggression of the Russian Federation, most postal operators have suffered significant losses due to significant destruction of postal facilities and postal infrastructure in areas where active hostilities were taking place. Some of the postal facilities remained in the temporarily occupied territories. Most market participants have faced a significant outflow of labor in the North, East and South of Ukraine. There was a destruction of aviation and sea logistics routes for delivery of international mail and express items. Logistics within the country has become much more complicated, including due to fuel shortages.

Regarding the status of implementation of program documents - currently there are no program documents in the field of postal services. The key directions of development of the sphere are defined in the Program of activity of the Cabinet of Ministers of Ukraine approved by the resolution of the Cabinet of Ministers of Ukraine from June 12 not in 2020 № 471.

- tourism and resorts

Also, 2022 was another test for the tourism industry of Ukraine. In Kyiv, in the East and in the South of Ukraine the tourist sphere has completely stopped. It is still difficult to estimate the losses and they will depend on the number of destroyed cultural and historical monuments, tourist destinations and the duration of hostilities, the size of the occupied and mined areas. In the first four months of the year, representatives of the tourism industry of Ukraine paid 18% less taxes than in the same period in 2021 and the number of taxpayers decreased by 10%.

Key challenges in the field:

- Permanent purposeful destruction of objects of railway, aviation and air navigation, sea and inland water, postal, tourist, road infrastructure, the need for their restoration;
- Disruption of transport and logistics transport chains and forced reorientation of freight and passenger flows due to the blocking of seaports, closure of airspace, destruction of transport infrastructure (the need to redirect to the western road and rail border crossings);
- The need to lift the naval blockade of Ukrainian ports and unblock part of the Dnieper in Kherson and Zaporizhia regions, resume shipping, expand the capacity of the Danube Maritime Cluster, create infrastructure to increase cargo flow across the Danube, resolve difficult situations with Ukrainian sailors abroad and foreign members located in Ukrainian seaports;
- The need to provide priority free transportation for the state for military and humanitarian purposes (military transportation, evacuation of people, relocation of enterprises, transportation of humanitarian aid);
- Preservation of outdated procedures and processes of providing transport services that do not meet modern requirements;

- The need to resume the operational activities of Ukrainian airlines, airports and resume the provision of air navigation services in the airspace of Ukraine;
- Incomplete reform of the industry in accordance with European directives (and at the same time lack of implementation capacity for implementing a significant part of structural changes and reforms in wartime);
- Lack of tourist flows to Ukraine; danger of being in many regions of the country;
- Reduction of sources of funding and the need to ensure its minimum required and regulatory level. Increasing risks for investments in connection with hostilities, reducing the interest of private investors to participate in PPP investment projects in Ukraine due to security and financial risks;
- Deficit and increase in the cost of fuels and lubricants, which leads to an increase in the cost and reduction of traffic;
- Critical destruction of tourist infrastructure, historical monuments, museums, theaters, etc. Limited tourist information network;
- Low level of inclusion (accessibility for people with disabilities and other low mobility groups);
- Insufficient integration of Ukrainian transport networks into the European transport network TEN-T.

Key features:

- Restoration of roads and man-made structures to accelerate the reconstruction of defense, civil and critical infrastructure, ensuring the connection of settlements for the timely delivery of humanitarian aid and other goods;
- Restoration of air transportation and achievement of at least the pre-war level of passenger traffic (16.2 million passengers in 2021) and the transit potential of Ukrainian airspace;
- Increasing capacity, modernization and development of ports in the Danube region;
- Increasing and updating rolling stock to meet the full needs of Ukraine's economic recovery;
- Construction and reconstruction of western border crossings, development of their capacity and improvement of procedures for control and registration of vehicles (in order to establish the logistics of transportation and border crossing for freight and passenger transport);
- Taking into account modern standards in the process of infrastructure restoration (for example, for passenger infrastructure - taking into account the requirements for access of persons with disabilities);
- Improving the system of traffic flows (including the development and implementation of traffic management schemes using automated traffic management systems);
- Use of the international level information field, which is currently full of news about Ukraine, to cover the current situation, as well as to highlight the country's tourism potential in the postwar period. Orientation of the sphere of tourism and resorts to conditionally safe areas where there are no active hostilities;
- Further digitalization of processes;

- Deepening cooperation and improving coordination with EU countries on the organization of transportation and development of the TEN-T network.

Key constraints / framework:

- Russia's ongoing large-scale military aggression against Ukraine, the actual functioning of the industry during the war state for an indefinite period;
- Lack of objective information on the extent of destruction of transport infrastructure;
- Significant difficulties in the development, modernization, reconstruction of damaged infrastructure (lack of funding, security risks, the need for demining of relevant facilities and determine their actual technical condition);
- Incompatibility of railway infrastructure of Ukraine and EU countries;
- Closure of Ukrainian airspace in connection with the imposition of martial law;
- Limited number of ports in operation compared to the pre-war situation;
- Lack of sustainable financing of works on restoration / construction / modernization of transport and logistics (multimodal) terminals in accordance with the requirements of radical change of cargo flows;
- Different from the EU countries regulatory framework governing the activities of the transport sector (and in particular the conduct of control procedures when crossing the state border);
- Insufficient development of information systems and electronic registers.

I. Sphere of railway transport

1. The main issues to be addressed in the Recovery Plan

Current state of the industry / sector:

Key numerical indicators

In January-April 2022, 65.9 million tons of cargo were transported, which is only 69% of the level of the same period in 2021. At the same time, during the military aggression of the Russian Federation (during March-April 2022), 17.5 million tons were transported. The decline in traffic due to the war was 66.2% compared to the level of traffic for the same period in 2021.

Including by types of communication:

Type of communication	From the beginning of the year (million ton)			March-April (million ton)		
	2022	2021	% 2022 to 2021	2022	2021	% 2022 to 2021
total	65,94	95,55	69,0	17,50	51,7	33,8
transit	2,43	3,69	65,9	0,23	1,98	11,6
import	7,89	12,78	61,7	1,10	6,67	16,5
export	26,29	33,59	78,3	6,95	17,56	39,6

internal communication	29,34	45,48	64,5	9,22	25,49	36,2
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In January-April 2022, 7.4 million passengers were transported by rail, which is 1.5 million passengers more than in the same period of 2021. The largest increase (64%) occurred in March 2022 due to evacuation. At the same time, such transportation was free of charge. At the same time, after the reduction and gradual cancellation of evacuation trains, passenger traffic decreased significantly, as a result - in April 2022, passengers were transported 19% less than in the same period of 2021.

The impact of war on the industry

JSC "Ukrzaliznytsia" entered the war period the largest employer in the country with a staff of 231 thousand employees, with a profit of 17 million US dollars in 2021; the company provided 82% of freight and 50% of passenger traffic.

The direction of freight transportation is also developing - it is more than 1400 cars (approximately 70 000 tons) per month with humanitarian aid, as well as the direction of container transportation, which provides transportation from neighbour countries to Kyiv, Kharkiv, Zaporizhzhia and Odesa.

JSC "Ukrzaliznytsia" provides evacuation of people: in average 3 million passengers per a month, including 40 thousand passengers - to neighbour countries. The necessary assistance is provided to passengers at all hub passenger stations as well as humanitarian aid is unloaded, food and equipment are provided.

At the same time, due to hostilities there was a significant decline in freight traffic (for 4 months of 2022 by 31% compared to the same period in 2021).

In fact, transit traffic on international corridors connecting Asia - Europe was interrupted. Transit traffic by rail during the war (March-April 2022) decreased against the level of the same period in 2021 by 88.4%.

Due to the blockade of Ukrainian seaports, shippers and carriers are forced to change the logistics of export transportation, directing cargo to the western border crossings. Transportation of goods during the war is a difficult task due to the low capacity of border crossings in western Ukraine, not designed for transshipment of large volumes of grain and ore. The total capacity of, for example, "grain" routes is about a million tons per month, and in peacetime through the ports were exported about 4-5 million tons per month. This led to a significant drop in export traffic (by 60.4%).

The enemy is constantly launching targeted missile strikes on the railway infrastructure. As of 05.05.2022, the total value of losses caused by JSC Ukrzaliznytsia due to the destruction of the Company's assets due to the aggression of the russian federation is UAH 6.8 billion.

Status of implementation of program documents

The main program document in the field of railway transport is the National Transport Strategy of Ukraine for the period up to 2030, approved by the order of the Cabinet of Ministers of Ukraine dated 30.05.2018 № 430 (hereinafter - the Transport Strategy).

As of the beginning of the war, the Action Plan for the implementation of the National Transport Strategy of Ukraine for the period up to 2030, approved by the order of the Cabinet of Ministers of Ukraine dated April 7, 2021 № 321 was being implemented.

Measures to reform railway transport were also defined by the Action Plan for the implementation of the Association Agreement between Ukraine, on the one hand, and the European Union, the European Atomic Energy Community and their Member States, on the other hand, approved by the Cabinet of Ministers of 25.10.2017 № 1106, and the Plan of measures for the reform of railway transport, approved by the order of the Cabinet of Ministers of Ukraine dated December 30, 2019 № 1411.

Regarding the reform of railway transport - as of the beginning of 2022, measures were taken to ensure the legislative functioning of the European model of the railway transport market. Thus, the Committee of the Verkhovna Rada of Ukraine on Transport and Infrastructure, the Ministry of Infrastructure and JSC Ukrzaliznytsia jointly finalized the draft Law of Ukraine "On Railway Transport of Ukraine". At the same time, the Ministry of Infrastructure has been developing draft bylaws to implement the necessary rules and procedures for access to the rail transport market.

A gradual reform of the tariff system for railway transport services was carried out. Thus, in order to ensure free pricing in the competitive sectors of the transport services market, since 19.02.2018 wagon component in the tariff for the carriage of goods by rail within Ukraine in the cars owned by JSC «Ukrzaliznytsia» was deregulated. On October 29, 2021, the Ministry of Infrastructure adopted Order № 586, the implementation of which provides for an additional reduction of the disproportion between the levels of tariff classes of goods, improvement of tariff policy on railway transport.

At the same time, it should be noted that the implementation of the railway transport reform was suspended with the beginning of martial law.

Regarding the implementation of infrastructure projects - in recent years in Ukraine began an active process of modernization and electrification of railway infrastructure, including from the state budget, JSC "Ukrzaliznytsia" own funds and funds attracted under state guarantees of international financial institutions. In 2021, 2 infrastructure projects were implemented and 4 large infrastructure projects were launched. A total of UAH 4.6 billion (EUR 153 million) was invested in the construction, modernization and reconstruction and electrification of railway infrastructure in 2021, including UAH 0.7 billion at the expense of the State Budget of Ukraine, UAH 3.9 billion. UAH - at the own expense of JSC Ukrzaliznytsia. Of these, UAH 0.5 billion was used for construction, UAH 0.2 billion for reconstruction with electrification and UAH 0.2 billion for modernization.

With the beginning of the war, the infrastructure of railway transport was subjected to constant and targeted shelling and destruction. Thus, the implementation of the infrastructure projects identified by the Transport Strategy was stopped.

Measures to ensure the accessibility of rail transport for people with disabilities are also defined by the National Strategy for the creation of barrier-free space in Ukraine until 2030, approved by the Cabinet of Ministers of Ukraine dated April 14, 2021 № 366.

As part of the implementation of this strategy, pilot stations, which were supposed to lead to standards for ensuring unimpeded access for people with disabilities, were identified.

After the end of martial law, accessibility for persons with disabilities and other low-mobility groups will be taken into account during the reconstruction of railway transport infrastructure facilities destroyed by hostilities.

Key challenges in the field:

- Permanent targeted destruction of railway infrastructure;
- The need to provide priority free transportation for the state for military and humanitarian purposes (military transportation, evacuation of people, relocation of enterprises, transportation of humanitarian aid);
- Forced change in the logistics of export rail transportation due to the blockade of seaports of Ukraine and change in the areas of formation of the cargo base (the need to redirect to the western border crossings);
- Today it is difficult to predict the process and geography of recovery of industrial enterprises that actually form freight flows for the railway industry;
- Outdated procedures and processes of providing transport services that do not meet modern requirements are preserved in some places;
- Incomplete reform of the railway sector in line with the EU acquis (at the same time, the implementation of any structural changes and basic reforms of the railway market in wartime is impractical).

Key features:

- As of the beginning of 2022, most of the railway infrastructure facilities needed to be repaired and modernized. When rebuilding the infrastructure, it is advisable to take into account modern standards (for example, for passenger infrastructure - taking into account the requirements for accessibility for people with disabilities);
- Diversification of export transportation logistics by developing the capacity of western border crossings;
- Improving the coordination of the transportation process with EU countries;
- Improvement of technological processes.

Key constraints / framework:

- Ongoing full-scale military aggression of the Russian Federation against Ukraine;
- Incompatibility of railway infrastructure of Ukraine and EU countries;
- The need for construction / modernization of transshipment complexes in accordance with the requirements of a radical change in cargo flows.

2. Goals, objectives, stages of the Recovery Plan in the direction of "restoration of the railway transport sector"**2.1. Stage economics and institutions of wartime (short-term) - "Everything to win!"**

(Explanation: Expected planning dates: (June 2022 - end of 2022 *))

* In case of continuation of active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be extended to 2023.

Main priorities / accents:

At all stages of the implementation of infrastructure rehabilitation projects, the principles of integrity, transparency and accountability and other necessary measures aimed at minimizing corruption risks must be ensured. In addition, it is mandatory to comply with environmental and sanitary safety requirements when dismantling debris and reconstruction of buildings and engineering structures.

The main priorities for ensuring the efficient operation of railway transport in wartime are related to overcoming challenges to change logistics routes due to the blocking of Ukrainian seaports by the aggressor, and the need to increase the capacity of western border crossings, primarily due to the need to change track gauge. It should also be noted that this work should be coordinated with Western partners, in particular with Poland, Hungary, Romania, Slovakia on the modernization and increase of railway capacity of the respective countries to ensure the ability to accept all cargo offered by Ukraine.

To this end, on May 12, 2022, the Verkhovna Rada of Ukraine adopted the Law of Ukraine "On Amendments to Certain Legislative Acts of Ukraine on Peculiarities of Regulation of Land Relations in Martial Law", which provides, in particular, simplification of land allocation for construction of multimodal terminals and production facilities. reloading complexes in martial law. This will create favourable conditions for the development of transport and logistics infrastructure on the western borders of Ukraine.

Increasing logistics potential

Tasks for the period:

- development of a phased plan for the full transition to paperless technologies for the support of rail freight, including customs and border control procedures, including with EU countries;
- analysis of the potential to increase the interoperability of transportation, the use of infrastructure of tracks of the European model(1435 mm), located on the territory of Ukraine, and 1520 mm tracks, located on the territories of neighboring EU countries;
- analysis of the possibility of construction and use of innovative cars and specialized containers on the railways of Ukraine.

Acquisition of the status of a candidate for EU membership.

Tasks for the period:

- to resume work on the draft Law of Ukraine "On Railway Transport of Ukraine"; the optimal scenario is to adopt the Law by the end of 2022;
- to revise the Plan of measures for the reform of railway transport, approved by the order of the Cabinet of Ministers of 30.12.2019 № 1411, taking into account the new realities of wartime and postwar.

At the same time, it is expedient to "reasonably" postpone the introduction of new principles of the railway transportation market (at least 2 years after the end of martial law), as the implementation of any structural transformations and basic reforms of the railway transportation market during wartime is impractical.

2.2. Recovery phase (medium term) - "Recovery, restart of the economy and institutions"

(Explanation: Expected planning terms: (2023 - 2025, with separate details for 2023)

* In case of continuation of active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be postponed to 2024-2026.

Main priorities / accents:

Given the systematic and purposeful destruction of the railway infrastructure by the aggressor, the main task of the postwar period will be:

- restoration of railway infrastructure;
- adjustment and restoration of full-fledged operation of railway transport.

Restoration of the destroyed infrastructure of railway transport should take into account possible changes in the location of large industrial enterprises, and, accordingly, the places of origin of freight flows. It can be assumed that the location of extractive industries and agriculture will not change, but the question remains as to the enterprises that were destroyed, as well as the enterprises that used the relocation mechanism, and accordingly moved their production facilities to the western regions of Ukraine.

In addition, the extent of infrastructure recovery will depend on the number of destructions, which are increasing day by day. It is already possible to speak with confidence, for example, about the urgent need to rebuild the destroyed traction substations in order to restore the electrification of railways.

A preliminary list of investment projects for the restoration of railway infrastructure is contained in section 3 of the proposals to the Plan. At the same time, after the end of the martial law it is advisable to form an interdepartmental working group to analyze changes in the formation of cargo flows in the postwar period (which will be affected at least by the dynamics of industrial recovery and changes in the location of enterprises). The work of this group will also influence the addition of long-term (strategic) planning projects in the future.

The use of new standards in the restoration of railway infrastructure is mandatory, in particular in terms of ensuring the accessibility for passenger infrastructure for passengers with disabilities and other low-mobility groups.

Among the infrastructure projects for the medium term, the following should be noted:

- reconstruction of the destroyed railway infrastructure (with electrification) in the direction of seaports on the latest technologies;
- increasing the capacity of the railway with the EU countries by building and modernizing complexes for relocation of cars from 1520 mm to 1435 mm gauge tracks and transshipment capacity (logistics centers) within or outside the state border checkpoints at border crossings with the EU, taking into account the requirements of interoperable and efficient use of railway infrastructure of 1435 mm and 1520 mm systems;
- development of railway infrastructure in the direction of the ports of Reni and Izmail (in particular, construction of the second track, electrification (development in the direction of the EU railway corridor Rhine - Danube));
- modernization of existing and construction of new logistics multimodal terminals in the western and southern regions of Ukraine with the functions of integrated transport and logistics centres, customs services and the use of modern digital logistics management solutions (TMS, YMS, WMS);

- creation of modern standardized multimodal station centers in small cities of Ukraine (first of all, in those affected during the war) which will provide city residents with comfortable and convenient transfer to other modes of transport, recreational and trade zones and integrated security system population (network of bomb shelters) on the basis of railway stations (Pilot project in the planning process - the station in Trostyanets);

- complex reconstruction of key railway stations and adjacent territories with construction of multimodal passenger hubs in the main city conglomerates (Kyiv, Lviv, Kharkiv, Dnipro-Zaporizhzhya, Odesa), which will combine the railway with different types of public transport with convenient schedules and transfers, as well as cities with suburbs by modern suburban trains (City Express projects);

- providing high-speed and comfortable connections with modern interregional Intercity trains for residents of major regional centers, which provides for the purchase of new trains, modernization of railway infrastructure to increase speeds to 160 km / h (in the future 200 km / h), electrification of railway sections;

- implementation of the plan of full transition to paperless support of railway freight transportation.

- creation of a joint logistics company with Poland and, in the future, with Lithuania, Latvia and Estonia, to increase the volume of rail transportation of Ukrainian exports to the EU and world markets through Europe.

The establishment and restoration of passenger rail service should take place immediately after the restoration of control over the territories.

Restoration of freight rail service to the level of 2019 (before the war and before the coronavirus disease pandemic) will depend primarily on the scale and pace of recovery of Ukrainian industry. At the same time, large-scale reconstruction of Ukrainian cities will require the coordinated work of all modes of transport, including rail transport, in order to deliver construction materials.

Among the investment projects to restore the operation of railway transport in the medium term, it should be noted:

- acquisition of new passenger rolling stock (passenger cars, railcar rolling stock) taking into account the requirements of inclusiveness;

- acquisition of traction rolling stock;

- purchase of freight cars (taking into account EU standards and EU requirements for dimensions) on the basis of a needs analysis taking into account the losses of freight cars during hostilities;

- reconstruction of car and locomotive repair plants to provide maintenance of rolling stock.

Fulfillment of most of the requirements for EU membership (in terms of reforming the railway transport sector).

The first tasks of the postwar period will be:

- adoption by the Verkhovna Rada of Ukraine of the revised draft Law of Ukraine “On Railway Transport of Ukraine”;

- approval of the plan of implementation of the Law of Ukraine "On Railway Transport of Ukraine";
- approval of changes to the Railway Transport Reform Plan.

The main measures for the implementation of the Law of Ukraine "On Railway Transport of Ukraine" should include:

- development and adoption of necessary bylaws;
- creation of new state institutions (or reorganization of existing ones) to ensure the implementation of new tasks related to market opening (The National Commission, which carries out state regulation in the field of transport, railway transport safety authority, institution for investigation of railway transport events);
- introduction of new procedures for access to the railway market (licensing, safety certification, admission of railway subsystems to the market);
- training for potential carriers to ensure their readiness to participate in the rail market;
- introduction of technical specifications for interoperability of railway transport subsystems.

A separate measure to ensure the functioning of a competitive railway market is the structural reform of JSC "Ukrzaliznytsia" in accordance with the requirements of the EU acquis and its completion by the time when the new Law of Ukraine "On Railway Transport of Ukraine" will enter into force. The main tasks of the Company's structural reform are organizational and financial separation of the infrastructure and transportation operator, ensuring transparency of financial flows within the Company and preparation of JSC Ukrzaliznytsia for the opening of a competitive railway transportation market. This issue should be one of the main key indicators of the effectiveness of the Company's Supervisory Board. At the same time, it is important to obtain a positive compliance check of European experts on the compliance of the new structure of JSC "Ukrzaliznytsia" with the requirements of the EU acquis.

Modernization stage (strategic) - "Structural modernization and full integration into the EU"

(Explanation: Expected planning dates: (2026 - 2032 *))

The planning dates of the stage will be adjusted based on the results of 2022-2023.

Main priorities / accents:

At the stage of modernization of railway infrastructure, it is necessary to take into account the need to optimize the existing network of railway infrastructure, taking into account freight and passenger traffic in certain sections.

In addition, during this period and in the future, when considering new investment projects (including with the participation of the intergovernmental working group, the creation of which is planned) should consider the possibility of such projects in compliance with the European standard width (1435 mm).

Possible strategic investment projects include:

- development of a network of logistics multimodal terminals with the functions of integrated transport and logistics centres, customs services and the use of modern digital logistics management solutions (TMS, YMS, WMS);

- introduction of a system of automatic transition of rolling stock from a track of one width to a track of another width (from 1520 mm to 1435 mm) without stopping the train;

- construction of a 1435 mm wide track (parallel to the existing 1520 mm track) in the direction of Chop - Uzhhorod - Lviv (joining the EU Mediterranean railway corridor);

- ensuring compliance of the railway infrastructure in the main areas with the requirements of the core network TEN-T (EU Regulation № 1315/2013 of 11 December 2013 on the Union guidelines on the development of the trans-European transport network and repealing Decision № 661/2010 / EU);

- continuation of complex reconstruction of key railway stations and adjacent territories with construction of multimodal passenger hubs in the main city conglomerates (Kyiv, Lviv, Kharkiv, Dnipro-Zaporizhzhya, Odesa), which will combine the railway with different types of public transport with convenient schedules and transfers. connection of cities with suburbs by modern suburban trains (City Express projects);

- introduction of the mechanism "land value capture", with the transfer of railways within the cities underground, which will rebuild and develop the war-affected cities-satellites of Kiev (Bucha, Irpin, Brovary) and others, with the construction of affordable housing for Ukrainians who lost it as a result of the war;

- construction of a high-speed railway (HSR) on the route Kyiv-Warsaw (total length - 919 km, of which on the Ukrainian side - 585 km (Kyiv-Yagodyn-State Border). The implementation of this project will reduce travel time on this route from 17-19 hours to 5-6 hours, by reaching an average speed of 180 km / h The estimated cost of the Ukrainian part of the project, including the modernization of man-made structures and stations, will be EUR 1170 million (UAH 35 958.43 million at the official exchange rate of the NBU as of June 25, 2022), the cost of 1 km of track is approximately EUR 1.5 million, the cost of works on the Polish side will be subject to a separate assessment and will not be included in the Plan.

European integration

In the long run the introduction of a competitive market for rail transport, the involvement of private business to work in the market, as a result - an increase in investment in the industry, are planned.

The gradual implementation of the following packages of EU acts in the field of rail transport is envisaged, including Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Railway Agency, and Directive 2016/797 of the European Parliament and of the Council of 11 May 2016 on compatibility of the railway system (interoperability) in the European Union, including mutual recognition of documents with the European Railway Agency (ERA).

II. Sphere of aviation transport

1. The main problems that need to be addressed within Recovery plan (in this direction)

Current state of the industry / sector:

Today, the Ministry of Infrastructure manages UkSATSE, SE Boryspil International Airport and SE Lviv International Airport, of which UkSATSE and SE Boryspil International Airport have suffered losses caused by destruction and damage to state property. infrastructure facilities, equipment and vehicles) during the military aggression of the Russian Federation against Ukraine.

In total, of the 19 existing civilian airports, aerodrome complexes (runways, buildings, structures) at 12 airports were destroyed. The estimated loss from airports and air navigation equipment is about UAH 200 billion.

To date, due to hostilities on the territory of Ukraine and the imposed martial law, the airspace of Ukraine is closed to civil aviation, which made it impossible for both Ukrainian and foreign airlines to operate and led to the suspension of air navigation services by UkSATSE.

An integral part of the aviation industry is aviation personnel, which losing their qualifications, skills and abilities due to forced downtime, and issued certificates are threatened with loss of legitimacy.

Implementation of aerodrome infrastructure modernization projects, including within the framework of the State Target Program for Airport Development for the period up to 2023, approved by the Resolution of the Cabinet of Ministers of Ukraine of February 24, 2016 № 126, has been suspended.

Key challenges in the field:

- the need to restore the objects of aviation and air navigation infrastructure, damaged or destroyed as a result of the military aggression of the Russian Federation against Ukraine, and the operational activities of Ukrainian airlines;
- resumption of air navigation services in the airspace of Ukraine;
- the need to fly-by the airspace of Belarus and Russia for Ukrainian airlines - additional time and costs of national airlines, and consequently the loss of competitiveness in flights to / from Northern Europe, the Caucasus, Central Asia and the Far East.

Key features:

- resumption of air transportation and achievement of at least the pre-war level of passenger traffic (16.2 million passengers in 2021);
- resumption of air cargo transportation;
- restoration of the transit potential of the airspace of Ukraine.

Key constraints / framework:

- the ongoing large-scale military aggression of the Russian Federation against Ukraine;
- lack of funding for the maintenance of the aviation industry during military aggression and works to restore damaged aviation and air navigation infrastructure;
- adaptation of national legislation to the EU legislation.

2. Goals, objectives, stages of the Recovery Plan (in this area)

2.1 Purpose - one or more generalized goals, proposed changes to solve problems in the area

Restoration and development of aviation mobility of the population and transit potential of the airspace of Ukraine. Restoration of air cargo transportation.

2.2 The main tasks indicating the necessary measures / steps for their implementation, divided into stages

1) Reconstruction and further development of the airport infrastructure of Ukraine

- modernization of regional airports and bringing their technical condition in line with current ICAO standards and recommendations in order to service the most widespread types of aircraft;
- prioritization in accordance with the defined criteria of airport reconstruction / construction projects;
- providing financing for the reconstruction of the network of airports of Ukraine on the basis of an audit of transport infrastructure losses;
- continuation of the development of the airport of SE Boryspil International Airport according to the nodal (hub) model;
- continuation of development of SE Lviv International Airport;
- creation of the Airport Development Fund as a special fund of the State Budget;
- creation of a management company or a state body for the management of aerodrome complexes, which are built at the expense of the state and are in state ownership.

2) Liberalization and non-discriminatory regulation of air transportation markets

- lifting restrictions on international scheduled air services;
- expansion of the network of international air connections with partner countries;
- increase in the share of low-budget airlines (low-cost);
- creation of a national air carrier;
- development of air cargo transportation.

3) Resumption of air navigation services in the airspace of Ukraine and development of its transit potential

- ensuring financing of stable operation of UkSATSE;
- restoration of aerodrome control towers, means of communication, navigation and surveillance of the air traffic management system (ATS);
- reorganization of UkSATSE taking into account the current circumstances;
- providing a set of measures to restore the transit potential of Ukrainian airspace.

4) Implementation of the Common Aviation Area Agreement

- adaptation of national legislation to the EU legislation.

5) Support for the air transport industry.

- support of airlines by the state (performance of public service obligations, reduction of excise duty on fuel, etc.);
- preservation of aviation personnel of Ukraine and their qualifications;
- support of the State Aviation Service in carrying out the functions of supervision and control over aviation entities located outside Ukraine under martial law;
- Improving the procedure for concluding property lease agreements and conducting public procurement.

I. STAGE WAR-WAY ECONOMY AND INSTITUTIONS (SHORT-TERM) - "EVERYTHING FOR VICTORY!"

June 2022 - end of 2022

* In the event of a delay in active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be extended to 2023.

Main priorities / accents:

1) creation of conditions for preservation in proper functional condition of aviation infrastructure objects in the territories controlled by Ukraine;

2) development of a draft of a new national strategy for the development of the civil aviation industry (primarily in the part concerning the optimal market positioning of airports), which should be taken into account in the preparation of the General Plans for the Restoration of Regional Activities. Attention should be paid to the following:

- the number of population in each region (including internally displaced, disabled persons and citizens that were injured during the war and, which would lead to limited movement and vital activities of people);

- production facilities (factories, plants, enterprises) that have not been damaged;

- production facilities (factories, plants, enterprises) that have been damaged and the estimated time required for recovery;

- tourist and business potential of the region.

3) implementation of the project "Action Plan of UkSATSE on the resumption of air navigation services in the airspace of Ukraine";

4) creation of conditions for preservation of qualification of aviation personnel of Ukraine;

5) adaptation of national aviation legislation to the EU legislation in the framework of the CAA Agreement.

II. RECOVERY STAGE (MEDIUM-TERM) - "RECONSTRUCTION, RESTART OF THE ECONOMY AND INSTITUTIONS"

2023 - 2025 *

* In case of protracted active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be postponed to 2024-2026.

Main priorities / accents:

- 1) restoration of the operation of airports of Ukraine, which were not damaged as a result of hostilities, to meet the needs of the population in air transportation;
- 2) assessment of the condition of damaged / destroyed property at aviation infrastructure facilities and decision-making on the feasibility of its restoration, taking into account the General plans for restoration of regions and plans for the development of transport by other modes of transport (high-speed rail, road, air);
- 3) modernization of regional airports (approximately 5-7) taking into account needs of disable persons and other groups of people with reduced mobility and bringing their technical condition in line with modern ICAO standards in order to service new types of aircraft;
- 4) resumption of air navigation services in the airspace of Ukraine;
- 5) creation of conditions for stimulation of restoration and development of air communication by, but not limited to:
 - a. provision of long-term loans by state banks to airlines, airports and UkSATSE at a minimum interest rate;
 - b. targeted subsidy for airports for the amount of land tax and rent payments or tax deferral;
 - c. improving the procedure for concluding property lease agreements and conducting public procurement;
 - d. introduction of compensation to Ukrainian airlines for expenses related to the need to fly-by the territory of Russia and Belarus.
- 6) deregulation of activities and creation of conditions for the development of general aviation;
- 7) establishment of requirements for unmanned aircraft, their operation and requirements for remote pilots;
- 8) development of a new State target program for the development of the air navigation system of Ukraine;
- 9) creation of a national air carrier;
- 10) creation of a management company or a state body for the management of aerodrome complexes, which are built at the expense of the state and which are in state ownership;
- 11) improvement of the financial model of support for the development of aviation infrastructure and implementation of strategic projects by regional airports, including through public-private partnerships and comprehensive international programs with preferential financing conditions;
- 12) streamlining of legal, operational and financial relations between aerodrome owners and their actual operators, including including in the framework of public-private partnership projects;
- 13) corporatization of Boryspil International Airport;
- 14) development of new security programme, which takes into account facts of life in the conditions of martial law.

III. STAGE OF MODERNIZATION (STRATEGIC) - "STRUCTURAL MODERNIZATION AND INTEGRATION INTO THE EU"

2026 - 2032 *

* The planning dates of the stage will be adjusted based on the results of 2022 - 2023.

Main priorities / accents:

- 1) transformation of SE Boryspil International Airport into main aviation hub of East Europe;
- 2) further modernization of regional airports taking into account needs of disable persons and other groups of people with reduced mobility and in order to ensure the suitability of their infrastructure for the maintenance of modern aircraft, based on the prospects of increasing demand for air transportation;
- 3) implementation of the State target program for the development of the air navigation system of Ukraine;
- 4) creation of the Airport Development Fund as a special fund of the State Budget;
- 5) development of a multimodal freight center in the format of public-private partnership;
- 6) development of new technologies aimed at the transition to sustainable aviation fuels (SAF), the adoption of global market measures for reducing carbon emissions (CO₂) under the System of Compensation and Reduction of CO₂ Emissions for International Aviation (CORSIA program).

III. Sphere of maritime and inland water transport

1. The main problems that need to be solved in the Recovery Plan (in this area)

Current state of sphere of maritime and inland water transport:

In 2021, the volume of cargo processing amounted to 153.3 million tons, transportation by the Dnipro - 14.4 million tons.

The volume of freight traffic, which was forecasted for 2022, was expected at 161.2 million tons, river traffic was to reach 15.8 million tons.

Beginning from February 24, 2022, the blockade of seaports on the southern coast of Ukraine actually began. The warships of the aggressor country block navigation in the Black and Azov Seas for ships bound for/from the seaports of Ukraine.

It is estimated that Ukraine loses \$ 170 million per day due to blocked ports, and the estimated direct damage caused to state-owned maritime and inland water transport infrastructure since February 24, 2022 is about \$ 622 million. However, the actual assessment of losses and resource needs for the restoration of port infrastructure can be carried out only after the end of hostilities in Ukraine and the return of the occupied territories. This also applies to the Autonomous Republic of Crimea, the consequences of the occupation of which and the damage to the infrastructure of five seaports on its territory will also have to be further assessed after regaining of Ukraine's control over this territory. As of May 4, 2022, the largest ports, which accounted for more than 85% of maritime cargo turnover, remained under Ukrainian control: Mykolaiv, Olviiia, Odesa, Chornomorsk, Pivdennyi. To date, these seaports operate only to service railway and road rolling stock.

According to the order of the Ministry of Infrastructure of Ukraine dated April 28, 2022 № 256 "On the closure of seaports" registered in the Ministry of Justice of Ukraine on April 29, 2022 as № 470/37806 the seaports Berdiansk, Mariupol, Skadovsk, Kherson have been closed from the date of entry into force of this order to regain control over these seaports. The International Maritime Organization (IMO) was informed about this by a corresponding note of the Ministry of Foreign Affairs, which in turn brought the mentioned information to the governmental and non-governmental organizations of the member states.

Taking this measure is caused by the impossibility of servicing ships and passengers, carrying out cargo, transport and other related economic activities, ensuring the appropriate level of shipping safety, compliance with international agreements of Ukraine, the consent of which was given by the Verkhovna Rada of Ukraine, and also ensuring the protection of the environment at a time when Russia continues to wage active hostilities in these regions, which poses a threat to human life and health.

Seaports in Ukraine are not only the main way to export products of the agro-industrial complex, which brought 27.9 billion US dollars in 2021, but also a source of exports of metallurgy (16.0 billion US dollars), chemical industry (2.7 billion US dollars), export of mineral fertilizers (8.42 billion US dollars).

These actions dealt a blow to Ukraine's economy, as maritime transport accounted for about 70% of Ukrainian producers' exports (approximately 47.0 billion US dollars) and a significant part of imports.

Exports of agro-industrial complex (grain, oil), ferrous metallurgy, ore and slag were carried out in almost all cases by maritime transport

Three small ports at the mouth of the Danube - Izmail, Reni and Ust- Dunaisk - are fully operational and increasing cargo handling. In peacetime, they accounted for just under 5% of exports. Now they can carry the same volumes as in peacetime, but the potential in the Danube direction is great regarding the situation with other ports.

In order to ensure stable foreign trade activities, the Ministry of Infrastructure of Ukraine focuses on improving the efficiency of the Danube Maritime Cluster. Ports located in the Danube region (Reni, Izmail, Ust-Dunaisk) are operating normally, increasing the cargo base, increasing the handling of ships at berths.

PJSC "Ukrainian Danube Shipping Company" increases the involvement of its own fleet in export-import transportation, is accelerating its repair to put into operation in the near future the maximum number of vessels on the Danube.

At the same time, as a result of the blockade of parts of the Dnipro river by the terrorist troops of the Russian Federation in the Kherson and Zaporizhzhia regions, traffic on the Dnipro river was stopped, and the Kakhovka navigable lock was seized (the lock's equipment was damaged).

There were conditions of shortage of petroleum products used in maritime and inland water transport. The situation is complicated by the fact that a significant part of Ukraine's oil imports fell to the Republic of Belarus (from one third to two thirds with the Russian Federation), with which, due to its support of the Russian Federation, Ukraine terminated trade relations.

In Ukraine, there are a total of about 100 thousand working sailors, of which about 40 thousand are permanently on voyages (30 thousand officers and 10 thousand privates).

According to the International Chamber of Shipping (ICS), the share of Ukrainian seafarers in the world merchant fleet is about 4.5%.

As for the personnel of inland vessels with Ukrainian documents, the figure reaches 11 thousand, among which 1.8 thousand work on the Danube (at the same time, on vessels under EU flags - about 1 thousand).

Measures need to be taken to bring the system of training and obtaining documents of crew members of inland waterway vessels to the requirements of EU legislation.

Ukrainian sailors who work on ships on international voyages bring 3-4 billion US dollars into the Ukrainian economy every year.

At present, the process of certification of seafarers is suspended in the temporarily occupied territories of Ukraine. Due to the martial law, the possibility of sailors leaving for employment on ships under a foreign flag has been blocked.

Regarding the status of implementation of program documents - the implementation of key program documents in the field of maritime and inland water transport (Maritime Doctrine and Strategy for the Development of Seaports of Ukraine) has actually been stopped, the tasks of the Action Plan for the implementation of the National Transport Strategy of Ukraine and the National Economic Strategy of Ukraine cannot be fulfilled.

Key challenges in the field:

- the need to lift the sea blockade of Ukrainian ports and unblock part of the Dnipro in Kherson and Zaporizhzhia regions;
- resumption of navigation and development of the Ukrainian fleet;

- expansion of the capacity of the Danube Maritime Cluster, creation of infrastructure to increase the volume of cargo turnover across the Danube;
- reorientation of part of the freight flow from roads to water transport, inclusion of ports in multimodal transportation, including in universal containers and the connection "railway - water transport";
- increase of capacity and volumes of transportations by maritime and inland water transport;
- further digitalization of processes, modernization of software packages and access control systems in sea and river ports of Ukraine;
- development of “Schemes of development of sea and river ports of Ukraine” taking into account the urgent need, perspective cargo flows and development of capacities of port operators;
- transition to alternative energy sources, taking into account economic feasibility and efficiency, as well as the needs for the implementation of environmental safety programs;
- amendments to the legislation in order to implement infrastructure projects, restoration of destroyed infrastructure and development plans in sea and river ports of Ukraine;
- resolving difficult situations with Ukrainian seafarers abroad and foreign crew members stationed in Ukrainian seaports;
- creation of an effective mechanism for training and certification of seafarers, as well as members of the crews of inland waterway vessels;
- translation of the system of issuing qualification documents of seafarers into electronic form;
- digitalization of administrative services and state supervision (control) in the field of maritime and inland water transport.

Key features:

- ensuring the implementation of full-fledged export and import of goods through sea and river ports of Ukraine;
- maximum integration of the Ukrainian water transport system into the EU transport system;
- increase in capacity, modernization, development of ports in the Danube region, including modernization of approaches to them by water and land (electrification of railway tracks to reduce the total cost of logistics, construction of new railways).

Key limitations:

- russia's ongoing large-scale military aggression against Ukraine;
- limited number of ports in operation compared to the pre-war situation;
- refusal of insurers to cover shipping risks;
- lack of funding for development, modernization, reconstruction of damaged maritime and inland water transport infrastructure;
- significant downtime of vessels passing through the Sulina Canal;

- imperfection of investment legislation;
- location on the territory of Moldova of access railways and highways connecting Ukrainian ports of the Danube region, railway stations, logistics hubs;
- lack of information systems and electronic registers;
- the need for rapid adaptation of national legislation to EU legislation.

2. Goals, objectives, stages of the Recovery Plan (in this area)

2.1. The goal is one or more generalized goals, proposed changes to solve problems in the area

Creating conditions for the development and restoration of transportation by maritime and inland water transport, increase volume of transportation, restoration and development of maritime and inland water transport infrastructure.

2.2. The main tasks indicating the necessary measures / steps for their implementation, broken down from and in stages

1) Restoration and development of transportation by maritime and inland water transport:

- lifting the sea blockade of Ukrainian seaports and releasing seaports occupied by terrorist troops of the Russian Federation in the cities of Kherson, Skadovsk, Berdiansk and Mariupol, seaports of the Autonomous Republic of Crimea and Sevastopol, as well as the Lower Dnipro with the Kakhovka navigable lock;
- demining and trawling of seaports, access canals, sea and inland waterways;
- development and modernization of the ports of the Danube region - Reni, Izmail and Ust-Dunaisk;
- implementation of operational dredging (maintenance of the set depths and navigation dimensions provided by the passport of the port water area) of the water areas of the seaports of Reni and Izmail, as well as of the navigable channel on the inland waterways;
- inclusion of the Ukrainian part of the Danube in the TEN-T network;
- repair and modernization of vessels on the balance of PJSC "Ukrainian Danube Shipping Company" and the fleet of major state carriers for their maximum involvement in cargo transportation with EU countries;
- creation of a multimodal hub on the basis of one of the Danube ports (Reni or Izmail), as well as incentives for private investors to organize a multimodal terminal on the Dnipro River (Middle Dnipro);
- resumption of operation of the Kakhovka navigable lock (including repair work and installation of necessary equipment);
- implementation of the Danube-Black Sea GCC project for the possibility of entering the Danube ports on the Ukrainian ship's course of large-tonnage vessels;
- establishment of logistics along the Danube-Dnipro/ Southern Bug coastal corridor for inland waterway vessels;
- increasing the tonnage of merchant vessels under the Ukrainian flag to improve trade with other countries;

- development and launch of the Register of Inland Navigation Vessels and related registers and databases;

- development of an effective financial and economic mechanism for modernization and restoration of a competitive shipbuilding cluster with extensive use of tax and financial and credit policy instruments;

- further digitalization of processes, modernization of software packages and access control systems in sea and river ports of Ukraine;

- stimulating the development of liner shipping and shipping to river ports (terminals).

2) Restoration and modernization of maritime and inland water transport infrastructure:

- restoration of the priority facilities destroyed by the russian terrorist forces, necessary for the normal functioning of maritime and inland water transport;

- elimination of limiting areas on the Dnipro River;

- restoration and modernization of the lock farm on the Dnipro River, construction of the second Kakhovka lock with expanded characteristics;

- creation of an effective mechanism for attracting private investment in financing works on repair, modernization, reconstruction or construction of port infrastructure facilities and inland water transport infrastructure facilities;

- amendments to the legislation in order to implement infrastructure projects, restoration of destroyed infrastructure and development plans in sea and river ports of Ukraine;

- modernization of the River Information Service, creation of an information system for automated accounting of inland waterway transport and databases of the Shipping Administration;

- improvement of transport connections of seaports and river ports (terminals) on the territory of Ukraine.

3) Expansion of the network of river ports (terminals) and increase of efficiency of use of available capacities in river ports (terminals):

- creating conditions for attracting private investment;

- improvement of the investment climate in river ports (terminals) of Ukraine (simplification of the mechanism of construction on inland waterways, classified as navigable);

- construction of new terminals and storage places for the import of critical products for the defense and economy of Ukraine (refined products, mineral fertilizers);

- launch of the Register of inland water transport infrastructure facilities;

- incentives for private investors to build terminals for liquefied natural gas and other fuel and lubricant bases.

4) Development of port infrastructure (railways, highways, etc.) and capacity of seaports:

- construction of related infrastructure for seaports (railway access tracks and roads);

- electrification of the railway section from Bilhorod-Dnistrovskiyi station to Izmail station to reduce the total cost of logistics;

- establishment of the Reni-Izmail railway connection;

- implementation of operational dredging (maintenance of the set depths and navigation dimensions provided by the passport of port water area) of water areas of seaports of Reni, Izmail, Bilhorod-Dnistrovskiy, Odesa, Pivdennyi, Chornomorsk, Olviia, Mykolaiv, Kherson, Skadovsk, Berdiansk;
- increasing the depth (adjustment of passports) of the seaports of Reni and Izmail;
- construction of LNG (liquefied natural gas) terminals in seaports;
- determination of the boundaries of water areas and territories of seaports, taking into account the requirements of the legislation and the interests of the owners of private terminals;
- simplification of established legislative procedures for urgent rehabilitation of seaport infrastructure;
- development of “Schemes of development of sea and river ports of Ukraine” taking into account the urgent need, perspective cargo flows and development of capacities of port operators;
- transition to alternative energy sources, taking into account economic feasibility and efficiency, as well as the needs for the implementation of environmental safety programs;
- improvement of legislation for the development of seaports, transition to the European model of management "Port Landlord", as well as consideration of the possibility of introducing other management models.

5) Creation of an effective mechanism for training and certification of seafarers, as well as crew members of inland waterway vessels:

- ensuring the possibility of departure of seafarers and personnel of inland waterway vessels for employment on vessels voyaging a foreign flag;
- creation of a system for obtaining documents of members of inland navigation crews in accordance with the requirements of EU legislation;
- development and launch of a register of qualification certificates of crew members of inland waterway vessels and related databases, their integration with the relevant EU registers;
- ensuring compliance with the requirements of international agreements of Ukraine and creating an effective mechanism for training and certification of seafarers - members of the command staff of seagoing vessels;
- Improving the regulatory framework and digitizing the process of submitting applications and obtaining qualification documents for ship's crew members.

Projects envisaged by the Seaport Development Plans for the short-, medium- and long-term perspective, approved in the manner prescribed by the Law of Ukraine “On Seaports of Ukraine”, are subject to implementation within the timeframe specified in such plans and in the manner prescribed by current legislation of Ukraine. additionally not included in the list of projects for the implementation of the recovery plan.

**STAGE OF WAR-WAY ECONOMY AND INSTITUTIONS (SHORT-TERM) -
"EVERYTHING FOR VICTORY!"**

June 2022 - end of 2022 *

** In the event of a delay in active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be extended to 2023.*

1. Restoration and development of maritime and inland water transport: lifting the sea blockade of Ukrainian seaports and liberation of seaports occupied by terrorist troops of the Russian Federation in Kherson, Skadovsk, Berdiansk and Mariupol, seaports of Crimea and Sevastopol Dni, as well as Sevastopol Dni, and with the Kakhovka navigable lock; demining and trawling of seaports and inland waterways;

3. Optimization, clarification of the existing boundaries of water areas, seaports of Mykolaiv, Olviia, Pivennyi, Odesa, Chornomorsk, Kherson, Ust-Dunaisk, Izmail to ensure their sustainable development, increase cargo flows, reduce costs and ensure the safety of navigation;

4. Adoption of a decision by the Cabinet of Ministers of Ukraine on allotment of land plots within the territory of seaports (within the width of hydraulic structures due to structural elements) and allotment of water fund land areas within seaports along the border line of hydraulic structures (moorings, protective, shore) 20 m wide;

5. Preservation and maintenance in satisfactory technical condition of infrastructure facilities of seaports of the Danube region (Izmail, Reni, Ust-Dunaisk), seaports of Big Odesa (Odesa, Pivdennyi, Chornomorsk) and Mykolaiv region.

6. Increasing the capacity of the seaports of Reni, Izmail and Ust-Dunaisk and inland waterways by:

implementation of operational dredging (maintenance of the set depths and navigational dimensions provided by the passport of the port waters) of the seaports of Reni, Izmail and Ust-Dunaisk, in order to ensure safe acceptance for loading and unloading of sea-class vessels with a draft of up to 7.0 m about 500 thousand m³ (volume can be adjusted depending on urgent needs and necessity), as well as navigation on inland waterways and operational waters of river port berths (terminals) (at the expense of users of such berths). Revision of plans of road works on inland waterways taking into account changes of reorientation of cargo flows;

implementation of the GSC Danube - Black Sea project for the possibility of entering the Danube ports on the Ukrainian ship's course of large-tonnage vessels;

organization of additional cargo handling places, including with the use of raid parking lots, construction of river ports (terminals);

electrification of the railway track section from the station Bilhorod-Dnistrovskyyi to Izmail station to reduce the total cost of logistics;

organization of additional transshipment sites in ports;

providing ports with modern equipment for cargo handling, including mobile elevators for agro-industrial complex products, tippers, etc.

7. Restoration of seaports and inland waterways by:

- demining, trawling of seaports, access canals, sea and inland waterways; unlocking of seaports and river ports (terminals);

- amendments to the legislation in order to implement infrastructure projects, restoration of destroyed infrastructure and development plans in sea and river ports of Ukraine;

- restoration of navigation on the rivers Dnipro and Southern Bug, as well as the work of the Kakhovka navigable lock (including repair work and installation of necessary equipment).

8. Resumption of the process of employment of Ukrainian seafarers by ensuring the possibility of departure of seafarers and personnel of inland waterway vessels for employment on seagoing vessels and inland waterway vessels;

9. Providing state support for the development of inland water transport and attracting additional investment in the shipping business in order to effectively allocate the cost of maintaining logistics by reorienting the flow of goods from roads to IWT - ensuring the functioning and filling of the State fund of inland waterways;

10. Fair optimization of the port fee system, creation of favorable conditions for improving the efficiency of logistics routes involving water transport, in particular the release of inland waterway vessels with a maximum draft of up to 4.5 m from the port fee, exemption of certain categories of vessels from anchor fee in ports Danube region;

11. Rehabilitation of the railway track on the section "Berezine-Basarabeasca" to ensure the diversification of supply chains to the seaport of Reni.

RECOVERY STAGE (MEDIUM-TERM) - "RECONSTRUCTION, RESTART OF THE ECONOMY AND INSTITUTIONS"

2023 - 2025 *

** In case of protracted active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be postponed to 2024-2026.*

1. Creation of a multimodal hub on the basis of one of the ports of the Danube (Reni or Izmail) and creation of river ports (terminals) for activation of cargo communication both with the EU countries and with other countries, including transportation in containers, and also the organization on the Dnipro River (Middle Dnipro) of the multimodal terminal;

2. Organization of a simplified navigable connection between the seaports of the Danube and the ports of the Dnipro and the Southern Bug for inland waterway vessels, taking into account the necessary technical / design characteristics for safe passage;

3. Involvement in cargo transportation between EU ports and in the middle of the country of the fleet of Ukrainian carriers (including state: PJSC "Ukrainian Danube Shipping Company" (on the Danube), SE "River Ports Administration" (on the Dnipro) by its modernization (re-equipment)), as well as the construction of a new fleet at Ukrainian shipyards for these enterprises, including the use of alternative energy sources (electricity, hydrogen), the construction of appropriate gas stations;

4. Simplification of administrative procedures, formalities in ports, reduction of time for cargo handling and applications by modernization of the River Information Service in accordance with EU requirements and management of the logistics water corridor, creation and implementation of information system for automated accounting of transportation by inland waterways and databases of the Shipping Administration (Registered of inland water transport infrastructure facilities, database of qualification documents of ship personnel, ship documents);

5. Increasing the capacity of seaports of Ukraine, the creation of river ports (terminals) on inland waterways by increasing the depth of seaports and inland waterways, in comparison with the passport parameters;

6. Further digitalization of processes, modernization of software packages and access control systems in sea and river ports of Ukraine;

7. Development of "Schemes of development of sea and river ports of Ukraine" taking into account urgent needs, perspective cargo flows and development of capacities of port operators;
8. Transition to alternative sources of energy supply, taking into account economic feasibility and efficiency, as well as the needs for the implementation of environmental safety programs;
9. Establishment of an effective mechanism for the allocation of water fund lands occupied by the territorial sea, inland sea waters, including under the water area of seaports under water bodies, as well as inland waterways;
10. Establishment of an effective and transparent mechanism for training and certification of seafarers and crew members of inland waterway vessels in accordance with the requirements of international agreements of Ukraine and legislation in the EU;
12. Ensuring compliance with international requirements, including EU legislation on merchant shipping and inland waterways of Ukraine;
13. Ensuring the growth of tonnage under the Ukrainian flag;
14. Creation of an effective mechanism for attracting private investment in financing the repair, modernization, reconstruction or construction of port infrastructure. Optimization of work and management structure of enterprises of maritime and inland water transport, reduction of expenses of such enterprises;
15. Implementation of EU directives and regulations into Ukrainian legislation in accordance with, in particular, the Association Agreement;
16. Improving the transport connection of sea and river ports on the territory of Ukraine with railway stations by building an access railway to the port of Reni exclusively through the territory of Ukraine.

STAGE OF MODERNIZATION (STRATEGIC) -

"STRUCTURAL MODERNIZATION AND INTEGRATION INTO THE EU"

2026 - 2032 *

* The planning dates of the stage will be adjusted based on the results of 2022 - 2023.

1. Increasing the capacity of locks and minimizing interruptions in navigation (application of technologies that will allow locks to work in adverse weather conditions (at low temperatures) by modernizing the lock on the Dnipro River. Ensuring the reorientation of part of the cargo from road transport to inland water transport; construction of the second Kakhovsky lock with expanded characteristics (reduction of budget expenditures for road repairs, reduction of emissions into the atmosphere, the possibility of one-time transportation in large batches, cheaper logistics);
2. Improving the investment climate in seaports of Ukraine (simplification of the mechanism of construction on sea ways classified as navigable, within the waters of seaports, in the area of navigation equipment, avoidance of unauthorized construction in the water area and on the territory of seaport, the possibility of creating artificial territories in ports);
3. Ensuring sustainable development for the renewal of the infrastructure of seaports of Ukraine, in particular by updating and implementing the Development Plans of seaports of Ukraine;

4. Ensuring the sustainable development of the maritime industry, taking into account the European experience, attracting investment and the latest technologies;
5. Transition to the European model of management of strategic objects of port infrastructure, which are objects of state property - "port landlord", as well as consideration of the possibility of introducing other management models;
6. Increasing the tonnage of merchant ships under the Ukrainian flag to improve trade with other countries;
7. Implement joint procedures with the EU to ensure the safety of navigation, namely monitoring the movement of ships, providing assistance at sea, maritime communications, reaction in case of pollution from ships and the creation of a national segment of the information exchange system SafeSeaNet about movement of ships and accidents;
8. Construction of LNG (liquefied natural gas) terminals in seaports;
9. Development of liner shipping;
10. Adaptation of Ukrainian legislation in the field of water transport to EU legislation;
11. Encouragement of port operators to use high-performance transshipment equipment by introducing increasing coefficients to tariffs for access of the port operator to the berth in case of non-compliance with gross loading / unloading norms.

IV. Sphere of postal services

1. The main issues that need to be addressed in the framework of the Recovery Plan in the field of postal services

Current status of postal services

Since the beginning of the military aggression of the Russian Federation, most postal operators have suffered significant losses due to significant destruction of postal facilities and postal infrastructure in areas where active hostilities were taking place. Some of the postal facilities remained in the temporarily occupied territories. Most market participants have experienced significant labor outflows in the North, East and South of Ukraine. There was a destruction of air and sea logistics routes for delivery of international mail and express items. Logistics within the country has become much more complicated, including due to fuel shortages.

Regarding the state of implementation of program documents

There are currently no program documents in the field of postal services. The key areas of development of the sphere are defined in the Program of Activities of the Cabinet of Ministers of Ukraine, approved by the Resolution of the Cabinet of Ministers of Ukraine № 471 of June 12, 2020.

Key challenges in the field:

- The need to restore damaged or destroyed postal infrastructure, damaged or destroyed as a result of the military aggression of the Russian Federation against Ukraine;
- significant deterioration of logistics during domestic and international transportation;
- rising fuel prices in conditions of its deficit;
- closed airspace and blocked seaports.

Key features:

- Harmonization of Ukrainian legislation in accordance with EU legislation (bringing into line with the requirements of EU Directive 97/96) by adopting the draft Law of Ukraine "On Postal Services";
- liberalization of the sphere;
- creation of competitive conditions among current and future market players;
- attracting international investment.

Key limitations:

- The actual functioning of the sphere under martial law for an indefinite period;
- economic and social crisis caused by hostilities;
- partial or complete loss of property (property) in the temporarily occupied territory of Ukraine;
- destruction of air and sea logistics routes for delivery of international postal and express items;
- significant outflow of labor in the North, East and South of Ukraine;
- complication of logistics in the delivery of postal items within the country;

- over 30% of the population of Ukraine living in rural areas and remote settlements do not have access to financial services.

2. Goals, objectives, stages of the Recovery Plan in the field of postal services

2.1. The goal is one or more generalized goals, proposed changes to solve problems in the area.

Integration of the market of postal services of Ukraine into the market of postal services of the EU, by full harmonization of the legislation of Ukraine and the EU in the field of postal services and the relevant standards of service provision.

Objective 1. Modernization of the model of legal regulation of the provision of postal services

- Maximum simplification for consumers of postal services: simplified pricing and product range of universal services;
- Clear definition of the requirement to provide universal services;
- Full harmonization of Ukrainian legislation in the field of postal services with EU legislation;
- Integration of the Ukrainian postal services market into the EU postal services market.

Objective 2. Ensuring the sustainable functioning of the market for the provision of postal services in the context of the military aggression of the Russian Federation against Ukraine and its postwar recovery

- Arranging certain issues of organization of work of postal operators in martial law;
- Ensuring access of citizens to the full range of quality postal services and related services, including financial, throughout Ukraine;
- Modernization and development of the industry through the formation of a competitive environment and increasing the level of welfare of citizens;
- Partial privatization of JSC Ukrposhta.

2.2. The main tasks indicating the necessary measures / steps for their implementation, divided into stages

Ensuring the sustainable functioning of the market for the provision of postal services under martial law and its comprehensive development with a view to its further integration into the common EU postal market in the post-war period.

STAGE OF ECONOMICS AND INSTITUTIONS OF WAR (SHORT-TERM) - "EVERYTHING FOR VICTORY!"

June 2022 - end of 2022 *

* In the event of a delay in active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be extended to 2023.

Main priorities / accents:

1. Ensuring the use of the infrastructure of the national postal operator to ensure access of the population living in rural areas and remote settlements to financial services and the electronic market of goods and services;

2. Development and adoption of a draft resolution of the Cabinet of Ministers of Ukraine "On the peculiarities of the operator in postal service under martial law ";

3. Adoption of the draft Law of Ukraine "On Postal Services" (Reg. № 4353 of November 10, 2020).

RECOVERY STAGE (MEDIUM-TERM) - "RECONSTRUCTION, RESTART OF THE ECONOMY AND INSTITUTIONS"

2023 - 2025 *

* In case of protracted active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be postponed to 2024-2026.

Main priorities / accents:

1. Creating favorable conditions for the development of a network of mobile offices of postal operators.

2. Adoption of bylaws within 12 months after the adoption of the Law of Ukraine "On Postal Services", in particular:

a. Adoption of the Resolution of the Cabinet of Ministers of Ukraine "On Amendments to the Rules for the Provision of Postal Services".

b. Issuance of the order of the Ministry of Transport and Communications of Ukraine dated January 19, 2010 № 10 "On approval of the Procedure for determining and equipping places of international postal exchange".

3. Adoption of the draft Law of Ukraine "On the list of objects of state property that are not subject to privatization" (Reg. № 4020 of September 2, 2020);

4. Restoration of full-fledged work of the sphere and pre-war volumes of postal services. Increasing the pre-war number of postal service operators.

STAGE OF MODERNIZATION (STRATEGIC)

"STRUCTURAL MODERNIZATION AND INTEGRATION INTO THE EU"

2026 - 2032 *

* The planning dates of the stage will be adjusted based on the results of 2022 - 2023.

Main priorities / accents:

1. Full harmonization of Ukrainian legislation in the field of postal services with EU legislation.

2. Integration of the market of postal services of Ukraine into the market of postal services of the EU.

3. Modernization and development of the sphere due to the formation of a competitive environment and increasing the level of welfare. Increasing the number of postal service operators at the expense of foreign companies entering the Ukrainian market.

4. Partial privatization of JSC Ukrposhta.

V. Sphere of tourism and resorts

1. The main issues to be addressed in the framework of the Recovery Plan

Current state of tourism and resorts:

The situation in the industry until February 24, 2022

Tourism in Ukraine reflects its domestic socio-economic and political situation. Thus, the annexation of Crimea and Russia's military aggression sharply reduced the flow of foreign tourists. Inflation and the devaluation of the hryvnia in 2014-2015 led to a decrease in the number of outbound tourists. Territorial unrest, economic problems and political uncertainty have led Ukraine's tourism industry to a deplorable state: in 2014-2015, the tourism market fell by 40%. The World Tourism Organization (UNWTO) estimated the tourist flows of Ukraine in 2012 at \$ 4.8 billion, and in 2014 - only \$ 1.6 billion.

The World Economic Forum estimated the total income from tourism in Ukraine in 2012 at \$ 3.2 billion, but in 2014-2015, due to the crisis and Russian aggression in the east, Ukraine was not included in the ranking. But according to the results of the World Economic Forum in Davos in 2016, Ukraine can boast of the following:

- 124th place in the ranking of investments in the tourism business in Ukraine;
- 88th place in terms of attractiveness for tourists. (Note that in 2019 Ukraine rose by 10 places to 78th place in the ranking of tourist attractions. Which means that the country is interesting for foreigners, but also important is the general systematic work to improve Ukraine's image in the international arena and attract target audiences tourists to Ukraine);
- 79th place in aviation infrastructure⁴
- 81st place in port and land infrastructure⁴
- 45th place in terms of prices⁴
- 78th place in the rating of international openness⁴
- 71st place in travel service and in the Expat Insider ranking, which was attended by more than 14 thousand people from 191 countries, Ukraine is proud of the following indicators:
 - first place in terms of affordability;
 - second place in terms of satisfaction of foreigners in Ukraine;
 - 74% consider their income sufficient to live in Ukraine;
 - 45% of respondents said that the cost of living in the country is affordable.

The tourism industry has been hit hardest by quarantine restrictions caused by the Covid-19 pandemic.

2020 has radically changed the current trends in tourism and the approach of tourists to choose countries for recreation.

Despite global trends, during 2020-2021, domestic tourism has become a springboard for the recovery of the industry. Despite the closed borders and the absence of foreign tourists, in 2020 it was possible to increase domestic tourism in Ukraine. In terms of the amount of tourist tax, we can assume that tourist flows continued to grow rapidly: during 2021 there was an increase of 24% compared to 2019.

In 2021, 4.2 million foreigners crossed the Ukrainian border. This is 26.3% more than during the 2020 pandemic. However, in the pre-pandemic period, Ukraine received 12-14 million foreigners. New tourist markets were opened, in particular the Arabian Gulf countries. In 2021, more than 56,000 Saudis came to Ukraine. Our country has become the TOP-1 tourist market for the citizens of Saudi Arabia, and their costs amounted to about \$ 2,000 per tourist.

The situation in the industry after February 24, 2022

2022 has become another test for the sphere of tourism in Ukraine. In Kyiv, eastern and southern Ukraine, the tourism industry has come to a complete halt. At present, it is still difficult to estimate the losses and they will depend on the number of destroyed cultural and historical monuments, tourist destinations, the duration of hostilities, the size of the occupied and mined areas.

During the first month of the war, the losses of Ukrainian business exceeded the losses of two years of the pandemic. According to Euromonitor International, global inbound tourism lost \$ 6.9 billion in 2022 due to the war in Ukraine. Hotel experts in Turkey and Egypt note a decrease in tourists from 60% to 70% for the 2022 season and note that the effects will be felt in at least three to four years. The extent of the damage and the long-term consequences are difficult to assess, as hostilities continue across the country.

Key challenges in the field:

- Lack of tourist flows to Ukraine;
- Outflow of investments from the sphere of tourism of Ukraine;
- High level of danger of staying in many regions of the country;
- Critical destruction of tourist infrastructure, historical monuments, museums, theaters, etc
;
- Lack of information on the condition of tourist facilities in different cities and regions of Ukraine;
- Limited tourist information network;
- Outdated classification system by categories of hotels and other accommodation establishments;
- Lack of an automated system for collecting tourism statistics to assess the state of the industry, the amount of income and losses in the industry, and the possibility of formulating public policy;
- Prohibition of flights in the airspace of Ukraine;
- Lack of an all-Ukrainian tourist portal for foreigners, which highlights the country's tourism potential in the postwar period.

Key features:

- Use of the international information field the level, which is currently full of news about Ukraine, to cover the current situation, as well as to highlight the country's tourism potential in the postwar period;
- Development of a communication strategy focused on the international market;
- Creating a new positive image of the country;

- Creation of mechanisms and conditions for attracting investments;
- Involvement of stakeholders in the development of digital tools in the field, in particular for operational data collection;
- Development and implementation of the project "War Routes", which in the initial stages involves the conservation of prominent sites affected by hostilities, or in some way played an important role in the war;
- Focus on conditionally safe areas where there is no active hostilities;
- Establishment of the Tourism Support Fund (particularly in Ukraine);
- Ability to increase the level of comfort, quality management and implementation of a classification system by category of hotels and other accommodation facilities in wartime.

Key constraints / framework:

- Martial law in the country;
- Lack of legal documents on guarantees of safety of potential tourists and compensation in case of emergency;
- Closure of Ukrainian airspace due to martial law.

2. Goals, objectives, stages of the Recovery Plan in the field of tourism and resorts

2.1. The goal is one or more generalized goals, proposed changes to solve problems in the area

- Carrying out an audit and digital collection of data on the state of destruction of tourist facilities in each region;
- Reconstruction of tourist infrastructure;
- Implementation of grant support for representatives of the tourism sector affected by hostilities on the territory of Ukraine;
- Restoration of tourist locations and objects of national, regional and local level;
- Support and stimulation of interest in Ukraine through promotional, tourist, cultural online and offline events;
- Improving service and quality of service, including - through training;
- State program of job creation;
- Creation of mechanisms to provide sustainable financial support to the tourism sector (including the National Tourism Fund, local tourism funds, investment hubs, accelerators, PPPs, etc.);
- Ensuring the formation of the regulatory framework, taking into account the current situation and market realities;
- Development of the Sphere-2040 Strategy taking into account realities;

- Introduction of normative-legal documents and attraction of foreign programs on economic assistance to Ukraine after the end of the war (by analogy with the Marshall Plan).

2.2. The main tasks indicating the necessary measures / steps for their implementation, divided into stages

1) Reconstruction of tourist infrastructure:

- Creating a register of destroyed tourist attractions;
- Search for stakeholders in reconstruction;
- Creating a memory archive and developing route projects that will be ready for implementation;
- Creation of the concept of restoration of light tourist infrastructure - during the reconstruction of the affected regions;
- Attracting investors to the process of restoring the tourist infrastructure and starting reconstruction work;
- Program for the development of tourist infrastructure in the National Natural Parks of Ukraine;
- Creation of "War Memory Routes";
- Creation of light tourist infrastructure for travels in Ukraine;
- Development and implementation of the concept of development of resort towns in the south of Ukraine and "roads of diversity";
- Development and implementation of a system of tourist orientation and navigation system;
- Preparation of a draft law "On special tourist areas";
- Completion and commissioning of all destroyed or partially damaged tourist sites, and restoration of historical monuments.

2) Development of domestic and inbound tourism. Implementation of the communication strategy to promote the tourism potential of Ukraine:

- Development of a marketing vision strategy for tourism until 2032;
- Information campaign Ukraine NOW and Travel Ukraine (online and offline);
- Carrying out a number of events in hotels and tourist facilities in Europe in order to promote Ukraine through the disclosure of tourism potential in the international arena and the formation of a lasting desire to visit Ukraine after the victory;
- Support of interest in Ukraine through promotional, tourist, cultural events;
- Creating a security strategy for the resumption of tourist travel, increasing the number of users covered;
- Implemented marketing strategy, regular promotions of tourism products for target segments;
- Production of promotional content (videos, photos, graphics, advertising texts, etc.) and advertising of promotional posts (social networks, television, specialized Internet sites, outdoor advertising, etc.);

- Participation in international tourism exhibitions, forums, etc. (including membership in international professional associations);
- Creation of an information portal and single content for tourists interested in places of active hostilities;
- Creation of a network of tourist information centers;
- Creation of national conference bureau to attract and support major international events in Ukraine;
- Conducting promotions along memory paths for foreign, Ukrainian media and opinion leaders;
- Travel support programs for children, youth and the elderly;
- Conducting annual surveys of domestic, inbound and outbound tourists in accordance with UNWTO recommendations;
- Getting tourist Big Data;
- Implementation of the strategy of promotion of Ukraine in the domestic and foreign markets as a safe tourist destination;
- Holding mass events of national and international level (festivals, concerts, sports events, conferences, symposia, forums, exhibitions, etc.).

3) Institutional support of tourism entities and further business development:

- Adoption of the Law of Ukraine "On Tourism" in the second reading, taking into account the provisions of the EU Directive;
- Preparation of a draft law "On the National Tourist Organization";
- Program for rehabilitation and rehabilitation of victims of hostilities in Ukraine (servicemen, their families, temporarily displaced persons, women and children from the occupied / deoccupied territories, etc.);
- Preferential / simplified lending for the reconstruction of destroyed infrastructure;
- Changing the criteria for categorization of hotels;
- Submission of an application to the Executive Board of the World Tourism Organization (UNWTO);
- Submission of an application for holding the European Meeting of the World Tourism Organization (UNWTO) in Ukraine;
- Creation of local tourism development programs and tourism trust funds at the local level, where the tourist tax will be redirected;
- Creation of mechanisms for financing the industry through tourism funds and other tools to attract investment;
- Launch of an effective National Tourism Organization and local organizations for management and marketing as a form of public-private partnership on the principle of co-financing;
- Development of quality educational programs in the field of tourism;

- Improvement and launch of the Unified Tourist Register in accordance with changes in legislation;
- State program of job creation and development;
- Creation of a satellite account in tourism and calculation of the contribution of tourism to the country's GDP;
- Regular collection of market statistics, data - in the public domain.

STAGE OF ECONOMICS AND INSTITUTIONS OF WAR (SHORT-TERM) - "EVERYTHING FOR VICTORY!"

June 2022 - end of 2022 *

* In the event of a delay in active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be extended to 2023.

- Carrying out a number of events in hotels and tourist facilities in Europe in order to promote Ukraine through the disclosure of tourism potential in the international arena and the formation of a lasting desire to visit Ukraine after the victory;
- Conducting an information campaign on the pages Ukraine NOW and Travel Ukraine;
- Adoption of the Law of Ukraine "On Tourism" in the second reading, taking into account the provisions of the EU Directive;
- Development of marketing vision strategy of tourism;
- Institutional support of tourism business in martial law;
- Establishment of a program of summer children's and family camps for temporarily displaced persons affected by hostilities in Ukraine;
- Creation of a single content and information portal for tourists interested in cities of active hostilities, for joint promotion with hotels and tour operators, including at international exhibitions;
- Creating a security strategy for the resumption of tourist travel;
- Reconstruction of destroyed tourist infrastructure;
- Creating an archive of war memory;
- Creation of light tourist infrastructure for travels in Ukraine.

RECOVERY STAGE (MEDIUM-TERM) - "RECONSTRUCTION, RESTART OF THE ECONOMY AND INSTITUTIONS"

2023 - 2025 *

* In case of protracted active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be postponed to 2024-2026.

- Development of a tourism development strategy taking into account international experience and European integration;

- Creation of an effective system of management of the tourism industry at the state and local levels with a system of co-financing of the state and business - launch of the National Tourism Organization and local organizations for management and marketing;
- Building mechanisms for financing the industry through tourism funds and tools to attract investment;
- Creation of tourism trust funds at the local level, where the tourist tax will be redirected;
- Creation of "War Memory Routes";
- Submission of an application to the Executive Board of the World Tourism Organization (UNWTO);
- Submission of an application for holding the European Meeting of the World Tourism Organization (UNWTO) in Ukraine;
- Development and implementation of the concept of development of resort towns in the south of Ukraine "Roads of Diversity";
- Program for the development of tourist infrastructure in the National Natural Parks of Ukraine;
- Creation and introduction of the Unified Tourist Register in accordance with the amendments to the Law of Ukraine on "About tourism";
- Grant support for projects in the field of tourism;
- Creation of local tourism development programs, supported by local trust funds for tourism development;
- Creation of a satellite account in tourism and calculation of the contribution of tourism to the country's GDP;
- Application of European quality standards in tourism;
- Creation of new high-quality educational programs in the industry;
- Development of a program to support the restoration of tourist infrastructure in Ukraine;
- Formation of competitive tourist products in close cooperation of the state, local authorities and business (infrastructure + content + communication);
- Launch of a state support program for the sale and promotion of tourism products;
- Establishment of a national conference bureau to attract and support major international events in Ukraine;
- Launch of a travel support program for young people and the elderly;
- Implementation of the strategy for the promotion of tourism products and events at the international level;
- Launch of the State program of job creation;
- Creation of a network of tourist information centers.

STAGE OF MODERNIZATION (STRATEGIC)

"STRUCTURAL MODERNIZATION AND INTEGRATION INTO THE EU"

2026 - 2032 *

* The planning dates of the stage will be adjusted based on the results of 2022 - 2023.

- Regular collection of statistical data from the market, data - in the public domain;
- Providing conditions for the creation of competitive tourism products on the world market;
- Formation of a national tourist product, which will have its clear positioning and will be well known in the world;
- Supporting interest in Ukraine due to the high positions of Ukrainian cities in international rankings;
- Increasing investment due to constant and growing demand for tourism products at all levels;
- Implementation of marketing strategy, regular promotions of tourism products for target segments.

VI. Sphere of automobile, city electric transport, highways and road economy

1. The main issues to be addressed in the framework of the Recovery Plan

According to operative information, as of June 8, 2022, as a result of hostilities, about 23.9 thousand km of public roads of state importance in Volyn, Dnipropetrovsk, Donetsk, Zhytomyr, Zaporizhia, Kyiv, Luhansk, Mykolaiv, Odesa, and Sumy were destroyed. , Kharkiv, Kherson, Chernihiv regions. 304 bridges and overpasses were also destroyed.

Due to the continuation of hostilities in some parts of our country, the total final extent of the destruction of public roads is currently impossible to determine.

Since the beginning of the martial law, the road infrastructure has performed vital functions - providing the possibility of evacuation and movement of the population, movement of military equipment and humanitarian goods, ensuring the functioning of the economy, social sphere and industries. According to the Law of Ukraine of March 15, 2022 № 2120-IX "On Amendments to the Tax Code of Ukraine and other legislative acts of Ukraine on the application of norms for the period of martial law" temporarily, for the period of martial law, state of emergency, excise rate tax on gasoline, heavy distillates and liquefied gas in the amount of 0 euros per 1000 liters.

The Law of Ukraine "On the State Budget of Ukraine for 2022" provides for the receipt of the special fund of the state budget from the sources of the state road fund 86 092 109.7 thousand UAH, the estimated amount of funds from these sources is 11 926 506,67 thousand UAH, which is 74 165 603.0 thousand UAH less than expected.

Thus, there is a significant shortage of funds to meet debt obligations on borrowings raised by the state or under state guarantees for the development of the network of public roads, there are virtually no funds to pay for works and services for construction, reconstruction, repair and maintenance of roads. public use, which are necessary to ensure transport links and increase the defense capabilities of the state.

Given the current state of passenger traffic in the settlements of Ukraine, as well as in their suburbs, the destruction of infrastructure and destruction or damage to buses, trolleybuses, trams, subway cars, etc. and blocking the operation of urban electric transport due to military aggression by the Russian Federation. the need for a comprehensive solution to the problems of stable operation of the network of urban and suburban routes. Currently, due to the military aggression of the Russian Federation against Ukraine, approximately 40% of settlements have stopped passenger traffic, as well as settlements without a road connection in the 50-kilometer zone. This is primarily due to the destruction of the transport infrastructure of cities and rolling stock, which was used to transport / evacuate the population, as well as the road and bridges in the suburban area.

To ensure free trade between Ukraine and the EU, the permit system, which currently operates in the field of international transport, is a major factor that negatively affects the further development of freight transport. Given the growth of exports and imports to Western countries, the shortage of permits does not fully predict and ensure the implementation of long-term contracts for the supply of goods from / to Ukraine, and as a consequence affects economic performance.

Under martial law, the transportation of goods by sea and air is not carried out temporarily, and by rail - limited, in connection with which the domestic market of transport services is transformed in the direction of priority use of road transport for transportation of goods (both commercial and humanitarian). cargo). The impossibility of transit through the territory of the aggressor country and its ally Belarus has affected the logistics of road transport in international traffic. Measures are also needed to diversify fuel supplies from Western countries. Currently, fuel

is imported mainly from Poland, Romania, Slovakia, Moldova and Hungary, and its volume is constantly growing. Also, today, as a result of Russian aggression, Ukraine has experienced problems with the export of Ukrainian products, including agro-industrial products. To do this, it is necessary to develop alternative routes for delivery of goods to EU countries and other markets through Europe. The abolition of the administrative barrier in the form of permits, which is a deterrent to the free market, is necessary and important to ensure the intensification of economic processes, especially in wartime. In the future, it is necessary to continue cooperation in the direction of liberalization of freight transportation, the work on which was started before the war.

Regarding the state of implementation of program documents - State target economic program for the development of public roads of state importance for 2018-2022, approved by the Cabinet of Ministers of Ukraine from March 21, 2018 № 382. During 2018-2021, the program was implemented ahead of the approved targets for the relevant years. This was due to the gradual increase in funding for repair and construction work during the reporting years.

In order to implement the Strategy for Improving Road Safety in Ukraine until 2024 (Order of the Cabinet of Ministers of Ukraine of October 21, 2020 № 1360-r), the State Program for Improving Road Safety in Ukraine until 2023 was approved (Resolution of the Cabinet of Ministers of Ukraine of December 21, 2020 № 1287), which is currently not funded, which jeopardizes the implementation of the indicators specified in the Strategy.

At present, the implementation of the planned scope of work for 2022 is actually suspended due to hostilities, with varying degrees of destruction of road sections and their components, which were built or repaired as part of the program.

Based on this, there is a need to reconsider the approach to the current version of the program, and the new challenges facing the road industry require changes in approaches to the design and implementation of repair and construction works, changes in strategic plans for the development of individual routes, given their relevance.

According to the results of 2021, the effective indicators of the Program (as amended by the resolution of the Cabinet of Ministers of Ukraine dated 15.12.2021 № 1339) were fulfilled by 109%, respectively, the level of achieving the goal of the Program was assessed by the state customer as high.

An assessment of the effectiveness of the Program in 2018-2021 in accordance with M 42.1-37641918-769: 2018 "Methodology for assessing the effectiveness of the implementation of state target programs for the development of public roads" (hereinafter - the Methodology). The consolidated indicator of the effectiveness of the Program in 2018-2021 was 8.73, which is 14 times higher than the assessment of the effectiveness of the State Targeted Economic Program for the Development of Public Roads for 2013-2018, which according to the final report for the period 2013-2017 was 0, 62. For 2022, in accordance with the resolutions of the Cabinet of Ministers of Ukraine dated 19.01.2022 №№ 64 and 65, a new version of the Program was approved.

In connection with the adoption of the Decree of the President of Ukraine of February 24, 2022 № 64/2022 "On the imposition of martial law in Ukraine" (as amended) the State Agency of Automobile Roads of Ukraine is implementing a plan to implement and ensure measures of martial law in Ukraine, approved by order of the Cabinet of Ministers of Ukraine of February 24, 2022 № 181-r (as amended). In order to implement the provisions of Regulation (EC) № 1370/2007, the Ministry of Infrastructure of Ukraine has developed and the Cabinet of Ministers of Ukraine has submitted to the Verkhovna Rada of Ukraine a draft Law of Ukraine "On Amendments to Certain Legislative Acts of Ukraine on Publicly Important Passenger Car transport ". The draft Law was registered on January 13, 2021 under number 4583.

Key challenges in the field:

- impossibility due to hostilities to determine the required full amount of work on new construction, reconstruction, current repairs and current average repairs and maintenance on the road network for unimpeded and safe traffic;
- abolition of sources of filling the road fund and the need to ensure the minimum necessary and regulatory level of funding for the road sector;
- the need to quickly restore the sections of roads or their components destroyed as a result of hostilities and to create conditions for safe passage;
- significant increase in the volume of freight transport by road due to blockage of ports and low capacity of transshipment railway stations in places of change of track width, which in turn leads to accelerated destruction of roads due to excessive load;
- shortage of road construction materials and structures, violation of logistics routes for their supply;
- increase in the number of fatalities during traffic accidents;
- the need to ensure the smooth operation of the road network and rapid response to changes in the operational situation;
- imperfect procedure for organizing commercial transportation;
- Insufficient number of trucks that meet the Euro-5, Euro-6 standard, in particular specialized vehicles for transportation of fuels and lubricants, agricultural products, etc.);
- reduction of traffic and emissions, as well as improvement of the quality of transport services;
- unprofitable activity of municipal electric transport, which is complicated by the lack of revenues to local budgets;
- increase in the cost of fuel oil materials, which leads to a decrease in the volume (increase in cost) of bus transportation;
- low level of inclusion (accessibility for people with disabilities and other low-mobility groups);
- Insufficient capacity of car checkpoints;
- shortage of permits for international road transport of goods.

Key features:

- rehabilitation of roads and man-made structures will accelerate the reconstruction of defense, civilian and critical infrastructure, as well as ensure the connection of deoccupied villages, towns and cities with district and regional centers for the timely delivery of humanitarian aid and other goods;
- changing approaches to the design and maintenance of highways will increase the emphasis on road safety, reduce the number of accidents, the severity of their consequences and, as a result, save lives and health;
- localization of road construction and fuel and lubricants (first of all, to establish the production of quality road bitumen in Ukraine, as well as to organize cost-effective supply of

bituminous binders), structures of transport facilities, inert materials to prepare for winter and work on logistics routes their supply;

- introduction of the best world practices in the design and construction of highways;
- improvement and simplification of procedures for designing roads and putting them into operation;
- revision and amendment of legislation, national standards and regulations to simplify procedures related to the implementation of road management projects, the application of world best practices; restoration and reform of urban and suburban passenger traffic will accelerate the reconstruction of civil and critical infrastructure of settlements of Ukraine, as well as ensure proper and high-quality passenger transport in cities and suburbs;
- stricter standards for pollutant emissions for vehicles with internal combustion engines (hereinafter - internal combustion engines), with a full transition in the future to electric vehicles within cities and other settlements;
- improvement of the system of transport flows (including development and implementation of the scheme of traffic organization with the help of automated traffic management systems), modernization of depots and technical services of public transport;
- increasing the cost of fuels and lubricants may increase the share of travel by public transport by reducing travel by private cars;
- development of infrastructure for electric cars, cyclists and users of personal electric transport, ensuring inclusiveness in cities;
- transition of urban and suburban public transport to payment for work performed (Public Service Contracts), which will allow to constantly improve the quality of transportation.
- the potential for integration of suburban bus and rail transport with urban (unified tariff systems, free transfer, single subscription, convenient transport interchanges, etc.);
- improvement of procedures for control and registration of commercial motor vehicles, construction and reconstruction of international road checkpoints, well-established logistics of border crossing will create conditions for rhythmic crossing of the state border and increase capacity at checkpoints for freight and passenger road transport;
- automation of information exchange between government databases at all levels;
- introduction of a modern system for collecting and exchanging information on road accidents with ensuring integration into the unified CADaS statistics system;
- introduction of intelligent transport systems, including geolocation of vehicles and automatic transmission of traffic accident notifications;
- increase and renewal of road freight rolling stock to meet the full needs of Ukraine's economic recovery

Key limitations:

- lack of financial resources for the restoration of destroyed road infrastructure, as well as the implementation of repair and construction works on other priority roads;
- lack of domestic production of quality road bitumen, vehicles, disruption of production and supply of other materials;

- the need to demine relevant facilities and determine their actual technical condition, including road safety requirements;
- lack of economically justified conditions for the purchase of trucks;
- lack of financial resources for the restoration or acquisition of new or used rolling stock of road carriers, as well as the restoration, repair or construction of material and technical bases of road carriers which must provide the technological process of providing safe services for the carriage of passengers and goods by road transport.

2. Purpose and, tasks, stages of the Recovery Plan

2.1. The goal is one or more generalized goals, proposed changes to solve problems in the area

Creating conditions for the development and restoration of road transport, increase traffic, restoration and development of infrastructure, road safety.

2.2. The main tasks indicating the necessary measures / steps for their implementation, divided into stages

1. Restoration and development of the road network with clear priorities for the state to ensure its defense capabilities, taking into account the development of regions, increasing traffic intensity and integration of the Ukrainian road network into the European, introduction of modern materials and technologies, management systems, road safety requirements promoting the development of Ukraine's economy;

2. Ensuring inclusiveness, infrastructure of urban electric transport, vehicles;

3. Harmonization of legislation with EU legislation on tolling in order to ensure sustainable funding for their maintenance and repair;

4. Identification of sources of financing for construction, current repairs, current average repairs and maintenance of roads;

5. Development of infrastructure and increasing the availability of facilities / devices for charging electric vehicles, taking into account the development of charging technologies, mobile communication with high-speed Internet access on public roads; development of a bicycle network on public highways, as well as the use of the right-of-way of the public highways;

6. Ensuring the safety of roads;

7. Analysis of the state of functioning of urban electric and suburban road transport in Ukraine;

8. Collect information on the damage to the infrastructure of settlements and in the suburbs, as well as on the number of destroyed / damaged rolling stock that was used to transport passengers;

9. Based on the results of the received information, generate a report on the needs of cities in the purchase or repair of rolling stock and restoration of transport infrastructure, identifying possible sources of funding;

10. Local executive bodies to develop regional programs for the restoration and development of transport infrastructure, including urban electric transport;

11. Increasing the capacity of road checkpoints;

12. Liberalization of international cargo transportation by road;
13. Reforming the system of state supervision and control over road safety;
14. Ensuring the full needs of the economy of Ukraine in road transport by restoring and reforming them.

STAGE OF ECONOMICS AND INSTITUTIONS OF WAR (SHORT-TERM) - "EVERYTHING FOR VICTORY!"

June 2022 - end of 2022 *

* In the event of a delay in active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be extended to 2023.

1. Survey and determination of the minimum required amount of work on new construction, reconstruction, current repairs, current average repairs and maintenance on highways (including areas damaged by hostilities) in order to ensure the smooth operation of the road network in 2022 year, as well as the implementation of the minimum required amount of such work on highways (including areas damaged by hostilities) and design work and the formation of plans for the implementation of medium-term (2023-2025) and long-term (2026- 2032) work plans;
2. Formation of the list of building norms which need to be developed, revised for the purpose of introduction of the internationally recognized principles of rationing in construction of highways;
3. Formation of the list of normative documents which need to be developed, revised for the purpose of introduction of leading requirements to technologies and materials at construction, repair and operational maintenance of highways of the general use, including concerning designing of designs of road clothes taking into account the internationally recognized principles of rationing of interrepair terms of their service;
4. Determining the sections of roads on which maintenance will be carried out under long-term contracts based on the final results (OPRC);
5. Development of a plan for digitalization of the road management system;
6. To form the list of highways of the general use (their components) concerning which new construction, reconstruction, capital repairs, current repairs, current average repairs taking into account requirements of DBN B.2.3-4: 2015 "Roads. Part I Design. Part II Construction" with Changes 1,2; DBN B.2.2-40: 2018 "Inclusiveness of buildings and structures. Basic provisions", GBN B.2.3-37641918-549: 2018 " Roads. Platforms for parking of vehicles and rest of road users. General design requirements"; GBN B.2.3-37641918-550: 2015 "Roads. Stops of route transport. General design requirements", DSTU 8906: 2019 "Planning and design of bicycle infrastructure. General requirements";
7. Introduction of the system of collecting tolls for the use of public roads by motor vehicles with a gross weight of 12 tons and more due to the adoption by the Verkhovna Rada of Ukraine of draft Laws of Ukraine 6087 "On Amendments to Certain Laws of Ukraine on Tolls for the Use of Public Roads"; 6088 "On Amendments to the Budget Code of Ukraine on Fees for the Use of Public Roads"; 6089 "On Amendments to the Code of Ukraine on Administrative Offenses to establish liability for violation of the legislation on tolls for the use of public roads" in order to implement Directive 1999/62 / EC of 17.06.1999 on fees for vehicles for the carriage of goods of large scales for the use of certain infrastructure;

8. Allocation of funds for the implementation of priority measures to ensure transport links by road;
9. Definition at the state level, taking into account the best world practices, of technical requirements for the placement of objects intended for charging electric vehicles on public roads;
10. Definition at the state level, taking into account the best world practices of technical requirements for the placement on public roads of facilities designed to provide cellular and Internet (primarily 4G) communication, the introduction of approaches "Vision Zero and Safety System";
11. Definition at the state level, taking into account the best world practices of technical requirements and recommendations for the placement on highways of facilities designed to provide bicycle traffic between large cities and within settlements, as well as for tourist and recreational cycling;
12. Definition at the state level, taking into account the best world practices of technical requirements for safe transport connections with public roads of road service facilities, prohibition of placement of advertising media and laying along the lane of public roads of utilities and networks, taking into account the need for mobile network development connection with access to high-speed Internet;
13. Adoption of bylaws on the procedure for determining the places of concentration of accidents and methods of determining economic losses due to death or injury (trauma) of people due to traffic accidents;
14. Development and adoption of the Law of Ukraine on reforming the system of passenger transport by road and urban electric transport in accordance with European Union standards in order to implement № 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and road;
15. Transition to targeted financial assistance;
16. Adoption of bylaws on the practical implementation of the principle of procurement of transport services on urban and suburban routes;
17. Conclude an agreement with Poland on joint control on the Polish side at checkpoints, in particular Dorogusk, Khrebene, Korchova, Medica;
18. Carrying out an analysis of the route network, making changes to existing and opening new bus routes under a simplified procedure, as well as conducting the necessary number of tender committees and commissions to determine carriers that will provide transportation of passengers on such routes with the issuance of permits or contracts transportation;
19. Consultations and negotiations with the European Union on the conclusion of an agreement on road freight transport between Ukraine and the EU;
20. Amendments to the NPA aimed at adapting the legislation of Ukraine to the legislation of the European Union in terms of requirements for carriers of goods, in particular the licensing of carriers of goods;
21. Develop a mechanism for creating favorable conditions for the increase and renewal of road freight rolling stock in order to fully meet the needs of Ukraine's economic recovery;
22. Initiate a project for the restoration and development of domestic production of quality road bitumen (jointly with the Ministry of Energy and the Ministry of Economy).

RECOVERY STAGE (MEDIUM-TERM) -

"RECONSTRUCTION, RESTART OF THE ECONOMY AND INSTITUTIONS"

2023 - 2025 *

* In case of protracted active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be postponed to 2024-2026.

1. Execution of the required amount of work on new construction, reconstruction, current repairs and current average o repair and maintenance on highways (including areas damaged by hostilities) for the implementation of the medium-term work plan for 2023-2025, as well as project work for the implementation of the long-term work plan in 2026-2027;

2. Reducing the number of accidents and the severity of their consequences, which will increase the level of safety of public roads by 15% by auditing and checking the safety of public roads, the implementation of appropriate measures to improve road safety;

3. Development of building norms and normative documents that create conditions for the introduction of modern materials and technologies, scientific and technical support for the introduction of modern materials and technologies at road construction sites, design of 100% of new construction, reconstruction, overhaul, current average repairs, current repairs of public roads (their components) are performed taking into account the requirements of DBN B.2.3-4-2015 "Roads. Part I Design. Part II Construction" with Changes 1,2, in particular, in terms of stationary outdoor lighting, overground pedestrian crossings, planning and design of cycling infrastructure, parking lots for trucks and recreation of drivers, minimum thicknesses of layers of pavement, with subsequent provision of dimensional and weight control during operation;

4. Improving analytical and information work in the road sector;

5. Approval of new building norms or changes to the current ones, as well as normative documents or changes to the current ones according to the lists approved by the Ministry of Infrastructure in 2022;

6. Implementation of road maintenance under long-term contracts based on final results (OPRC): 2023 - 500 km, 2024 - 1000 km, 2025 - 2000 km;

7. Introduction of measurement of indicators of transport and operational condition of roads of state importance and planning of current repairs and current average repairs with the use of digital systems (HDM IV, SUSP, CYM, etc.);

8. Implementation in practice of the requirements of construction norms and normative documents that have been revised / developed according to the list approved by the Ministry of Infrastructure in 2022;

9. Achieving accident rates on the road network, which is typical of developed European countries;

10. Design of new construction, reconstruction, overhaul, current average repair of public roads (their components) taking into account the requirements of DBN B.2.3-4-2015 "Roads. Part I Design. Part II Construction "with Changes 1,2; DBN B.2.2-40: 2018 "Inclusiveness of buildings and structures. Basic provisions ", GBN B.2.3-37641918-549: 2018" Roads. Platforms for parking of vehicles and rest of road users. General design requirements "; GBN B.2.3-37641918-550: 2015 "Roads. Stops of route transport. General design requirements "DSTU 8906: 2019" Planning and

design of bicycle infrastructure. General requirements ", in accordance with the list of public highways approved by the Ministry of Infrastructure in 2022, as well as taking into account the requirements for the placement on public highways of facilities intended for charging electric vehicles, provided in 2022 updated to DBN B .2.2-12: 2019 "Planning and development of territories", taking into account the requirements for placement on public roads of facilities designed to provide cellular and Internet (primarily 4G) communication, taking into account the requirements for placement on highways facilities designed to provide bicycle traffic between large cities and within settlements or a network of bicycle paths laid separately from public roads;

11. Issuance of acts of the Cabinet of Ministers of Ukraine, orders of the Ministry of Infrastructure and the Ministry of Finance on regulation of the mechanism and introduction of the system of charging for the use of public roads by motor vehicles with a gross weight of 12 tons and more;

12. Attracting credit funds and grants from international financial organizations for the construction of roads;

13. Design of new construction, reconstruction, overhaul, current medium repair and current repair of public roads (their components) taking into account the requirements for placement on public roads of facilities intended for charging electric vehicles, provided for updated in 2022 to DBN B.2.2-12: 2019 "Planning and development of territories";

14. Design of new construction, reconstruction, overhaul, current average repair and current repair of public roads (their components) taking into account the requirements for placement on highways facilities for the provision of cellular and Internet (primarily 4G) communications;

15. Design of new construction, reconstruction, overhaul, current average and current repair of highways (their components) taking into account the requirements for placement on highways of facilities designed to provide bicycle traffic between large cities and within settlements; design of a network of bicycle paths laid separately from public roads;

16. Settlement in the legal field of issues of use of the lane of public roads by economic entities for the arrangement of entrances / exits and transition lanes to the objects of road service and / or for crossing the lane of public roads by utilities and networks, which will increase the level of road safety, comfort and efficiency of transportation of goods and passengers by road;

17. Formation of plans for auditing and checking the safety of roads, identifying places of concentration of accidents. Implementation of appropriate measures to improve road safety;

18. Ensure practical implementation of the principle of procurement of transport services on urban and suburban routes;

19. Transition completely to electric transport on urban and suburban routes;

20. Decrease in the share of private car travel and increase in the share of public transport, cycling and walking;

21. Updating the principles of development of urban planning documentation and documentation on spatial development, legislative implementation of the need to develop plans for sustainable urban mobility;

22. Gradual simplification of competitions and commissions with the transition to electronic form and the abolition of permits based on the results of such competitions and commissions;

23. Development of a draft Special Agreement in the field of international road transport, conciliation procedures and exchange of diplomatic notes;

24. Stimulating the use of industrial waste;

25. Reforming the system of organization of passenger traffic in settlements and suburbs by moving the introduction of socially important services;

26. Analysis of the network of interregional and international bus routes, development of measures to stimulate the opening of new international and interregional bus routes under the simplified procedure, approval of electronic registers of international and interregional bus routes and creation of software for maintaining such registers, introduction of GPS tracking on all buses, which will be used to carry passengers and appropriate control over their movement, as well as other systems of automation of control over compliance with the requirements of transport safety and other norms of current legislation;

27. Ensuring coverage of 85% of the network of international and national roads by mobile communication with access to high-speed Internet.

STAGE OF MODERNIZATION (STRATEGIC)

"STRUCTURAL MODERNIZATION AND INTEGRATION INTO THE EU"

2026 - 2032 *

* The planning dates of the stage will be adjusted based on the results of 2022 - 2023.

1. New construction, reconstruction, current average repair, current repair and maintenance of roads, implementation of the necessary design work for the implementation of the work plan in the coming years;

2. Implementation in practice of the requirements of construction norms and normative documents that have been revised / developed according to the list approved by the Ministry of Infrastructure in 2022;

3. Execution of construction and repair works according to the project documentation, developed taking into account the requirements of construction norms and normative documents, which were revised / developed according to the lists approved by the Ministry of Infrastructure in 2022;

4. Acquired the right to perform construction works according to the project documentation, developed taking into account the requirements of construction norms and normative documents, which were revised / developed according to the lists approved by the Ministry of Infrastructure in 2022;

5. Transition to the maintenance of 100% of international and national public roads under long-term contracts on final results (OPRC);

6. Improvement of digital control systems (HDM-4, SUSP, CYM, etc.), measurement of indicators of transport and operational condition of roads of state importance and optimization of current repairs and current average repairs;

7. Implementation in practice of the requirements for inclusiveness of public roads (their components) according to the list of objects of public roads approved by the Ministry of Infrastructure in 2022;

8. Receipt of additional revenues of up to UAH 9 billion to the state road fund depending on the established average tariff (1.0 - 3.0 UAH / km) and the length of roads for which the fee is charged;
9. Providing 95% of the general road network o the use of facilities intended for charging electric vehicles, located within 20 minutes of access to them by electric vehicle;
10. Ensuring coverage of 95% of the network of international and national highways by mobile communication with access to high-speed Internet;
11. Availability of a bicycle network for access to important tourist and natural objects located outside the settlements;
12. Ensuring the Euro-Velo-4 route within Ukraine outside the settlements on a separate network of bicycle paths;
13. Ensuring the preservation of road integrity, elimination of restraining factors for the development of roads, creating comfortable conditions and traffic safety;
14. Liberalization of international road transport (in particular, primarily in transit);
15. Liberalization of the market for the provision of passenger services in domestic and international traffic.

VII. Strategic transport infrastructure initiatives

1. The main issues to be addressed in the framework of the Recovery Plan

Current state of the industry / sector:

Since the beginning of the war of the Russian Federation against Ukraine, significant amounts of transport infrastructure have been damaged. Thus, as of the beginning of May 2022: 41 railway bridges were destroyed, 20 railway stations ceased to function, more than 25 thousand km of roads and 289 road bridges were destroyed. Due to the continuation of hostilities in some areas of our country, the total final number of destructions is currently impossible to establish.

Seaports located in the Black Sea are blocked. The order of the Ministry of Infrastructure of Ukraine dated April 28, 2022 № 256 "On closure of seaports", registered in the Ministry of Justice of Ukraine on April 29, 2022 for № 470/37806, closed seaports Berdiansk, Mariupol, Skadovsk, Kherson from the date of entry into force of the order to restore control over these seaports. Also closed 5 seaports of the Autonomous Republic of Crimea, the consequences of the occupation of which are not yet known. Only 3 ports (Reni, Izmail, Ust-Dunaisk) operate normally on the Danube River.

In 2021, the volume of cargo processing amounted to 153, 3 million tons, and the volume of cargo flow, which was projected for 2022, was expected at 161, 2 million tons.

Also, today the airspace of Ukraine is closed for civil aviation flights, which made it impossible for both Ukrainian and foreign airlines to operate, and led to the suspension of the provision of air navigation services by UkSATSE.

In January-April 2022, 65.9 million tons of cargo were transported by rail, which is only 69% of the level of the same period in 2021.

At the same time, since the beginning of the martial law, road and railway infrastructure has performed important functions - evacuation and movement of the population, movement of military equipment and humanitarian cargo, ensuring the functioning of the economy, social sphere and industries of the country.

At the same time, the challenges associated with the change of transport and logistics routes, the destruction of transport infrastructure necessitate an increase in the capacity of western border crossings and transport infrastructure, including the development of multimodal terminals.

This work should be coordinated with Western partners (Poland, Slovakia, Hungary, Romania and Moldova).

Currently, the railway infrastructure of JSC 'Ukrzaliznytsia' has 13 existing railway border crossings with Western countries, 4 of which are on the TEN-T network, which directly connects with EU countries (3 more connect Ukraine and Moldova).

The actual average daily delivery of export goods is 1904 cars (about 124 thousand tons), or 55.8% of potential capacity. Including grain cargo - 314 cars (about 20 thousand tons), or 43%.

Today, up to 80,000 people and 20,000 vehicles a day cross the state border with EU countries.

The key problem of providing logistics by rail is the uneven distribution of freight traffic across the western border crossings on the state border of Ukraine (crossings with Poland are congested, with almost no traffic at checkpoints with Hungary).

There are currently about 60 checkpoints for road transport (except for closed checkpoints from Russia and Belarus), 18 of which are with EU countries (8 with Poland, 5 with Hungary, 3 with Romania, 2 with Slovakia).

Reorientation of cargo flows and increasing load on the western border crossings for road traffic has led to a long waiting time when crossing the state border (up to 3-5 days) due to inconsistency of control by the relevant services of Ukraine and neighboring countries, insufficient scanning customs control systems. One of the main tasks is to ensure unimpeded exports (granting appropriate permits to carriers) and the prompt import of humanitarian and defense cargo to the territory of Ukraine.

Key challenges in the field:

ensuring prompt response and fulfillment of state orders for transportation of passengers and cargo;

establishing clear coordination of work with friendly countries on the organization of the transportation process and the creation of a network of transport routes;

forced change in the approaches to the formation of transport logistics in connection with the closure of a number of seaports, the destruction of transport infrastructure and, as a consequence, the rupture of transport and logistics transport chains;

restoration of domestic and international accessibility of passengers and cargo owners to the market of transport services on the territory of Ukraine;

elimination of technical and technological backwardness in the organization of transportation, in particular the lack of effective interaction of different types of transport in the implementation of multimodal transportation, development of the necessary transport infrastructure and checkpoints across the state border (development transport and logistics terminals, increase in capacity, use of modern technologies of registration of transportations, etc.);

increasing risks for investments in connection with hostilities, lack of own financial resources and the need to attract new sources of their receipt, reducing the interest of private investors to participate in PPP investment projects in Ukraine due to security and financial risks;

insufficient integration of Ukrainian transport networks into the European transport network TEN-T;

the need to liberalize the pricing system in the construction, maintenance and operation of infrastructure, including public roads;

simplification of the mechanism of procurement procedures for works and services related to the restoration of destroyed property and infrastructure.

Key features:

increasing the technological capacity of the organization of multimodal transportation (including the development of transport and logistics terminals for passenger and freight transportation), ensuring the smooth functioning of all parts of the supply chain using several modes of transport;

establishing clear coordination of work with EU countries on the organization of transportation and development of the TEN-T network;

improving the efficiency of checkpoints across the state border, synchronizing work with customs and border authorities of EU countries and implementing projects to develop the infrastructure of checkpoints, increase their capacity, transition to paperless technology, use of modern equipment and reduce corruption risks;

upgrading of equipment and rolling stock to ensure effective interaction of different modes of transport;

transition to sustainable and smart mobility in line with the European Green Course;

attracting private investment, including foreign direct investment in infrastructure facilities of Ukraine by harmonizing sectoral legislation and standards with the EU;

opportunities to reform and improve the investment climate in the long run by introducing additional incentives, the possibility of using significant resources of donor countries to support Ukraine's development, the possibility of attracting retail (portfolio) investments or donations for the country's reconstruction;

implementation of European approaches in pricing, which will simplify the forms of reporting documentation to increase competition in the market of road works and services, reduce the pressure of regulatory authorities on business, stimulate innovation.

Key constraints / framework:

Russia's ongoing large-scale military aggression against Ukraine, lack of objective information on the extent of destruction of transport infrastructure;

lack of a single center at the Government level for operational analysis and solution of problematic issues of transport logistics;

lack of sustainable financing of works on restoration / construction / modernization of transport and logistics (multimodal) terminals in accordance with the requirements of radical change of cargo flows;

different from the EU countries regulatory framework governing the activities of the transport sector and the conduct of control procedures when crossing the state border;

technical and technological backwardness of checkpoints at the state border, limited capacity (in some - reaching the limit of its design capacity);

inconsistency of the development of checkpoints across the state border with the EU countries in terms of their construction sites and capacity;

lack of capacity and standards to create a list of investment infrastructure projects.

2. Goals, objectives, stages of the Recovery Plan

2.1 Purpose - one or more generalized goals, proposed changes to solve problems in the area

The goal is to harmonize the legal and organizational aspects of Ukraine's transport sector with EU countries to meet the needs of the population in transportation and ensure the development of the country's economy by changing approaches to the formation of transport and logistics solutions and development of modern transport infrastructure.

2.2 The main tasks indicating the necessary measures / steps for their implementation, divided into stages.

Development of multimodal transportation:

stimulating the reorientation of traffic to more environmentally friendly modes of transport, in particular the formation of a package of regulatory and incentive measures for the development of multimodal transport (in particular, state support, exclusion of dimensional and weight requirements for certain sections of the route). multimodal terminals;

modernization of existing and construction of new logistics multimodal terminals in the western and southern regions of Ukraine with the functions of integrated transport and logistics centers, customs services and the use of modern digital logistics management solutions (TMS, YMS, WMS);

development of the legal framework with partner countries to ensure harmonization of technological issues of international multimodal transportation.

Expansion of the network of transport corridors:

implementation of joint projects and integration with EU transport and logistics networks by harmonizing organizational and legal aspects of activities;

improving cross-border cooperation and international cooperation;

development of a step-by-step plan for the full transition to paperless transportation support technologies, including customs and border control procedures, including with the EU countries, introduction on the territory of Ukraine of electronic document circulation of electronic consignment note (e-TTN);

taking into account the prioritization of infrastructure projects - preparation of proposals for the development of the TEN-T network within Ukraine and coordination with the TEN-T network in neighboring EU countries.

Attracting investments to ensure the implementation of infrastructure development, construction, reconstruction and modernization projects:

simplification of mechanisms for attracting investments (PPP and others), digitalization of procedures for interaction between investors and the state;

adoption of amendments to the legislation that simplify the procedures for attracting investments;

introduction of state investment support instruments;

compiling a list of priority projects for the state;

application of mechanisms for attracting and stimulating investments;

development and approval of the concept of the State Insurance Fund of Investments, creation of the State Insurance Fund of Investments.

Carrying out works related to construction, equipment, maintenance and repair at checkpoints across the state border of control rooms and office premises for the placement of relevant border units, customs and other institutions exercising control at the state border (except for engineering, technical means for border, customs and other types of control):

implementation of the project of electronic reservation of queues in front of checkpoints for automobile communication "Electronic queue";

conducting negotiations with partner countries to decide on the opening of new checkpoints for road transport (Adamchuky, Lopushanka, Varyazh, Belz, Mshanets, Boberka, Komarivtsi, Velyka Palad, Shepit, Khyzha);

overhaul and modernization of the infrastructure of checkpoints for road transport (Yagodyn, Ustyluh, Krakivets, Shehyni, Luzhanka, Uzhhorod, Chop, Vylok, Dzvinkove, Dyakove, Kosino, Porubne, Dyakivtsi, Krasnoilsk);

construction and opening of new checkpoints for road transport (Bila Tserkva, Dyida, Ruska).

attracting investments to ensure the implementation of projects for the development, construction, reconstruction and modernization of infrastructure.

Reforming the pricing system for construction, current repairs and maintenance of transport infrastructure:

Improving methodological approaches to compiling investor budget documentation by building an effective system for monitoring prices for construction materials, changing the methodology for determining cost components, taking into account the mechanism for determining the expected value for advanced forms of contracts "Design / Build", introduction of a new consolidated classifier of road works and databases of analogous objects;

introduction of a new pricing model in construction, which will provide for the compilation of information on the volume of work on international measurement systems, in particular CESMM4 and the use of internationally recognized forms of reporting on work performed.

Simplification of the mechanism of procurement procedures for works and services related to the restoration of destroyed property and infrastructure:

updating the Law of Ukraine "On Public Procurement" taking into account the best world practices, manuals on MFI procurement, etc .;

formation and implementation of model contracts for the performance of works and services.

Integration into the EU logistics network:

coordinated planning and organization of transportation between Ukrainian railways and EU railways, in particular the formation of agreed schedules of loading and unloading, the establishment of shippers of logistics chains in other countries;

increasing the capacity of the railway with the EU countries, taking into account the requirements of interoperability;

harmonization of project definition procedures and technical conditions;

harmonization of procurement rules with international standards;

harmonization of rules for budget evaluation, remuneration and supervision;

regulation at the secondary level of the procedure for determining the cost of construction, reconstruction, repair and maintenance of public roads and the practical application of the principles of market pricing and free prices.

**STAGE OF ECONOMICS AND INSTITUTIONS OF WAR (SHORT-TERM) -
"EVERYTHING FOR VICTORY!"**

June 2022 - end of 2022 *

* In the event of a delay in active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be extended to 2023.

Issues that need to be addressed urgently: meeting the needs of transportation during the evacuation of people, delivery of humanitarian aid, equipment, requirements of the agricultural and energy markets of the country;

restoration of destroyed and development of modern transport and logistics infrastructure, in particular by attracting international financial institutions and private investment;

improving cross-border cooperation and international cooperation;

implementation of joint projects and integration with EU transport and logistics networks by harmonizing organizational and legal aspects of activities.

Main priorities / accents:

providing a systematic approach to transportation planning by all modes of transport;

improvement of the system of collection and analysis of the following data: registration of needs and available deliveries, in particular export / import transportation, delivery of humanitarian aid; determination of the main transportation routes; resource planning (containers, vehicles, fuel, drivers, etc.);

ensuring the necessary capacity of railways and highways on the basis of the analysis of "bottlenecks" on the main transport routes and preparation of proposals for their elimination and expansion of capacity;

coordinated planning and organization of transportation between Ukrainian railways and EU railways, in particular the formation of agreed schedules of loading and unloading, the establishment of shippers of logistics chains in other countries;

stimulation of containerization of transportations, development of measures on updating of container cars, development of new types of containers of the increased capacity and the nomenclature of freights (flour, oil, etc.) and railway cars for transportation of replaceable bodies;

increasing the capacity of checkpoints at the state border in coordination with friendly countries: modernization and development of checkpoints, their technical equipment (in particular, installation of scanning systems, etc.), implementation of joint projects to remove infrastructure constraints on transport, in particular, matching adjacent capacity checkpoints;

coordination with friendly countries on the division of freight and passenger traffic at individual checkpoints, the priority of the passage of humanitarian and defense goods;

creation of a reporting system for reports on destroyed / damaged transport infrastructure facilities, maintaining their register and prioritizing their restoration;

creation of the Logistics Coordination Committee at the level of members of the Government as an institutional mechanism with certain powers to improve coordination of work between public authorities and business, prompt resolution of logistics issues and the most effective satisfaction of demand for transportation;

stimulating the reorientation of transport to more environmentally friendly modes of transport, in particular the formation of a package of regulatory and incentive measures for the development of multimodal transport (including state support, exclusion of dimensional and

weight requirements for certain sections of the route ("last mile" and between terminals, etc.) terminals;

analysis of the potential for increasing the interoperability of transportation on technical and technological issues;

introduction of joint control at the state border:

coordination with neighboring countries of the list of checkpoints with the possibility of joint control;

coordination of technology of joint control operations;

determination of territories at checkpoints for joint control;

approval of the procedure for joint control of persons, vehicles and cargoes by signing the relevant regulations;

making changes to the relevant international agreements taking into account the requirements of the Schengen Code;

development of a step-by-step plan for the full transition to paperless transportation support technologies, including customs and border control procedures, including with the EU countries, introduction on the territory of Ukraine of electronic document circulation of electronic consignment note (e-TTN);

implementation of the project of electronic reservation of queues in front of checkpoints for automobile communication "Electronic queue";

conducting negotiations with partner countries to decide on the opening of new checkpoints for road transport (Adamchuky, Lopushanka, Varyazh, Belz, Mshanets, Boberka, Komarivtsi, Velyka Palad, Shepit, Khyzha);

taking into account the prioritization of infrastructure projects, preparation of proposals for the development of the TEN-T network within Ukraine and coordination with the TEN-T network in neighboring EU countries.

RECOVERY STAGE (MEDIUM-TERM) - "RECONSTRUCTION, RESTART OF THE ECONOMY AND INSTITUTIONS"

2023 - 2025 *

* In case of protracted active hostilities, the plan will be adjusted in the 4th quarter of 2022, respectively, this phase (with the planning of major activities and their financing) will be postponed to 2024-2026.

Main priorities / accents:

modernization of existing and construction of new logistics multimodal terminals in the western and southern regions of Ukraine with integrated functions their transport and logistics centers, the implementation of customs services and the use of modern digital logistics management solutions (TMS, YMS, WMS);

increasing the capacity of the railway with the EU countries, taking into account the requirements of interoperability;

construction of critical infrastructure using modern technologies (including underwater tunnels) taking into account the needs and objectives of defense (Ministry of Infrastructure);

implementation of the plan of full transition to paperless support of freight transportation;

introduction of technological solutions to increase the competitiveness of multimodal transport, in particular the introduction of a single freight transport document in electronic form for all areas of transport by different modes of transport, which meets the requirements and recommendations of the UNECE;

development of the legal framework with partner countries to ensure the settlement of technological issues of international multimodal transport;

overhaul and modernization of the infrastructure of checkpoints for road transport (Yagodyn, Ustyluh, Krakivets, Shehyni, Luzhanka, Uzhhorod, Chop, Vylok, Dzvinkove, Dyakove, Kosino, Porubne, Dyakivtsi, Krasnoilsk);

construction and opening of new checkpoints for road transport (Bila Tserkva, Dyida, Ruska);

attracting investments to ensure the implementation of projects for the development, construction, reconstruction and modernization of infrastructure;

simplification of mechanisms for attracting investments (PPP and others), digitalization of procedures for interaction between investors and the state;

adoption of amendments to the legislation that simplify the procedures for attracting investments;

introduction of state investment support instruments;

compiling a list of priority projects for the state;

application of mechanisms for attracting and stimulating investments;

development and approval of the concept of the State Insurance Fund, creation of the State Insurance Fund;

improvement of customs procedures and control procedures of vehicles at checkpoints, as well as the establishment of logistics for crossing the border by freight and passenger transport;

arrangement by state bodies of service zones for waiting (accumulation) of vehicles near checkpoints across the state border (first of all - construction of terminals (waiting zones) for sediment of freight vehicles);

viewing the TEN-T map and coordination with the EU TEN-T network.

STAGE OF MODERNIZATION (STRATEGIC)

"STRUCTURAL MODERNIZATION AND INTEGRATION INTO THE EU"

2026 - 2032 *

* The planning dates of the stage will be adjusted based on the results of 2022 - 2023.

Main priorities / accents:

development of a network of logistics multimodal terminals with the functions of integrated transport and logistics centers, the implementation of customs services and the use of modern digital logistics management solutions;

construction of critical infrastructure using modern technologies (including underwater tunnels) taking into account the needs and objectives of defense (Ministry of Infrastructure);

impact assessment of projects using the “Transport Model”;

attracting investment in transport infrastructure;

harmonization of project definition procedures and technical conditions;

harmonization of procurement rules with international standards;

harmonization of rules for budget evaluation, remuneration and supervision;

regulation at the secondary level of the procedure for determining the cost of construction, reconstruction, repair and maintenance of public roads and the practical application of the principles of market pricing and free prices;

deepening the integration of the national transport network with the EU transport network, expanding the list of routes included in the TEN-T transport network.

**LIST OF PROJECTS AIMED AT THE IMPLEMENTATION OF THE RECOVERY PLAN
for the railway transport sector**

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
Infrastructure projects							
1.	Projects aimed at the recovery of destroyed or damaged railway infrastructure <i>(to be implemented in 2022)</i>	The damages and destruction caused to the railway infrastructure on a day-to-day basis by the military aggression of the Russian Federation may lead to unstable freight and passenger traffic. A continuous trouble-free transportation requires undertaking timely railway infrastructure recovery works.	Overhaul repairs: - railway signalling arrangements; - traction substations; - transformer substations; - catenary systems; - engineering structures	Ministry of Infrastructure	2,485	State Budget, funds from the new special funds	
2.	Railway infrastructure support projects to ensure	Timely overhaul repairs of the railway infrastructure ensure continuous freight	Overhaul repairs 293 km of railway track;	Ministry of Infrastructure	3,327	Ukrainian Railway's own funds / State Budget, funds	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
	<p>continuity of the transportation process</p> <p><i>(to be implemented in 2022)</i></p>	<p>and passenger traffic. However, in the context of military aggression of the Russian Federation, the Company's financial capabilities are insufficient to timely overhaul the infrastructure, which in turn may lead to traffic restrictions.</p>	<p>95 sets of track switches</p>			<p>from the new special funds</p>	
3.	<p>Modernisation projects for the infrastructure adjacent to the western junctions with the European countries</p> <p><i>(to be implemented in 2022)</i></p>	<p>Implementation of those projects will enable the increase in the traffic capacity, cargo traffic and passenger traffic between the EU and Ukraine. It requires the reconstruction of 1,435 mm Eurotrack, construction of 1,435 mm Eurotrack, reconstruction of 1,520 mm track and</p>	<p>Laying 88 km of 1,435 mm track:</p> <p>Rava-Ruska–State Border, 7 km</p> <p>Mostyska II–State Border, 81 km</p> <p>Reconstructing 94 km of 1,520 mm track on Kovel–Izov–State Border section (construction of 2 traction substations;</p>	<p>Ministry of Infrastructure</p>	<p>1,503</p>	<p>Ukrainian Railway's own funds / State Budget, funds from the new special funds</p>	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
		<p>repair of 750 mm track, construction and reconstruction of traction substations on sections:</p> <p>Mostyska II–State Border, Rava-Ruska–State Border (Hrebenne), Kovel–Izov–State Border, Haivoron–Rudnytsia, Berehovo–Vynohradovo, Antohivka–Zarichna.</p>	<p>reconstruction of transformer substations)</p> <p>Repair of 750 mm track</p>				
4.	<p>Projects aimed at increasing the railway transport capacity between the EU and Ukraine</p> <p><i>(to be implemented in 2023–2025)</i></p>	<p>Implementation of those projects will enable the increase in the traffic capacity, cargo traffic and passenger traffic between the EU and Ukraine. It requires the reconstruction of 1,435 mm Eurotrack, construction of 1,435</p>	<p>Laying 125.8 km of 1,435 mm track:</p> <p>Kovel–Yahodyn–Polish Border, 65 km,</p> <p>Chop–Uzhhorod, 22 km,</p> <p>State Border–Starzhava–Khyriv–Nyzhankovychi–State Border, 38.8 km;</p>	Ministry of Infrastructure	35,647	Ukrainian Railway’s own funds / State Budget, funds from the new special funds	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
		<p>mm Eurotrack, increasing the carrying capacity, reconstruction and construction of 1,520 mm track, modernisation of signalling arrangements and construction of a number of engineering structures on sections: Kovel–Yahodyn–Polish Border, Chop–Uzhhorod, State Border–Starzhava–Khyriv–Nyzhankovychi–State Border, Odesa–Izmail, Izmail–Reni, Berezyne–Basarabiaska.</p>	<p>Reconstructing 192 km of 1,520 mm track:</p> <p>Odesa–Izmail, 116 km (construction of 22 bridges, 102 track switches),</p> <p>Izmail–Reni, 55 km,</p> <p>Berezyne–Basarabiaska, 21 km (construction of 14 bridges and 3 level crossings, modernisation of signalling arrangements)</p>				

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
5.	Project for construction of railway track to port station Kiliia, Ust-Danube Commercial Seaport SoE <i>(to be implemented in 2023–2025)</i>	At present, there is no railway service to Ust-Danube Commercial Seaport SoE, port station Kiliya, but given the increase in grain exports through the Danube ports, it will play a crucial role in the near future.	Laying 35 km of 1,520 mm track on section Artsyz–Dzinylor–Kiliia	Ministry of Infrastructure	3,200	State Budget, funds from the new special funds	
6.	Project aimed at resumption of work and modernisation of key railway yards of Ukrzaliznytsia JSC, equipped with humps <i>(to be implemented in 2023–2025)</i>	Most of Ukrzaliznytsia JSC's humps were designed and built back in the 1950–1980s. Their inability to meet the modern demand for increase in transportation capacity became obvious in the pre-war period. Increase in the railway transportation (primarily export) in the post-war period is impossible without modernisation	Restoration of the damaged and modernisation of the existing railway yards and their humps, achieving an increase in capacity by more than 50%, savings of at least 40% on electricity consumption and at least 30% on maintenance costs.	Ministry of Infrastructure	5,000	Funds from IFO	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
		(mechanization and automation) of Ukrzaliznytsia JSC's key routes.					
Passenger transportation projects							
7.	Projects aimed at ensuring continuity of passenger traffic during hostilities <i>(to be implemented in 2022)</i>	To ensure the continuity of passenger traffic and the effective evacuation of the population from the territories where active hostilities are taking place, it is necessary to overhaul the existing fleet of passenger cars and the motor-driven rolling stock, and purchase new units of passenger cars.	80 cars purchased; 15 units of motor-driven rolling stock overhauled; 370 cars overhauled; 740 cars depot repaired	Ministry of Infrastructure	2,700	Ukrainian Railway's own funds / State Budget, funds from the new special funds	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
8.	Kyiv–Warsaw high-speed railway (HSR) construction project <i>(to be implemented in 2026–2032)</i>	The project implementation will help to reduce travel time on the route from 17–19 hours to 5–6 hours by achieving an average speed of 180 km/h.	Ukrainian component of the project involves reconstruction, modernisation and electrification of 585 km of tracks (Kyiv–Yahodyn–State Border), engineering structures and stations	Ministry of Infrastructure	35,958	Ukrainian Railway's own funds / State Budget, funds from the new special funds, funds from IFO	
Cargo transportation projects							
9.	Increasing the capacity of change of gauge points <i>(to be implemented in 2022)</i>	In the context of the military aggression of the Russian Federation and hostilities in the south of Ukraine, and striving to preserve the volumes of exports and imports of goods, it is necessary to modernise the mechanisms for gauge changing from 1,520 mm to	Overhaul repairs of 23 units of equipment for rearrangement of wagons from 1,520 mm bogies on 1,435 mm bogies	Ministry of Infrastructure	7	Ukrainian Railway's own funds / State Budget, funds from the new special funds	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
		1,435 mm. This will allow increasing the capacity of cargo transportation westwards.					
10.	Projects aimed to support an uninterrupted cargo transportation <i>(to be implemented in 2022)</i>	Increase in exports and imports with European countries through the western junctions necessitates overhaul repairs of freight wagons to ensure transportation of the needed amount and types of goods	Overhaul repairs of 5,766 wagons;	Ministry of Infrastructure	1,128	Ukrainian Railway's own funds / State Budget, funds from the new special funds	
11.	Projects for restoration of damaged operational facilities <i>(to be implemented in 2022)</i>	The Russian military aggression caused damages to locomotive servicing depots. To ensure fulfilment of the locomotive repair schedules, it is	Restoration of 2 locomotive servicing depots	Ministry of Infrastructure	26	State Budget, funds from the new special funds	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
		necessary to restore the damaged depots.					
12.	Locomotive fleet repair and refurbishment projects <i>(to be implemented in 2022)</i>	The performance of necessary modernisation and overhaul repairs of the existing locomotive fleet will allow ensuring the required traction capacity for transportation of freights and passengers.	Modernisation of 28 locomotives; Overhaul repairs of 160 locomotives.	Ministry of Infrastructure	980	Ukrainian Railway's own funds / State Budget, funds from the new special funds	
13.	Wagons fleet renewal incentive programme <i>(to be implemented in 2023–2025)</i>	To renew the fleet of freight wagons — having due regard to the limitation of their service life in accordance with Order of the Ministry of Infrastructure No. 647 of 30.11.2021 — it is necessary to provide financial	Compensation for interest rate under the rolling stock lease agreements (up to 100 wagons per company) for up to 3,000 wagons per year	Ministry of Economy Ministry of Finance	5,000	State Budget, loans from international financial organisations	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million, VAT exclusive)	Proposed sources of funding	Legal and regulatory framework
		support to the ordering entities (freight owners, transport companies, etc.) by compensating for financial obligations under the loan and leasing agreements in the engineering sector.					

LIST OF PROJECTS AIMED AT THE IMPLEMENTATION OF THE RECOVERY PLAN

for the air transport sector

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
1.	Establishment of the national air carrier <i>(to be implemented in 2023–2025)</i>	Ensuring the development of Boryspil Airport as a hub airport with simultaneous development of an extensive network of medium-haul flights from regions and within Ukraine, operation of socially important flights from territories where there is no alternative land transport.	Obtaining a license, air operator certificate, other permits required to start operations, lease/purchase of 2 aircraft.	Ministry of Infrastructure State Aviation Service	2,500	Funds from the State Budget	-
2.	Establishing, opening and ensuring operation of the Permanent	Implementation of a number of strategic issues, protection and defence of the national	Normalisation of air traffic flows in the airspace over the Black Sea.	Ministry of Foreign Affairs Ministry of Infrastructure	15 per year	Funds from the State Budget	Adoption of the Decree of the President of Ukraine

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	Mission of Ukraine to the International Civil Aviation Organization (ICAO) in Montreal (Canada) (to be implemented in 2023–2025)	interests of Ukraine in the field of civil aviation given the existing political conditions, effective influence on the ICAO work and participation in making decisions that are binding on all ICAO member states require the constant presence in the organisation of the accredited representatives from Ukraine.	Promotion of Ukraine’s membership in the ICAO Council. Coordination of Ukraine’s actions at the regional level, their support and promotion at ICAO Headquarters. Representing the interests of the aviation industry of Ukraine. Preserving Ukraine’s authority as an aviation state in the ICAO.	State Aviation Service			
3.	Reconstruction/ construction of aviation infrastructure facilities (to be implemented in 2023–2032)	Recovery and development of the aviation mobility of the population.	5 to 7 international airports that meet the latest ICAO standards and are capable to serve operations of new types of aircraft (for example, A320/NEO and	Ministry of Infrastructure State Agency for Infrastructure Projects Local self-government bodies.	TBD after proper assessment of damaged/destroyed property, but not less than UAH 5,000 million per one airport	Funds from the State Budget, local budget funds, Destroyed Property and Infrastructure Recovery Fund	-

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
			B737NG/MAX)				
4.	Reconstruction of manoeuvring area No. 2 of Boryspil International Airport SoE <i>(to be implemented in 2023–2025)</i>	An important competitive advantage of Boryspil International Airport is the existence of two runways. Runway No. 2 and the adjacent network of rapid exit taxiways make up manoeuvring area No. 2. It was put into operation in 1971 and, despite numerous repairs, it requires refurbishment. To ensure an uninterrupted operation of the airport, the reconstruction of manoeuvring area No. 2 should be completed by 2025.	Runway length: 3,800 m	Ministry of Infrastructure	7,200	Funds from the State Budget, loans from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	Amending a set of articles of the Budget Code, adoption of the necessary legislative acts in line with the requirements of the lending organisations
5.	Construction of a new cargo terminal at Boryspil International	The existing cargo terminal is overloaded and is equipped with relatively obsolete	Cargo turnover not less than 120 thousand tons per year	Ministry of Infrastructure	600	Funds from the State Budget, loans from international financial organisations, including	Amending a set of articles of the Budget Code,

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	Airport SoE <i>(to be implemented in 2023–2025)</i>	technologies and equipment. Its limited infrastructure is the main factor hindering the development of air freight via Boryspil Airport. To this end, a new cargo terminal construction project is to start in 2022.				the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	adoption of the necessary legislative acts in line with the requirements of the lending organisations
6.	Reconstruction of parking lot P1 and construction of bus terminal at Boryspil International Airport SoE <i>(to be implemented in 2023–2025)</i>	To follow the modern trends of intermodal travel and create prerequisites for the implementation of single ticket concept in the future, it is necessary to reconstruct the parking lot P1 and construct a bus terminal in close proximity to Terminal D and the railway station.	Traffic capacity of least 700 passengers per hour	Ministry of Infrastructure	125	Funds from the State Budget, loans from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	Amending a set of articles of the Budget Code, adoption of the necessary legislative acts in line with the requirements of the lending organisations
7.	Reconstruction of the oil terminal of Boryspil	The airport's fuelling complex is rundown. At the first stage of the	At least 9,000 cubic metres	Ministry of Infrastructure	446	Funds from the State Budget,	Amending a set of articles of the Budget

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	International Airport SoE (located at 16a Zaporizka Street, Boryspil) (to be implemented in 2023–2025)	airport's fuelling complex reconstruction, it is planned to reconstruct the oil terminal (located at 16a Zaporizka Street, Boryspil), increase its capacities and refurbish its technical and technological equipment.				loans from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	Code, adoption of the necessary legislative acts in line with the requirements of the lending organisations
8.	Reconstruction of centralised fuelling station (CFS) at Boryspil International Airport SoE (to be implemented in 2023–2025)	It is further planned to reconstruct the central fuelling system, in particular, replace the existing unusable stainless steel vertical tanks, install the pumping and filtration units, fillers, control devices and fire station.	At least 7,000 cubic metres	Ministry of Infrastructure	450	Funds from the State Budget, loans from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	Amending a set of articles of the Budget Code, adoption of the necessary legislative acts in line with the requirements of the lending organisations
9.	Construction of a terminal complex (at the address:	It is planned to complete the construction of the	Traffic capacity of least 150 passengers per hour	Ministry of Infrastructure	750	Funds from the State Budget,	Amending a set of articles of the Budget

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	2/1a Kyivskyi Shliakh Street, Boryspil <i>(to be implemented in 2023–2025)</i>	terminal complex (official delegations hall (ODH) and the adjacent apron). As of 2021, the complex is 60% ready.				loans from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	Code, adoption of the necessary legislative acts in line with the requirements of the lending organisations
10.	Reconstruction of Terminal D apron at Boryspil International Airport SoE <i>(to be implemented in 2023–2025)</i>	The extension of apron will contribute to increasing the number of aircraft parking spaces and reducing the time of operations on it.	Additional 11 parking spaces for code C aircraft	Ministry of Infrastructure	150	Funds from the State Budget, loans from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	Amending a set of articles of the Budget Code, adoption of the necessary legislative acts in line with the requirements of the lending organisations
11.	Construction of a parking lot at Boryspil International Airport SoE	It is planned to complete the second stage of construction of a parking lot near Terminal D.	Additional 1,019 parking spaces	Ministry of Infrastructure	487	Funds from the State Budget, loans from international financial organisations, including	Amending a set of articles of the Budget Code, adoption of

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	<i>(to be implemented in 2023–2025)</i>					the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	the necessary legislative acts in line with the requirements of the lending organisations
12.	Overhaul repair of road No. 1 (Terminal D) and construction of an overground pedestrian crossing at Boryspil International Airport SoE <i>(to be implemented in 2023–2025)</i>	The construction of an overground pedestrian crossing will significantly increase the level of road safety and passenger comfort.		Ministry of Infrastructure	25	Funds from the State Budget, loans from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	Amending a set of articles of the Budget Code, adoption of the necessary legislative acts in line with the requirements of the lending organisations
13.	Construction of a new road checkpoint at Boryspil International Airport SoE <i>(to be implemented</i>	The construction of a new checkpoint at the approach to the airport will significantly increase the level of security of the airport facilities.		Ministry of Infrastructure	15	Funds from the State Budget, loans from international financial organisations, including the IBRD, EBRD, EIB,	Amending a set of articles of the Budget Code, adoption of the necessary legislative acts

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	<i>in 2023–2025)</i>					KfW (Credit Institution for Reconstruction)	in line with the requirements of the lending organisations
14.	Participation of Boryspil International Airport SoE in the operational management of airports abroad (to be implemented in 2023–2025)	Provision by Boryspil International Airport SoE of operational management services to airports (group of airports) abroad (following the example of Fraport).	Winning a tender for provision of airport management services abroad	Ministry of Infrastructure	30	Airport's own funds (for tendering)	
15.	Restoration of the air navigation service in the air space of Ukraine in the minimum possible volumes, configurations and time intervals with observance of the flight safety requirements (to be implemented	The implementation of this project will allow Ukraine to ensure the operation of surviving air traffic and communications, navigation and surveillance equipment, to retain highly qualified personnel (ATS controllers, engineers, etc.) in the face of	Qualitative criterion demonstrating retention of highly competent, qualified personnel of the company (ATS controllers, engineers of communication, navigation and surveillance service, etc.) to prevent the personnel loss and	Ministry of Infrastructure Ukraerorukh SoE	714 (102 per month for the period from June till December this year) with further revision in Q4 of this year	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	<i>in 2022)</i>	<p>military aggression of the Russian Federation, to avoid personnel loss in the air navigation sector and, as a result, to ensure the rapid resumption of flights in the air space of Ukraine after the end of hostilities.</p> <p>The loss of the company's personnel due to the lack of labour costs financing will lead to extremely difficult and almost irreparable consequences for the air navigation industry of Ukraine in terms of dismissal and personnel outflow to other sectors of the economy. This will result in Ukraine's inability to take measures to resume flights in the air space of Ukraine due to</p>	<p>further inability of the state to ensure the resumption of flights in the air space of Ukraine after the end of hostilities.</p> <p>For information: The training of one control or engineering specialist of the communication, navigation and surveillance service lasts for years — 5 to 7 years on average.</p>				

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
		lack of qualified personnel after the end of hostilities.					
16.	Renewal of the air operator certificate and restoration of airworthiness of the Ukraerorukh SoE's aircraft (to be implemented in 2022)	Modernisation of AD-FIS airborne systems and overhaul of three engines to arrange flight inspections of ground-based radio technical communications and navigational equipment.	Producing the evidence base of compliance with the operating standards of ground-based radio technical communications and navigational equipment used by the units of Ukraerorukh SoE, at the airfields of Ukraine and at the request of foreign communication, navigation and surveillance equipment providers.	Ministry of Infrastructure State Aviation Service Ukraerorukh SoE	75	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-
17.	Mobile surveillance radars (MSR)	The transition period of recovery and construction of a new air traffic surveillance infrastructure for ATFM,	Proper air traffic surveillance for the purpose of ATFM in a certain zone of air space during radars	Ministry of Infrastructure Ukraerorukh SoE	450	Funds from the State Budget. Destroyed Property and Infrastructure Recovery Fund	-

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	<p>Mobile primary surveillance radars (PSR) (2 systems)</p> <p>Mobile secondary surveillance radars (MSSR) (2 systems) (to be implemented in 2022)</p>	<p>primarily in the southern and eastern regions of the air space of Ukraine (FIR Odesa, FIR Dnipro and FIR Simferopol), including in the aerodrome zones of Odesa and Dnipro airfields, necessitates the use of both MSSRs and PSRs.</p>	<p>reconditioning or replacement.</p>				
18.	<p>Aerodrome traffic control towers (ATCT)</p> <p><u>Aerodromes:</u> Vinnytsia Dnipro Mykolaiv Kherson (to be implemented in 2023–2025)</p>	<p>Reestablishing the ATFM in the area of Dnipro, Vinnytsia, Mykolaiv and Kherson airfields. The existing ATCTs were destroyed by rocket attacks. Ensuring civil and military coordination at Dnipro and Vinnytsia airfields.</p>	<p>Ensuring technical infrastructure for the ATFM. Construction of ATCTs with civil controller working positions (CWP) at Dnipro and Vinnytsia airfields for the military flight control group to ensure surveillance and coordination of the joint air and ground traffic in the air space and on the airfield.</p>	<p>Ministry of Infrastructure Ukraerorukh SoE</p>	<p>1,000</p>	<p>Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund</p>	<p>-</p>

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
			CWP should be equipped with communications and other equipment to ensure proper ATFM and civil and military coordination.				
19.	<p>Primary and secondary surveillance radars (PSR/MSSR) TRLK-10 Zhytomyr, Chuhuiv, Bakhmut (Artemivsk)</p> <p><u>Aerodromes:</u> Odesa, Dnipro, Zaporizhzhia <i>(to be implemented in 2023–2025)</i></p>	Restoration of radar coverage in the air space of Ukraine, where the responsibility for ATFM is assigned to Ukraerorukh SoE. The existing surveillance radars were destroyed by rocket attacks.	Proper air traffic surveillance for the purpose of ATFM.	Ministry of Infrastructure Ukraerorukh SoE	900	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-
20.	Weather radar stations:	Restoration of meteorological support on the route.	Provision of meteorological information of air	Ministry of Infrastructure Ukraerorukh SoE	7	Funds from the State Budget, Destroyed Property and	-

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	Lviv Kharkiv Zaporizhzhia <i>(to be implemented in 2023–2025)</i>		navigation on the route.			Infrastructure Recovery Fund	
21.	Mobile ATCTs Overhaul repair and modernisation of two existing mobile ATCTs <i>(to be implemented in 2023–2025)</i>	Aimed to ensure the transition period of recovery and construction of a new infrastructure for ATFM in the airfield zones.	Ensuring the transition period of recovery and construction of a new infrastructure for ATFM in the airfield zones.	Ministry of Infrastructure Ukraerorukh SoE	8	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-
22.	ADS-B/WAM surveillance systems <i>(to be implemented in 2023–2025)</i>	Aimed to ensure the introduction of air traffic surveillance systems with a distributed infrastructure, which significantly increase the reliability of the surveillance field in critical conditions of a natural disaster or external military aggression.	Introduction of cooperative ADS-B/WAM surveillance systems in the entire country of Ukraine.	Ministry of Infrastructure Ukraerorukh SoE	50	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
23.	Update of the Ukraerorukh SoE's Aeronautical Message Handling System (AMHS) (to be implemented in 2023–2025)	The Ukraerorukh SoE's Aeronautical Message Handling System (AMHS) was installed in 2014. Since then, the equipment became obsolete and the ICAO documents regulating the aeronautical fixed telecommunication have been revised. The software and hardware updating will improve the system's reliability and will help achieving full compatibility with the global Aeronautical Fixed Telecommunication Network.	System software update. Obsolete hardware update.	Ministry of Infrastructure Ukraerorukh SoE	80	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-
24.	Introduction of a new air traffic control automated system (ATCAS) and a voice communication system (VCS) at	Aimed to ensure air traffic services in the area of responsibility of Odesa ATCC and ATCT.	Performance of the existing contracts for replacement of ATCAS and VCS of Odesa ATCC, which have been in operation since 2000,	Ministry of Infrastructure Ukraerorukh SoE	29.8 7.8	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	Odesa Air Traffic Control Centre <i>(to be implemented in 2023–2025)</i>		are technically obsolete and are not subject to further modernisation. New systems are being debugged and prepared for acceptance tests.				
25.	Modernisation of Strila–Aleniia ATCAS used by Kyiv Air Traffic Control Centre for its further connection to the Ukraerorukh SoE’s Aeronautical Message Handling System (AMHS) <i>(to be implemented in 2023–2025)</i>	Complying with the requirements of Annex 10 – Volume II – ICAO, EUR Doc 020 EUR AMHS Manual, EUROCONTROL SPECIFICATION on the Air Traffic Services Message Handling System (AMHS).	Transition to the global Aeronautical Message Handling System (AMHS), introduced by Ukraerorukh SoE to replace the outdated AFTN.	Ministry of Infrastructure Ukraerorukh SoE	20	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-
26.	Modernisation of multilateration system (MLAT) at Boryspil aerodrome <i>(to be implemented in 2023–2025)</i>	MLAT is designed to identify, process and transmit to users the surveillance data about aircraft in the zones of CTR Boryspil and CTR	Completion of the current contract to increase the number of MLAT sensors to eliminate the blind zones that have	Ministry of Infrastructure Ukraerorukh SoE	30.5	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund	-

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
		Kyiv/Zhuliany, and about ground traffic at Boryspil aerodrome. The modernisation is necessitated by changes in configuration of Boryspil aerodrome after the opening of Terminal D.	occurred after the Terminal D construction.				
27.	Reconstruction of the existing passenger terminal at Lviv International Airport SoE (construction of external engineering networks) Reconstruction of the aerodrome at Lviv International Airport SoE <i>(to be implemented in 2023–2025)</i>	Construction completion and commissioning of Euro-2012 facilities at Lviv International Airport and their placing on the airport's balance sheet.	Allocation of funds	Ministry of Infrastructure Ministry of Finance	62.06 (as of 2013)	Funds from the State Budget	-

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Legal and regulatory framework
	Reconstruction of the aerodrome at Lviv International Airport SoE <i>(to be implemented in 2023–2025)</i>				157.99 (as of 2013)		
28.	Construction of a new cargo terminal at Lviv International Airport SoE <i>(to be implemented in 2025–2032)</i>	Cargo terminal is necessary for servicing and storing general purpose and special cargo, which in turn will allow the development of air freight through Lviv International Airport. It is expected to reach the cargo turnover of at least 40 thousand tons per year.	Completion of the cargo terminal construction	Ministry of Infrastructure	35	Loans from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)	-

LIST OF PROJECTS AIMED AT THE IMPLEMENTATION OF THE RECOVERY PLAN
for the marine and inland water transport sector

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
STAGE: WAR-TIME ECONOMY AND INSTITUTIONS (SHORT-TERM) "ALL FOR THE VICTORY!" from June 2022 till the end of 2022							
1.	Maintenance dredging of Izmail, Reni and Ust-Dunaisk sea port areas	Need for depth increase to ensure safe navigation of sea-going vessels with a draft of up to 7.0 m in Izmail, Reni and Ust-Dunaisk sea port areas for the purpose of loading and unloading, increasing the port capacity and transshipment volumes and streamlining of the logistics components of strategic export and import cargo transport.	The depth is increased to the level required for the reception of seagoing ships with a draft of up to 7.0 m.	Ministry of Infrastructure / USPA	300.0	USPA's own funds Economic Recovery and Transformation Fund	-
2.	Improvement of the legislation to simplify lease, concession and privatisation mechanisms.	Promotion of investment attraction in the sea port and inland waterway transport infrastructure.	The analysis of the efficiency of public-private partnership, privatisation and lease in respect of sea ports, state-owned inland hydraulic structures and communally owned	Ministry of Infrastructure Ministry of Economy Local executive bodies Local self-government	Within the framework of technical assistance funds from IFO	-	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			facilities which may be used for transport of goods and passengers is conducted.	bodies			
3.	Establishing an efficient and transparent mechanism for training and certification of seafarers and crew members of inland waterway vessels in accordance with the requirements of international treaties of Ukraine and the EU law	Ensuring the alignment of the national system for training and certification of seafarers and crew members of inland waterway vessels with international requirements and standards	The system for training and certification of seafarers complies with the STCW Convention and the EU law	Ministry of Infrastructure State Service of Maritime and River Transport of Ukraine	-	-	Submission of the draft CMU Resolution on approval of the Regulation on the ranks of officers of seagoing ships and the procedure for their award to the CMU and the draft law on amending certain legislative acts of Ukraine as regards the requirements for safe manning of seagoing ships, professional qualification, age, health status, seafarer's record of sea service, training and certification of

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
							seafarers in Ukraine to the Verkhovna Rada; issuance of the Order of the Ministry of Infrastructure of Ukraine on certification of crew members of inland waterway vessels (in accordance with Directive (EU) 2017/2397 and the European Standard for Qualifications in Inland Navigation (ES-QIN))
4.	Exemption from rent charges in respect of state property and state-owned and communally owned land plots	Need for exemption from rent charges in respect of state property and state-owned and communally owned land plots due to the shutdown of ports	Exemption from rent charges is granted	Ministry of Economy Ministry of Infrastructure State Property Fund	-	-	Amending the Resolution of the Cabinet of Ministers of Ukraine "On certain issues related to the lease of state and communal property during

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
							<p>the martial law period”</p> <p>Approval of the list of territories where combat operations are taking (took) place, including blocked sea ports, by the Cabinet of Ministers of Ukraine</p>
5.	Simplification of the regulatory procurement procedures for design and construction of destroyed/ damaged construction facilities for rapid recovery of the sea port infrastructure.	It is important to ensure performance of construction works within shorter periods for rapid recovery of destroyed/ damaged sea port infrastructure facilities.	Performance of construction works within shorter periods is ensured for rapid recovery of destroyed/ damaged sea port infrastructure facilities.	Ministry of Infrastructure Ministry of Economy	-	-	Submission of the draft law on amending the Law of Ukraine “On Public Procurement” for consideration of the Verkhovna Rada of Ukraine (procurement for construction works for those purposes without application of the procedures provided for in the Law)

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
6.	Ensuring the possibility of crossing the state border of Ukraine during the martial law period for seafarers and crew members of inland waterway vessels to find employment on ships under foreign flag.	It is important to resume employment of Ukrainian seafarers and crew members of inland waterway vessels on ships under foreign flag to promote stable international product turnover, delivery of essential food items, fuel, medicines, etc.	The possibility of finding new jobs in the global merchant shipping is ensured for Ukrainian seafarers and crew members of inland waterway vessels, including as replacement for the seafarers being Russian citizens.	Ministry of Infrastructure	-	-	Approval of the Resolution of the Cabinet of Ministers of Ukraine “Certain issues related to crossing the state border to exit Ukraine by crew members of seagoing and river vessels”
7.	Ensuring Ukraine’s compliance with international requirements for merchant shipping and inland navigation, including the EU law.	The fulfilment of the obligations of a coastal state, a port state and a flag state is ensured by Ukraine as a party to UN and IMO international treaties.	Some legislative acts are aligned with international treaties of Ukraine in the area of merchant shipping and inland navigation, and the organisation of navigation safety assurance is improved to increase its level.	Ministry of Infrastructure State Service of Maritime and River Transport of Ukraine	-	-	The draft law on amending certain legislative acts of Ukraine as regards ensuring navigation safety, port activity and state supervision over navigation is submitted for consideration of the Verkhovna Rada of Ukraine
8.	Regulation of possible compensation for the investment made by economic operators in	Creating an efficient mechanism for attraction of private investment in financing of repair,	Adoption of the Resolution of the Cabinet of Ministers of Ukraine “On approval of the	Ministry of Infrastructure	-	-	Adoption of the Resolution of the Cabinet of Ministers of

N o.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
	strategic port infrastructure facilities.	modernisation, rehabilitation or construction of strategic port infrastructure facilities being state property assets.	Procedure and terms of compensation for the investment made by economic operators in strategic port infrastructure facilities”.				Ukraine
9.	Development of the road and rail infrastructure of Izmail Seaport	Increasing the operational capacity of Izmail Seaport through: 1) purchase of 11 fork lift trucks; 2) rehabilitation of rail track No. 36 of Production Transshipment Complex No. 2 located at: Odesa Oblast, Izmail (cadastre No. 5110600000:01:047:0179)	1) Fork lift trucks (10 pcs) with a capacity of 5 tons are intended for reloading of general cargoes: - in big bags, expected volume is 100 thousand tons per year; - fittings in bundles, rolled wire in coils, expected volume is 240 thousand tons per year. The lift truck with a capacity of 16 tons (1 piece) is intended for reloading of hot rolled and cold rolled strips with a weight of 10 to 16 tons, expected volume is 100 thousand tons.	Ministry of Infrastructure	1) 32.0 2) 6.3	enterprise’s own funds	

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			2) In order to install railway scales on rail track No. 36 of Production Transshipment Complex No. 2, it is planned to reconstruct the operational rail track, with the construction of a straight track section with the length of 72.16 m and a horizontal platform for installation of 150BBC-2-1-13.5 tensometric static railway scales with a capacity of 150 tons.				
10	Construction of a river port (terminal) and/or multimodal terminal in the Danube Region	Need for creating additional jobs, increasing tax revenues of budgets at all levels and cargo turnover	increased traffic capacity	Ministry of Infrastructure	-	Private investments	Decision of the Ministry of Infrastructure on feasibility of construction of river ports (terminals) on the Danube River during the martial law period; Draft Resolution of the Cabinet of Ministers of

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
							Ukraine on amending the Resolution of the Cabinet of Ministers of Ukraine No. 1208 of 07.10.2009 as regards granting the use of the berth operational area to a river port (terminal)
11	Development and extension of the operational capacity of Ust-Dunaisk Commercial Sea Port SoE and the Port of Kiliia in partnership with the port operator, Grain Terminal Kiliia LLC	Low craft loading rate; limited capacity of loading of two and more vessels as only one berth is available; low indoor grain storage capacity; lack of an oil storage tank leading to the inability to service oil tankers; poor technical condition of the existing equipment; the surge in grain export through the Danube ports	Increasing the loading rate up to 5,000 tons per day; commissioning of the second berth; expanding the grain storage facility by 40,000 tons	Ministry of Infrastructure State Property Fund of Ukraine	100.0	Funds from the port operator, Grain Terminal Kiliia LLC Funds from foreign partner banks and investment funds; Funds from foreign investors; Funds from the newly	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
						established special funds; Funds from the State Budget	
12	Creating the Danube–Black Sea deep-water navigation channel	possibility of entry to the Danube ports via the Ukrainian navigation channel for high-tonnage vessels, which will substantially streamline and accelerate navigation of ships in the Danube Region		Ministry of Infrastructure USPA Ministry of Ecology and Natural Resources		USPA's own funds Economic Recovery and Transformation Fund	-
13	Major repair of up to 10 tugboats; repair of up to 50 barges; construction of new-generation tugboats and barges in the quantity of up to 5 convoys (one tugboat and 9 barges per convoy); construction of new barges	Very poor technical condition of tugboats and barges, urgent need for modernisation, repair and construction of the new fleet, increasing the carrying capacity of the enterprise during the high transport demand period, rapid growth of the freight market, generating additional income for the enterprise	Ivanovo and Leningrad type tugboats in the quantity of up to 10 pcs; UDP-401 series barges in the quantity of up to 50 pcs; up to 5 convoys (one tugboat and 9 barges per convoy); SLG barges in the quantity of up to 10 pcs	Ministry of Infrastructure	4,500.0	Funds from foreign partner banks and investment funds; Funds from foreign investors; Funds from the newly established special funds; Funds from the	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
						State Budget	
14	Construction of 6 new convoys from the old fleet of UDP PrJSC to be engaged on the Danube and Dnipro rivers	Need to increase the carrying capacity of the enterprise	Modernisation of 6 tugboats, conversion of 76 DM barges into 25 SLG barges. "O-Pr" tug and barge train class (with the ability to operate on the Danube and Dnipro rivers) Repair base: shipbuilding plants in Ukraine and the EU	Ministry of Infrastructure UDP PrJSC	595.0	Borrowed funds, Funds from international donors	-
15	Engagement of the additional fleet of UDP PrJSC by means of purchasing ships with relevant tonnage in secondary fleet markets in Europe Purchase of river barges abroad	Poor technical condition of the enterprise's fleet, the need for rapid increase in the carrying capacity of the enterprise	3 to 4 river convoys (one tugboat and 9 barges per convoy) Purchase of 8 barges in the European secondary market to increase the Danube river traffic	Ministry of Infrastructure	450.0 126.0	Funds from foreign partner banks and investment funds; Funds from foreign investors; Funds from the newly established special funds; Funds from the State Budget	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
						established special funds; Funds from the State Budget	
18	Resumption of the operation of the Kakhovka navigation lock after the de-occupation of Kherson Oblast	ensuring the Dnipro river traffic	repair works and installation of the necessary equipment	Ministry of Infrastructure Ukrvodshliakh SoE	To be calculated after the de-occupation of the relevant territories	Destroyed Property and Infrastructure Recovery Fund; Economic Recovery and Transformation Fund; funds from the State Budget	-
19	Establishing the State Inland Waterway Fund	The development of inland waterway transport is impossible without adequate and stable financing of the relevant sector	Financing of the inland waterway infrastructure in the amount of at least UAH 900 million per year Performance of works related to maintenance of the dimensions of river channels which belong to the category of navigable channels; operation of the River Information Service; navigational and	Ministry of Infrastructure	-	-	Adoption of the draft Law by the Parliament on amending the Budget Code of Ukraine

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			hydrographic support for navigation in river channels which belong to the category of navigable channels; ensuring the operation of navigation locks on the Dnipro Cascade.				
20	Fair optimisation of the port tax system	creating favourable conditions for improvement of the performance of logistics routes with engagement of watercraft	Exemption of inland waterway vessels with a maximum draft of up to 4.5 m from some port taxes (in pursuance of the provisions of Article 9 of the Law of Ukraine “On Inland Waterway Transport”); exemption of certain categories of vessels from the anchorage fee in the Danube Region’s ports	Ministry of Infrastructure	-	-	amending the Order of the Ministry of Infrastructure No. 316 of 27.05.2013 “On port taxes”
21	Analysis of the condition of the coastal port infrastructure after the end of military action, and analysis of the international law on environmental and	The list of documents to be developed, agreed and approved in accordance with the current legislation will be prepared based on the outcome of the analysis	Legal and normative documents and normative and technical documents to be developed taking account of the implementation of the EU Directives in the	State Service of Maritime and River Transport of Ukraine (Responsible party	4.0	Destroyed Property and Infrastructure Recovery Fund; Economic Recovery and	Amending legal and normative acts for the purpose of implementation of the requirements of

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
	technogenic safety of Ukrainian sea ports and port operators in terms of compliance of their loading/unloading procedures with the existing international requirements, including the EU requirements	of legal and normative documents and normative and technical documents.	Ukrainian legislation within the limits of funding of those works	UkrNDIMF SoE), USPA		Transformation Fund; funds from the State Budget	the EU law
22	Development of proposals and design solutions for the water area and access channels of sea ports and the coast of Ukraine to be cleared of wrecked ships and destroyed military equipment which accumulated due to the military aggression and pose a danger for navigation	Development of technological solutions for carrying out the operations for the water area and access channels of sea ports and the coast of Ukraine to be cleared of wrecked ships and destroyed military equipment which accumulated due to the military aggression and pose a danger for navigation, including in the sea ports located in the de-occupied territories	Proposals for performance of works for the water area and access channels of sea ports and the coast of Ukraine to be cleared of wrecked ships and destroyed military equipment	State Service of Maritime and River Transport of Ukraine USPA (responsible party UkrNDIMF SoE) State Emergency Service	8.0	Destroyed Property and Infrastructure Recovery Fund; Economic Recovery and Transformation Fund; funds from the State Budget	-
23	Updating the existing borders of sea port areas and territories	Ensuring the sustainable development of sea ports and increasing traffic flows to sea ports,	Ensuring equal rights of all economic operators carrying out their activities in sea port areas	Ministry of Infrastructure	Within the limits of funding from the State	Funds from the State Budget	Adoption of acts by the Cabinet of Ministers of Ukraine:

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		including the sea ports located in the territory of the Autonomous Republic of Crimea and the city of Sevastopol after their de-occupation	and making them subject to the provisions of guides to port entry and port regulations		Budget of Ukraine		Resolutions: “On amending the Resolution of the Cabinet of Ministers of Ukraine No. 934 of 22 October 2008” (changing Mykolaiv Seaport area); “On amending the Resolution of the Cabinet of Ministers of Ukraine No. 223 of 18 March 2009” (changing Odesa Seaport area); Ordinances: “On amending the Annex to the Ordinance of the Cabinet of Ministers of Ukraine No. 169 of 03 March 2021” (changing Pivdennyi Seaport territory);

N o.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
							“On amending the Annex to the Ordinance of the Cabinet of Ministers of Ukraine No. 1358 of 28 October 2020” (changing Chornomorsk Seaport territory); «On the borders of Mykolaiv Seaport”; «On the borders of Olvia Seaport”.

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
24	Maximum simplification of the procedures for allotment of land plots and construction permit granting procedures in the context of construction of new sea ports and river ports (terminals), and railway logistics centres (production transshipment complexes).	Need for rapid building of new logistics routes which will enable to satisfy the transport needs of agricultural producers, steel producers, enterprises in the fuel and energy sector and in other economic sectors.	Establishing special rules for possession, use and disposal of land, which will cover the most urgent and acute needs for land plots of entities having significance for the national economy, the agricultural sector and Ukrainian citizens during the martial law period, including the allotment and change of the intended use of land plots for the purpose of locating of production capacities of enterprises relocating (evacuating) from the combat zone, locating of temporary accommodation facilities for IDPs, agricultural production, sustainable operation of gas transmission and distribution systems, water supply and sanitation systems, heating systems,	Ministry of Infrastructure Ministry of Building	-	-	Signing by the President of Ukraine and entry into force of the draft Law “On Amending Certain Legislative Acts of Ukraine As Regards the Peculiarities of Regulation of Land Relations under Martial Law” (reg. No. 7289, 7282) Development of amendments to the legislation aimed at further simplification of the procedures for allotment of land plots and construction permit granting procedures in the context of construction of ports (terminals)

N o.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			electronic communications networks, etc.				

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
25	Improvement of the procedure for implementation of scheduled and unscheduled state supervision (control) measures for marine and inland waterway transport	Need to establish a clear and transparent procedure for implementation of state supervision (control) measures	The uniform form of the certificate to be prepared based on the outcome of the state supervision (control) measure in terms of the compliance of an economic operator with the requirements of the legislation in the areas of transportation of passengers, dangerous goods and hazardous waste by marine and river transport and marine and river transport safety (apart from maritime safety of fishing fleet vessels)	Ministry of Infrastructure	-	-	Issuance of the Order of the Ministry of Infrastructure of Ukraine "On approval of the uniform form of the certificate to be prepared based on the outcome of the scheduled (unscheduled) state supervision (control) measure in terms of the compliance of an economic operator with the requirements of the legislation in the areas of transportation of passengers, dangerous goods and hazardous waste by marine and river transport and

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
							marine and river transport safety (apart from maritime safety of fishing fleet vessels), and other forms of administrative documents”
RECOVERY STAGE (MEDIUM-TERM) “RECOVERY, RELAUNCH OF THE ECONOMY AND INSTITUTIONS” 2023–2025							
26	Survey of Ukrainian sea ports and port operators to calculate actual losses based on the methods and regulations developed at the previous Stage	Claims for compensation for the recovery of the port infrastructure, including in the ports of the Autonomous Republic of Crimea and the city of Sevastopol, will be brought based on the calculation of actual losses after these territories are de-occupied	Proven actual losses of coastal enterprises and the environment to be compensated for	Ministry of Infrastructure (Responsible party UkrNDIMF SoE) USPA	2.0	Destroyed Property and Infrastructure Recovery Fund; Economic Recovery and Transformation Fund; funds from the State Budget	-
27	Identification of regulatory documents and national standards to be developed and implementation of the	At present, during the design of port infrastructure facilities, outdated regulatory	Application of the updated regulatory framework aligned with modern logistics	Ministry of Infrastructure State Service of	65.0	Funds from the State Budget; Funds from	Review of outdated regulatory documents and

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
	relevant EU Directives. Setting the time limits for their development and implementation	documents are used, which do not comply with the modern logistics and technological requirements for the operation of sea ports and river ports	transport schemes and corresponding to the current state of sea ports and river ports during the design, construction, overhaul and rehabilitation of marine and river transport facilities	Maritime and River Transport of Ukraine USPA		special funds; Loans from international financial organisations	development of new regulatory documents in the area of marine and inland waterway transport (methodologies, instructions, guidance, standards, rules, etc.)
28	Streamlining of USPA's dividend policy (reduction of the share of USPA's net profit to be contributed to the state budget down to 20 percent (on a permanent basis))	USPA's ability to make capital investment due to reduction of the budget contribution	Introducing amendments to Article 11-1 of the Law of Ukraine "On Management of State Property Assets"	Ministry of Infrastructure USPA	-	-	The draft law on amending Article 11-1 of the Law of Ukraine "On Management of State Property Assets" (reduction of the share of USPA's net profit to be contributed to the state budget down to 20 percent (on a permanent basis)) is submitted for consideration of the Verkhovna

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
							Rada of Ukraine
29	Establishing the dangerous goods management system at coastal enterprises in the marine economic sector, located in Ukrainian sea ports	Implementation of the dangerous goods management system at marine enterprises with permissible anthropogenic environmental impact rates due to the use of modern EU technology and equipment and compliance with the MARPOL 73/78 and IAPH requirements	Catalogue of physical and chemical, sanitary and toxicological, explosive and fire characteristics of bulk cargoes and waste. Catalogue of emergency cards for hazards. Dangerous goods safety data sheets. Catalogue of process flow diagrams for main transshipment processes for dangerous goods	State Service of Maritime and River Transport of Ukraine (Responsible party UkrNDIMF SoE) USPA	6.0	Destroyed Property and Infrastructure Recovery Fund; Economic Recovery and Transformation Fund; funds from the State Budget	No amendments are required in the legal and normative acts in question
30	Establishing an efficient mechanism for construction on the water reserve land under the territorial sea and inland sea, including the water area of ports, under bodies of water and on internal waterways	Easing the regulation of the procedures for acquiring the right to construction on sea and inland waterways and within sea port areas by economic operators.	The economic operators' access to construction, dredging and other types of economic activity on sea and inland waterways, within sea port areas and in the navigation equipment coverage area is simplified, which improves the competitiveness of sea ports and river ports (terminals); more favourable conditions for attraction of investment	Ministry of Infrastructure State Service of Maritime and River Transport of Ukraine	No additional funding needed	-	The draft law on amending certain legislative acts of Ukraine as regards construction on the land under public waterways is submitted for consideration of the Verkhovna Rada of Ukraine

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			in public sectors of the Ukrainian economy are created.				
31	Creating additional conditions for the development of Ukrainian shipowners and granting a targeted subsidy in the amount of the land tax to Ukrvodshliah SoE for the period from Q1 2022 till 31 December of the year following the year in which the martial law is lifted.	Implementation of the measure will provide support to the economic operator engaged in the public sector of the economy, on the books of which navigation locks are recorded, and ensure reduction in the costs of economic operators engaged in the inland waterway transport sector	Creating necessary conditions for the development of inland waterway transport of goods and passengers (equal treatment of Ukrainian and foreign ships on Ukrainian inland waterways)	Ministry of Finance Ministry of Infrastructure	subsidy in the amount of the land tax for Ukrvodshliah SoE for the period from Q1 2022 till 31 December of the year following the year in which the martial law is lifted	-	The decision on granting a subsidy to Ukrvodshliah SoE is made Adoption of the necessary amendments to the legislation
32	Construction of ship waste reception facilities in the berth areas of River Port Administration SoE	Ensuring the possibility of depositing waste from ships on Ukrainian inland waterways	At least 3 reception facilities complexes are established	Ministry of Infrastructure ARP SoE	9.0	Economic Recovery and Transformation Fund; Technical assistance, funds from IFO	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
33	Modernisation of Kiliia Shipbuilding and Repair Yard and its preparation for a joint investment project with foreign shipbuilding yards	Preparation of all necessary title certification documents, land surveying documents and other documents. Preparation of the integral property complex of the yard for the investor engagement. Format: JV with the investor and development of the facility to build a modern shipbuilding yard on a basis of Kiliia Shipbuilding and Repair Yard.	Establishing a competitive modern enterprise which satisfies the need for construction of new river vessels and current repair and modernisation of the existing river vessels. Final appraisal of the yard's assets	Ministry of Infrastructure	275.0	Own funds, investors' funds	-
34	Development of the greenfield site in the territory of Kiliia Shipbuilding and Repair Yard for a joint investment stevedoring project	Kiliia Shipbuilding and Repair Yard has a vacant area which may be used for construction of a stevedoring terminal.	Allotment of the land plot in the territory of Kiliia Shipbuilding and Repair Yard. Registration of the title to the land plot, connection to utility networks (power supply, water supply, gas). Construction of the land road infrastructure (road transport); construction of the mooring berth; dredging of the berth; dredging of the access	Ministry of Infrastructure	52.5	Own funds, investors' funds	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			channel to the navigation pass.				
35	Ensuring the compliance of RIS (River Information System) with the technical guidance and specifications provided in the EU law, RIS modernisation by means of implementation of the automated traffic management system and integration of RIS into the navigation lock control system, implementation of the inland waterway emergency response system.	It will ensure the RIS operation in compliance with the EU law, maximum automation of processes related to ensuring navigation safety on inland waterways and providing harmonised services in accordance with the EU best practices, more efficient performance (in particular, in terms of time) of navigation locks, user access to the comprehensive information on inland waterway transport, implementation of the requirements of the EU law.	The Regulation on RIS is updated. RIS is integrated into the lock control system on 6 navigation locks; the automated inland waterway traffic management is implemented in RIS; RIS is adapted for inland waterway emergency response; all participants in inland navigation send their reports to RIS	Ministry of Infrastructure USPA Ukrvodshliakh SoE State Service of Maritime and River Transport	16.1	Funds from the State Budget of Ukraine; Economic Recovery and Transformation Fund; Funds from IFO USPA's and Ukrvodshliakh's own funds	Review of the Order of the Ministry of Infrastructure "On approval of the Regulation on the River Information Service"

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
36	Simplification of administrative procedures and formalities in (sea and river) ports, reduction of the cargo and request processing time	Creating databases of the Maritime Administration (the register of inland waterway transport infrastructure facilities, the database of ship personnel's qualification documents, vessel documents, the register of inland waterway vessels, the unified ship information system, etc.); implementation of the Single Maritime Window; use of digitalised reporting forms and electronic document management systems in ports	Relevant registers, databases and information systems are developed and accepted into service	State Service of Maritime and River Transport of Ukraine ASBGS USPA	-	Funds from the State Budget of Ukraine USPA's own funds	-
37	Implementation of preferential loans for shipbuilding projects on a basis of Ukrainian capacities	It will boost domestic shipbuilding, increase the number of inland waterway vessels and the scope of their modernisation and increase the percentage of ships which comply with the EU standards.	At least 15 fleet units are built annually through preferential loans	Ministry of Finance Ministry of Strategic Industries Ministry of Economy	raised funds, including technical assistance, borrowed funds, funds from IFO, inter investors	-	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
				Ministry of Infrastructure			
38	Development of the international inland waterway network in accordance with international treaties of Ukraine. Development of the cabotage transport services (the Dnipro/Southern Bug–Danube)	Integration of Ukrainian inland waterways, including the Ukrainian part of the Danube River, into the Trans-European Transport Network (TEN-T). Safe navigation of inland waterway vessels along the Dnipro/ Southern Bug–Danube coastal passage. Establishing a new logistics route to the EU member states	Main navigable inland waterways of Ukraine are integrated into the Trans-European Transport Network (TEN-T). Safe direct passage of inland waterway vessels from the Dnipro and Southern Bug ports (terminals) to the Danube in accordance with the clearly established navigation regulations	Ministry of Infrastructure	-	-	amending the orders of the Ministry of Infrastructure and the Navigation Rules
39	Engagement of the Ukrainian fleet in cargo transportation between the EU ports and within the country	Lack of sufficient number of vessels to arrange cargo transportation to Ukrainian ports in the Danube Region	Modernisation and repair of the fleet of UDP PrJSC, RPA SoE	Ministry of Infrastructure UDP PrJSC ARP SoE	15.0	Enterprise's own funds Economic Recovery and Transformation Fund	-
40	Attraction of private investment in financing of	Ensuring restoration of the technical condition of	Ensuring the establishment of the	Ministry of Infrastructure	-	-	Adoption of the draft Resolutions

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
	the repair, modernisation, reconstruction or construction of port infrastructure facilities and inland waterway transport infrastructure facilities	sea port berths through their overhaul or reconstruction, and investment in the development of the inland waterway transport infrastructure (including navigation locks)	transparent mechanism for investment attraction in infrastructure facilities and inland waterway transport infrastructure facilities				of the Cabinet of Ministers of Ukraine “Certain issues of compensation for the investment made by economic operators in strategic port infrastructure facilities” and “On approval of the Procedure and terms of concluding contracts on investment by economic operators in strategic inland waterway transport infrastructure facilities”
41	Streamlining of the operation and management structure of marine and inland waterway transport enterprises, reduction of	Efficient merchant shipping and inland waterway navigation are ensured	The functions of state-owned enterprises are reviewed; their structure and number are streamlined	Ministry of Infrastructure State Service of Maritime and	-	-	Amendments are introduced to the articles of association of enterprises

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
	expenditure of those enterprises			River Transport of Ukraine			
MODERNISATION STAGE (STRATEGIC) “STRUCTURAL MODERNISATION AND COMPLETE INTEGRATION INTO THE EU” 2026–2032							
42	Modernisation of the navigation locks on the Dnipro Cascade.	The project provides for retrofitting of the navigation locks to replace deteriorated equipment and increase the traffic capacity through installation of modern equipment and maximum automation. Construction of an additional navigation lock on the Kakhovka Reservoir.	Increased traffic capacity on the Dnipro River up to 45 to 60 million tons per year	Ministry of Infrastructure Ukrvodshliakh SoE	4,000–7,000	Destroyed Property and Infrastructure Recovery Fund; Economic Recovery and Transformation Fund; funds from the State Budget funds from IFO	-
43	Development of liner services.	Improvement of conditions for the development of liner services market, clear rules for operation of international shipping lines	Improvement of the procedure for registration of international shipping lines, differentiation between liner and tramp operations, avoiding granting unjustified port tax reduction, promotion of the development of freight and passenger	Ministry of Infrastructure	-	-	review of the Order of the Ministry of Infrastructure on approval of the Instruction on registration of international shipping lines

N o.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			transport, alignment of the liner shipping characteristics with the relevant characteristics established in the European Union				
44	Construction of railway connection between Reni and Izmail.	Construction of a direct railway connection between the South of Ukraine and the EU member states (Romania, Bulgaria, Serbia, Croatia and Greece)	Restoration of logistics connection with the EU member states	Ministry of Infrastructure Ukrzaliznytsia JSC (Ukrainian Railways) USPA Reni Commercial Seaport SoE Izmail Commercial Seaport SoE	450.0	Enterprise's own funds Economic Recovery and Transformation Fund	-
45	Development of recommendations for marine enterprises on implementation of modern energy saving technology in core and auxiliary operations	Implementation of energy and resource saving technology which ensures permissible anthropogenic environmental impact rates and facilitates the implementation of alternative energy sources in the operations	Sectoral Programme for Improvement of Energy Efficiency and Reduction of Greenhouse Gas Emissions for Marine Enterprises for 2022–2024 Measures for energy saving implementation and reduction of	Ministry of Infrastructure (Responsible party UkrNDIMF SoE)	5.0	Destroyed Property and Infrastructure Recovery Fund; Economic Recovery and Transformation Fund;	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		instead of coal, petroleum products and hydrocarbon gases at Ukrainian marine enterprises	greenhouse gas emissions based on the outcome of annual monitoring surveys of the implementation of the Sectoral Programme. Reports based on the outcome of annual monitoring of energy efficiency indicators of operational and planned energy saving installations and technology and corresponding volumes of greenhouse gas emissions by the year of implementation of the Sectoral Programme measures			funds from the State Budget	
46	Development of the marine terminal infrastructure of Izmail Seaport	It is necessary for increasing the operational capacity of Izmail Seaport. The project provides for the following: 1) Construction of the specialised complex for bulk cargoes with a wagon tippler in the	1) The specialised transshipment complex (STC) in the territory of Production Transshipment Complex No. 3 is intended for reception and short-term storage of bulk cargoes (iron-ore concentrate, pellets) transported by rail and	Ministry of Infrastructure	1) 180 2) 130	Enterprise's own funds	-

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		territory of Production Transshipment Complex No. 3 2) Reconstruction of the storage area located in the rear of berths No. 12 and 13 of Production Transshipment Complex No. 2 for the storage of containers	loaded into river craft. The complex includes: - Existing berths No. 23 and No. 24, each with the length of 102 m and the design depth at the quayside of 6.5 m, connected to power supply, water supply and communications networks and having crane runways. - Side tippler with rail tracks for the supply of loaded gondola wagons and the rollback of empty gondola wagons - Stacker - Belt conveyor system ensuring the movement of cargoes along the defined route - Drive and bulk transfer station buildings - Overhead galleries for belt conveyors - Existing open rear and side storage areas - Existing Sokol gantry				

N o.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			<p>cranes</p> <ul style="list-style-type: none"> - Power supply, communication and alarm system - Aspiration system. <p>The designed rail track is an extension of the existing rail track that connects the complex to Izmail-Port station. The location of the tippler and rail tracks is chosen taking account of the existing buildings. The length of the track to and after the tippler enables to supply wagons in batches of 8 units. The length of the switching lead is designed for 8 wagons. The length of the rail track will be 1,400 line metres (including: 1 railroad switch, R50 rail type, crossing angle 1/9, right; 2 railroad switches, R50 rail type, crossing angle 1/9, left). Operating characteristics:</p>				

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			<ul style="list-style-type: none"> - Traffic capacity – 2,800 thousand tons per year - Number of berths – 2 pcs. - Length of berths – 204 m - Design vessel type – barge-section - Vessel load – 1,700 tons - Gross vessel handling rate – 6,800 tons per vessel-day - Storage area – 12,805 m² - Storage capacity – 128.06 thousand tons - Number of employees – 65 persons <p>2) The reconstruction of the storage area located in the rear of berths No. 12 and 13 of Production Transshipment Complex No. 2 for the storage of containers is intended for transshipment and</p>				

N o.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			storage of containers. The storage includes: - storage area — 16,000 m ² ; - Liebherr rubber tyred gantry crane with the lifting height of 15.2 m (for 4+1 containers wide) and the gantry span of 29.4 m (for 8+1 wide and truck lane); - RS45 reach stacker — 1 piece; - Terberg — 3 pcs; - 40 ft. roll trailer — 3 pcs; - rail track: the length of the track will be 500 line metres (including: 1 railroad switch, R50 rail type, crossing angle 1/9, left). Storage capacity — approx. 500 TEUs				
47	Concession of state-owned stevedoring companies and port infrastructure facilities in sea ports, preparation for concession tenders for the management of state-owned port infrastructure facilities which ensure the stevedoring process; reorganisation of state-owned stevedoring companies which do not provide cargo or		Holding concession tenders and concluding concession contracts; improvement of the performance of state-owned stevedoring	Ministry of Infrastructure	-		No amendments are required in the legal and normative acts in question

No.	Project description	Rationale	Criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
	passenger services; privatisation; transition towards the European port-landlord management model, and consideration of possible implementation of other management models		companies which do not provide cargo or passenger services				

LIST OF PROJECTS AIMED AT THE IMPLEMENTATION OF THE RECOVERY PLAN
for the postal services sector

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
STAGE: WAR-TIME ECONOMY AND INSTITUTIONS (SHORT-TERM) "ALL FOR THE VICTORY!" from June 2022 till the end of 2022							
1	Ensuring the use of the national postal operator's infrastructure to enable access of the population living in rural areas and remote settlements to financial services and electronic market of goods and services	Over 30% of the population of Ukraine residing in rural areas and remote settlements have no access to a full range of high-quality postal services and related services, including financial services.	Bank acquisition by Ukrposhta JSC	Ministry of Infrastructure	-	Ukrposhta JSC's own funds	-
2	Arranging the operation of postal operators under martial law	In the context of martial law, when a significant number of citizens were forced to change their place of residence and a large number of businesses suspended their activities or significantly reduced the scope of services	Adoption of the Resolution of the Cabinet of Ministers of Ukraine "On Specific Aspects of Operation of the Postal Operators Under Martial Law".	Ministry of Infrastructure	-	-	Resolution of the Cabinet of Ministers of Ukraine "On Specific Aspects of Operation of the Postal Operators Under Martial

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		provided, it is impossible to overestimate the importance of postal and related services for each citizen and country as a whole. Currently, there is an urgent need to streamline the workflow of postal operators under martial law. In particular, the possibility of carrying out separate transport operations during the night-time curfew.					Law”.
3	Harmonization of the Ukrainian legislation in the field of postal services with the EU acquis	<ul style="list-style-type: none"> - Light-touch regulation for maximum stimulation of market development; - clearly defined requirements for the designated postal operator and requirements for the universal services provision; - maximum simplification for consumers: simplified pricing and product range of universal services; - modern methods of delivery to enhance 	Adoption of the Law of Ukraine “On Postal Service”	Verkhovna Rada of Ukraine	-	-	Developed and adopted in the first reading

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		servicing (courier services, e-postage stamp, post machine, address mail).					
RECOVERY STAGE (MEDIUM-TERM) "RECOVERY, RELAUNCH OF THE ECONOMY AND INSTITUTIONS" 2023–2025							
4	Development of a network of mobile postal offices of the national postal operator	Need for development of alternative forms and methods of interaction between the consumers of postal services and the postal operators in rural areas.	Implementation of Rural Branch investment project by Ukrposhta JSC	Ministry of Infrastructure Ukrposhta JSC	Requires no funding from the State or local budgets	Project will be implemented at the expense of borrowed funds and Ukrposhta JSC's own funds	-
MODERNISATION STAGE (STRATEGIC) "STRUCTURAL MODERNISATION AND COMPLETE INTEGRATION INTO THE EU" 2026–2032							
5	Privatisation of Ukrposhta JSC	Need for structural changes and private capital infusion	Ukrposhta JSC is privatised, in full or in part	Ministry of Infrastructure	-	-	-

LIST OF PROJECTS AIMED AT THE IMPLEMENTATION OF THE RECOVERY PLAN
for the tourism and resort sector

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
STAGE: WAR-TIME ECONOMY AND INSTITUTIONS (SHORT-TERM) "ALL FOR THE VICTORY!" from June 2022 till the end of 2022								
1	Development of the marketing vision strategy for the tourism sector.	It will help create some tourist flows right now and attract the attention of potential tourists to direct trips to Ukraine	Development of the vision strategy	State Agency for Tourism Development	4.5	Funds from partners and international donor organisations	-	-
2	Holding a number of events in European hotels and tourist sites to popularise Ukraine by demonstrating its tourist potential in the international arena and creating a strong desire to visit Ukraine after the victory.	Utilising the media presence to promote Ukraine as a brand worldwide.	Number of events held	State Agency for Tourism Development	1	Funds from partners and international donor organisations	-	-
3	Information campaign on Ukraine NOW and	Utilising the media presence to	Coverage	State Agency for Tourism Development	2	Funds from the State Budget	-	-

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
	Discover Ukraine websites	promote Ukraine as a brand worldwide.						
4	Adoption of the Law of Ukraine “On Tourism” in the second reading taking account of the provisions of the EU Directive.	Implementation of the EU provisions in the Ukrainian legislation.	Adoption of the Law of Ukraine “On Tourism”	Verkhovna Rada of Ukraine Dedicated parliamentary commissions	No need	No need	-	-
5	Institutional support for the tourism business during the martial law period.	Creating favourable (political, economic, safe) conditions for the operation and development.	Number of implemented support programmes	State Agency for Tourism Development	100	Funds from partners and international donor organisations		
6	Health improvement and rehabilitation programme for persons affected by military action in Ukraine	Goals: - social — psychological and physical rehabilitation and recovery of military personnel, their families, internally displaced persons, women and children from the occupied/ de-	Number of implemented projects	State Agency for Tourism Development	200	Funds from partners and international donor organisations		

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
		<p>occupied territories, etc.</p> <p>- economic — supporting the operation of entities engaged in the tourism sector: accommodation facilities, catering establishments, transport, guides, cultural and sports facilities, travel agents;</p> <p>- cultural — reunification of the country, direct exploration of the cultural and historical heritage, shaping a sense of unity of Ukrainians.</p>						
7	Development of the uniform content and information portal for tourists interested in	Consolidation of the information content on the information portal,	Development of the portal, implementation and	State Agency for Tourism Development	10	Funds from partners and international		

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
	active combat sites and their promotion in cooperation with hotels, including at the international exhibitions.	compliance with the single state communication strategy.	use of the uniform information content			donor organisations		
8	Development of the security strategy for resumption of tourist trips	Security is the top priority for all types of tourism. In order to restore tourist flows, Ukraine needs to ensure a high level of security for both domestic and inbound tourists.	Number of regions using the security strategy for resumption of trips	State Agency for Tourism Development	No need	No need		
9	Destroyed infrastructure recovery programme.	Business support, preservation of jobs, recovery of infrastructure	Number of launched programmes	Ministry of Economy Ministry of Finance Ministry of Infrastructure State Agency for Tourism Development	500	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund		
10	Creating the war memory archive.	Documenting data on military action, immersion of	Number of created routes	State Agency for Tourism Development	5	Funds from partners and international		

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
		foreign tourists in the history of Ukraine				donor organisations		
1 1	Building easy tourist infrastructure for trips in Ukraine.	To be taken into account during the recovery of destroyed infrastructure.	Percentage of total number of arranged sites	State Agency for Tourism Development	50	Destroyed Property and Infrastructure Recovery Fund		
RECOVERY STAGE (MEDIUM-TERM) “RECOVERY, RELAUNCH OF THE ECONOMY AND INSTITUTIONS” 2023–2025								
1 2	Study of the level of development of regions and tourist potential followed by the preparation of development plans and calculation of cost estimates taking account of the international experience and European integration.	Development and gradual implementation of a step-by-step action plan for the most efficient and rapid recovery of the tourism sector.	Preparation of the tourism development strategy	State Agency for Tourism Development	15	Funds from partners and international donor organisations		
1 3	Establishing an efficient tourism management system at the national	Streamlining of the sector management,	Launch of the NTO, number of regions where there are local	State Agency for Tourism Development	No need	No need		

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
	and local levels with the public and business co-financing system: launching National Tourist Organisation and local management and marketing organisations.	engagement of the business.	management and marketing organisations					
14	Building financing mechanisms for the sector through tourism funds and the use of investment attraction instruments.	Reduction of the burden on the State Budget.	Number of implemented investment attraction projects	State Agency for Tourism Development	No need	No need		
15	Establishment of special-purpose tourism funds at the local level to which the tourist tax will be directed.	Decentralisation of the sector, streamlining of the sector management for tourism development.	Number of regions where special-purpose tourism funds are established	State Agency for Tourism Development	No need	No need		
16	Submission of an application to the Executive Council of the World Tourism Organization (UNWTO).	Cooperation with international institutions in the sector, popularisation of	Submission of an application	State Agency for Tourism Development	No need	No need		

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
	Submission of an application for hosting of the European Meeting of the World Tourism Organization (UNWTO) in Ukraine.	Ukraine's tourist potential						
17	Development and implementation of the concept of development of resort towns in the South of Ukraine and the Diversity Road project.	Streamlining of the tourism business in the south of the country, promotion of the business development	Development of the concept, number of implemented Diversity Road projects	State Agency for Tourism Development	10,000	Funds from partners and international donor organisations, funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund		
18	Tourist infrastructure development programme for national nature parks of Ukraine.	The existing infrastructure of national nature parks is outdated and destroyed; it needs modernisation, taking account of	Number of projects implemented in national nature parks	Ministry of Infrastructure State Agency for Tourism Development	3,000	Funds from the State Budget, Destroyed Property and Infrastructure Recovery Fund		

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
		modern needs for accessibility, energy saving, etc., and public-private partnership implementation mechanisms.						
19	Development and implementation of the Unified Tourist Register in accordance with the amendments to the Law of Ukraine "On Tourism".	Implementation of the provisions of the Law after its adoption.	Implementation of the Unified Tourist Register	State Agency for Tourism Development	10	Funds from the State Budget, funds from partners and international donor organisations		
20	Establishing local tourism development programmes supported by local special-purpose tourism development funds	It defines the areas of the sector development at the local level.	Number of established local development programmes	State Agency for Tourism Development	No need	No need		
21	Establishing the Tourism Satellite Account and calculation of the contribution of tourism to the country's GDP.	Required for quality calculation of the contribution of tourism to the country's GDP.	Establishment of the Tourism Satellite Account, software update	State Statistics Service State Border Guard Service State Agency for Tourism Development	30	Funds from the State Budget, funds from partners and international		

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
						donor organisations		
2 2	Establishing new quality education programmes in the sector.	Modernisation of the sector requires new approaches and personnel.	Number of implemented projects	State Agency for Tourism Development Ministry of Education and Science	300	Funds from the State Budget, funds from partners and international donor organisations		
2 3	Development of competitive tourist products (infrastructure + content + communication) in cooperation with the State, local government and the business.	Increased domestic and inbound tourism.	Number of implemented tourist products (projects).	State Agency for Tourism Development	No need	No need		
2 4	Establishing the National Convention Bureau for hosting and support for big international events in Ukraine.	Big international events facilitate a substantial inflow of tourists and investments and	Number of hosted international events	State Agency for Tourism Development	No need	No need		

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
		infrastructure development						
25	Launching travel support programmes for young and elderly people.	Popularisation of tourism among social groups which do not travel in Ukraine or prefer to travel abroad for vacation.	Number of implemented projects	State Agency for Tourism Development	500	Funds from the State Budget, funds from partners and international donor organisations		
26	Establishing a network of tourist information centres.	Tourist information centres show that the city/ region/ country is waiting for tourists and is ready to help them travel.	Number of opened tourist information centres	State Agency for Tourism Development	100	Funds from the State Budget, funds from partners and international donor organisations		
MODERNISATION STAGE (STRATEGIC) “STRUCTURAL MODERNISATION AND COMPLETE INTEGRATION INTO THE EU” 2026–2032								
27	Regular collection of market statistics.	Open data which facilitates a quality assessment of marketing campaigns and enables businesses	Regular online data collection and publication	State Agency for Tourism Development State Statistics Service State Border Guard Service	30	Funds from the State Budget, funds from partners and international		

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed (UAH million)	Proposed sources of funding	Necessary legal framework	Related areas of the EU law (general comment)
		to plan their activities in the short-, medium- and long-term based on statistical models.				donor organisations		

LIST OF PROJECTS AIMED AT THE IMPLEMENTATION OF THE RECOVERY PLAN
for the automobile, urban electric transport, motor roads and road maintenance sector

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
1	Ensuring a continuous trouble-free usage of motor roads in 2022	Conducting a survey and determining the minimum necessary amount of works for construction, reconstruction, minor repair and minor medium repair and maintenance of motor roads (including sections that have been destroyed as a result of hostilities) to ensure a continuous trouble-free usage of motor roads in 2022, including preparation for the winter maintenance of road network Determining the necessary amount of work for construction,	Performance of works related to construction, reconstruction, minor repair and minor medium repair of 2 thousand km of public motor roads and 50 bridges	Ministry of Infrastructure State Agency for Motor Roads	70,000	State Budget and local budgets Loans and grants from international financial organisations	-

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		reconstruction, minor repair and minor medium repair and maintenance of motor roads (including sections that have been destroyed as a result of hostilities)					
2	Analysis and development of construction regulations and other regulatory documents	Analysis and development of construction regulations and other regulatory documents for their compliance with internationally recognised principles of public motor roads construction, modern technologies and requirements for materials used during construction and operational maintenance. Submission of proposals for revision of the lists or	Construction regulations comply with the internationally recognised principles regulating the public motor roads construction	Ministry of Infrastructure State Agency for Motor Roads	0.3	State Budget and local budgets Loans and grants from international financial organisations	Law of Ukraine “On Construction Regulations”, Procedure for Development, Approval, Adoption, Registration of and Introduction Amendments to the Construction Regulations and Their Repealing, approved by Resolution of the Cabinet of Ministers of Ukraine No. 543 of 30.06.2010, Law of Ukraine “On Standardization”

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		development of the new ones					
3	Introduction of the system of charging of motor vehicles with a gross weight of 12 tons and more for the use of public motor roads	Implementation of Directive 1999/62/EU of 17.06.1999 on the charging of heavy goods vehicles for the use of certain infrastructures	System works on principal motor roads	Ministry of Infrastructure State Agency for Motor Roads	1.054	State Budget Loans and grants from international financial organisations	Draft Laws of Ukraine No. 6087 "On Amendments to Certain Legislative Acts of Ukraine Concerning Charges for the Use of Public Motor Roads", No. 6088 "On Amendments to the Budget Code of Ukraine Concerning Charges for the Use of Public Motor Roads", No. 6089 "On Amendments to the Code of Ukraine on Administrative Offences Concerning Liability for Violation of

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
							Legislation on Charges for the Use of Public Motor Roads”
4	Performance of works related to rehabilitation of motor roads (including sections that have been destroyed as a result of hostilities) to implement the medium-term work plan for 2023–2025	Determining the necessary amount of work for construction, reconstruction, minor repair and minor medium repair and maintenance of motor roads (including sections that have been destroyed as a result of hostilities) to implement the medium-term work plan for 2023–2025 Determining the necessary amount of work for construction, reconstruction, minor repair and minor medium repair and maintenance of motor roads (including sections	Performance of works related to construction, reconstruction, minor repair and minor medium repair of 22.9 thousand km of public motor roads and 1.7 thousand bridges	Ministry of Infrastructure State Agency for Motor Roads	923,000	State Budget and local budgets Loans and grants from international financial organisations	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		that have been destroyed as a result of hostilities) to implement the long-term work plan for 2026–2032 Performance of project works to implement the medium-term work plan for 2023–2025					
5	Performance of works for construction, reconstruction, minor repair and minor medium repair and maintenance of motor roads (including sections that have been destroyed as a result of hostilities) to implement the long-term work plan for 2026–2032	Performance of project works to implement the long-term work plan, preparation of technical specifications (passport) for roads (condition and composition of pavement layers, staking, traffic stream mix and traffic density): 1. Preparing technical specifications (passport)	Roads	Ministry of Infrastructure State Agency for Motor Roads	To be estimated based on the findings of additional studies	Public funds Loans and grants from international financial organisations	Law of Ukraine “On Motor Roads”

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		2. Taking measures based on the results of preparation of technical specifications and filling in the interactive map of the State Agency for Motor Roads					
6	Development and implementation of a smart roads concept that involves intelligent design of road infrastructure and traffic management.	Development of concept for electronic databases, ITS elements and engineering networks (200 WIM by 2032, weather stations, video cameras, speed cameras, information boards (on heavy vehicles movement, road closures/restrictions/ air-raid warnings), data transmission networks, traffic lights, transformer substations), traffic control system and	Intelligent design of road infrastructure and traffic management is introduced.	Ministry of Infrastructure State Agency for Motor Roads	To be estimated based on the findings of additional studies	Public funds Loans and grants from international financial organisations	-

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		<p>warning system for drivers, measures to ensure cyber security of infrastructure facilities and communication channels.</p> <p>Development of a plan to expand the network of charging stations to create a distributed network, taking into account the existing electricity connection points and the adjacent roadside servicing system of the State Agency for Motor Roads</p>					
7	Introduction of output- and performance-based contracts for road maintenance (OPRC)	Positive experience of implementation of the EBRD pilot project on Kyiv–Chop motor road in Lviv Oblast	Improved quality of road maintenance, reduced corruption risks	<p>Ministry of Infrastructure</p> <p>State Agency for Motor Roads</p>	Depends on the length of road sections for which OPRC is concluded (up to UAH 0.3 mln/km per year)	State Road Fund	Legal and normative acts in force

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
8	Performance of works on motor roads to implement the long-term work plan for 2026–2032	Performance of the necessary amount of work for construction, reconstruction, minor repair and minor medium repair and maintenance of motor roads to implement the medium-term work plan for 2026–2032 Performance of project works to implement the long-term work plan	Performance of works related to construction, reconstruction, minor repair and minor medium repair of 27.2 thousand km of public motor roads and 3 thousand bridges	Ministry of Infrastructure State Agency for Motor Roads	2,213,000	State Budget and local budgets, loans and grants from international financial organisations	Legal and normative acts in force
9	System of green energy charging stations	Developing a map of charging stations for electric vehicles: 1. Collecting information on the location of existing stations and its plotting on the interactive map of the State Agency for Motor Roads 2. Developing a plan to expand the network of charging	An interactive map with up-to-date information on the location of charging stations is created and a plan to expand the network of charging stations is approved	State Agency for Motor Roads Oblast state administrations	To be estimated based on the findings of additional studies	State Budget and local budgets, international technical assistance	-

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
		stations to create a distributed network, taking into account the existing electricity connection points and the adjacent roadside servicing system of the State Agency for Motor Roads					
10	Safe motor roads	Introducing a system of road audits and road safety inspections, identifying traffic accidents concentration places and ensuring proper technical and methodical documentation of the relevant processes	Zero traffic fatalities	Ministry of Infrastructure State Agency for Motor Roads Oblast state administrations	To be estimated based on the findings of additional studies		Law of Ukraine "On Motor Roads"
11	Creation of economically justified conditions to purchase of commercial motor vehicles	Satisfying all needs of the Ukrainian economy in road transport	Promoting the attraction of private investments in the purchase of road transport vehicles of	Ministry of Infrastructure	To be estimated based on the findings of additional studies	Own funds, borrowed funds, funds from the new special funds, funds provided	-

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding requirement (UAH million)	Proposed sources of funding	Legal and regulatory framework
			the appropriate categories and types			by leasing companies	

**LIST OF PROJECTS AIMED AT THE IMPLEMENTATION OF THE RECOVERY PLAN
for the transport infrastructure strategic initiatives sector**

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
Infrastructure projects							
1.	Modernisation of the existing and opening new border checkpoints (to be implemented in 2022–2024)	Ensuring the continuity of cargo turnover by road transport across the state border is a key to ensuring proper functioning of the economy, exports of cargo by road and imports of humanitarian and defence goods Arrangement by the public authorities of waiting (parking) areas for vehicles approaching border crossing points (construction of terminals (waiting areas) for parking of	Modernisation of the existing border checkpoints: - Yahodyn (2023) - Ustyluh (2024) - Luzhanka (2023) - Uzhhorod (2023) - Chop (2023) - Vylok (2024) - Dzvinkove (2024) - Diakove (2024) - Kosyno (2024) - Porubne (2023) - Diakivtsi (2022) - Krasnoilsk (2022) Construction of/opening new checkpoints: - Bila Tserkva (2024) - Dyida (2024)	Ministry of Infrastructure State Agency for Motor Roads State Customs Service	UAH 333 million UAH 214.7 million UAH 445.7 million UAH 321.8 million UAH 57.3 million UAH 129.7 million UAH 146.5 million UAH 371.3 million UAH 131.3 million	State Budget, funds from the new special funds	

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
		<p>cargo vehicles in the first place).</p> <p>Ensuring the construction and arrangement of multimodal transport terminals at the border with the EU countries that provide possibility for cargo reloading to other means of transport, in particular on railway platforms for transportation on 1,520 mm and 1,435 mm tracks.</p>	- Ruska (2024)		<p>UAH 158.7 million</p> <p>UAH 128.3 million</p> <p>UAH 128 million</p> <p>UAH 465 million</p> <p>UAH 405 million</p> <p>UAH 163.5 million</p>		
2.	Development of a network of domestic container terminals (2023–2025)	Enhanced availability and interoperability of freight transportation by using high-quality transshipment infrastructure of an	Promotion of private investments in domestic container terminals (determining the conditions for establishing joint ventures with foreign investments for	Ministry of Infrastructure	-	Own funds / State Budget, funds from the new special funds	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
		extensive network of logistics terminals will ensure flexibility and high capacity of the Ukrainian transport system in all directions and on competitive terms.	the operation of domestic terminals)				
3.	Increasing competitiveness and reliability of multimodal transportation (on a permanent basis)	Increasing the competitiveness of multimodal transportation through control measures and legal regulation will stimulate the development of this transportation market and improve the quality of transportation services in the context of open competition.	<ul style="list-style-type: none"> - Improving safety and security of rail transportation; - Increasing the maximum permitted weight for container trucks on the initial and final transportation sections; - Ensuring weight control of multi-ton vehicles on the roads to increase the competitiveness of intermodal transportation; - Full implementation of single window system for multimodal transportation. 	Ministry of Infrastructure	-	Own funds / State Budget, funds from the new special funds	

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
4.	Enhancing the export potential and increasing the traffic capacity of border crossings by using alternative methods of agricultural products export (2022)	Use of special-purpose bunker wagons, containers and trucks for the export of flour to minimise the loss of grain stocks and improve the traffic capacity at border crossings by stepping up the production of flour products.	Purchasing and/or receiving from donors the railway bunker wagons, containers and trucks in a quantity sufficient for the export of agricultural products.	Ministry of Agrarian Policy and Food Ministry of Infrastructure Ukrainian Railways	-	-	
Expansion of the network of transport corridors							
5.	Extension until 2025 of the State Target Economic Programme for the Development of Public Motor Roads of State Importance for 2018-2022, approved by Resolution of the Cabinet of Ministers of Ukraine No. 382 of 21.03.2018	A planned systematic repair of public motor roads has recently started but, given the catastrophic condition of the road network as a whole, a large number of motor roads are still in an	Organisational and financial preconditions for carrying out repair and construction works on public motor roads of state importance are created	State Agency for Motor Roads Ministry of Infrastructure	To be estimated taking into account the inflation index when developing a concept of changes to the target economic programme	- State Budget funds; - local budget funds; - Destroyed Property and Infrastructure Recovery Fund, Debt Management and Redemption Fund;	Adoption of the Resolution of the Cabinet of Ministers of Ukraine on amending the State Target Economic Programme for the Development of Public Motor Roads of State Importance for 2018-2022

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
		<p>unsatisfactory condition.</p> <p>In 2019–2021, about 10 thousand km of public motor roads were repaired.</p> <p>According to the road development plans, it was planned to repair about 20 thousand km of public motor roads of state importance in 2022–2024. Active preparatory works were underway.</p> <p>However, as a result of military aggression, the road industry has stopped its development, the infrastructure suffers various destructions and cannot fully satisfy the needs of the population in passenger and cargo</p>				<p>- loans and grants from international financial organisations, including the IBRD, EBRD, EIB, KfW (Credit Institution for Reconstruction)</p>	

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
		transportation by road. Given the above, the network of public motor roads should be further developed and adequately funded.					
6.	Development of sections of railway, roads and inland waterways added to the TEN-T indicative maps	Integration into Trans-European Transport Network (TEN-T).	Improving competitiveness of the transport corridors, enhancing quality of infrastructure, increasing traffic volumes.	Ministry of Infrastructure			National Transport Strategy of Ukraine until 2030, EU-Ukraine Association Agreement (Annex XXXIII)
Attracting investments to support the implementation of infrastructure development, construction, reconstruction and modernisation projects							
7.	Ukraine Early Recovery Programme — a Joint Programme of the Government of Ukraine and the European Investment Bank — is aimed at attracting investments in the restoration of housing,	The implementation of Ukraine Early Recovery Programme will ensure the EIB funding for more than 300 infrastructure projects (or so,	Infrastructure objects are built or restored with the use of modern technologies in the field of safety, energy efficiency and accessibility, having due regard to proposals from the general public;	Ministry for Communities and Territories Development	The projected EIB funding for the implementation of Ukraine Early Recovery Programme is approx. UAH	Subvention from the State Budget of Ukraine, formed with the EIB loan funds	Law of Ukraine of 14.07.2021 “On Ratification of Financial Agreement ‘Ukraine Early Recovery Programme’ between Ukraine and the European

No.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
	transport and social infrastructure in the regions affected by the armed aggression of the Russian Federation, and creation of decent living conditions for IDPs and residents of the host communities	depending on the final amount of funds received from the EIB) in 2022–2026 for reconstruction of critical social infrastructure facilities in the affected regions of Ukraine, will allow the construction of new and restoration of war-damaged housing and social infrastructure, and will improve the access of the population, including IDPs and other vulnerable groups of people, to housing and high quality social services.	IDPs and representatives of vulnerable groups in the regions and communities where the Programme is implemented obtained housing and improved access to social services; Improved quality of life of the population in the affected regions; Strengthened cohesion, IDPs are fully integrated in host communities and engaged in social and economic life.		6 billion (EUR 200 million) in 2022 and up to UAH 9 billion (EUR 300 million) in 2023.		Investment Bank”, Resolution of the Cabinet of Ministers of Ukraine No. 1324 of 15.12.2021 “On Approval of Procedure and Conditions for Provision of Subventions from the State Budget to the Local Budgets for Implementation of Projects within Ukraine Early Recovery Programme”
Reforming the pricing system for construction, minor repairs and maintenance of transport infrastructure facilities							

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
8.	Introduction of pricing system for construction, minor repairs and maintenance of transport infrastructure facilities taking into account the best European practices	It is necessary to simplify the forms of reporting documents, promote innovations, stimulate competition in the market by attracting foreign companies and ensure development of market participants.	Reduction in the cost of new construction, reconstruction, overhaul/minor repairs and maintenance of transport infrastructure facilities, reduced corruption risks.	Ministry of Infrastructure, State Agency for Motor Roads	-	-	Order Ministry of Infrastructure Order of the Ministry of Infrastructure “On Approval of Rules for Determining the Cost of Construction, Reconstruction, Repair and Maintenance of Public Motor Roads” and Order of the Ministry of Infrastructure “On Approval of Methodology for Determining the Cost of Construction, Reconstruction, Repair and Maintenance of Public Motor Roads”

N o.	Project description	Rationale	Performance criteria/indicators (quantitative and qualitative)	Main responsible public authority	Estimated funding needed	Proposed sources of funding	Legal and regulatory framework
Development of information systems							
9.	Implementation of e-Inspector project	Creation of an integrated, functional and well protected information system for monitoring the execution and progress of orders issued by inspectors of the Transport Safety Service, and use of the received information and analytical data to promptly respond to appeals or evasion of their execution, which will provide an opportunity to increase revenues to the State Budget of Ukraine and local budgets resulting from violation of dimensional and weight norms.	e-Inspector system put into operation	Ministry of Infrastructure Transport Safety Service	UAH 12.5 million	State Budget	

Necessary legal framework

No	Title of the legal and normative act	Contents of the drafted/amended legal and normative act	Public authority responsible for the drafting / amending of the legal and normative act	Deadline for development	Latest date of entry into force
Development of multimodal transportation					
1.	Development and submission to the Cabinet of Ministers of Ukraine of a draft act on approval of the procedure for organisation and performance of multimodal cargo transportation	Legislative regulation of the creation of a transparent and competitive multimodal transport market	Ministry of Infrastructure	2022	2024
2.	Development and approval of technical requirements for organisation and operation of multimodal transport terminals	Standardisation of requirements for multimodal transport terminals for the purpose of further implementation of transparent mechanisms for their development, taking into account the infrastructure of already existing terminals, to avoid unfair competition with respect to the newly built terminals	Ministry of Infrastructure	2022	2024
3.	Development and submission to the Cabinet of Ministers of Ukraine of a draft act on the introduction of electronic CMR notes (e-TTN) in the territory of Ukraine	Introduction of electronic CMR notes (e-TTN) in the territory of Ukraine: improvement of business conditions, minimization of corruption, acceleration of business processes and reduction in downtime resulting from the possibility of real-time access of the controlling authorities to a single base of documents	Ministry of Infrastructure	2022	2023
4.	Support of the draft Law of Ukraine No. 5705 of 24.06.2021 "On Amendments to Certain Legislative Acts of Ukraine Concerning Introduction of Electronic Tickets in Road and	Legislative regulation of the use of electronic ticket as a legal basis for entering into passenger and baggage transportation arrangement, and creation	Ministry of Infrastructure	-	2023

Normative act	Contents of the drafted/amended legal and normative act	Public authority responsible for the drafting / amending of the legal and normative act	Deadline for development	Latest date of entry into force
Verkhovna Rada	of conditions for the proper operation of the automated fare payment system in the urban passenger transport to ensure implementation of one of the key reforms of the transport sector, namely, the introduction of electronic ticket.			
No. 4560 of Certain Normative Acts Concerning Urban Passenger Transport in Line with the Law of Verkhovna Rada	Regulation of access to the road transport market in accordance with the EU standards	Ministry of Infrastructure	2022	2023
Corridors				
Territory of the TEN-T	Adjustments in part related to international and national corridors	Ministry of Infrastructure	2023	2024
Implementation of infrastructure development, construction, reconstruction and modernisation projects				
Following the "Public-Private Partnership"	To speed up the recovery of infrastructure destroyed by the aggressor state, it is proposed to use a simplified mechanism of public-private partnership that is based on the principle of...	Ministry of Economy/ Ministry of Infrastructure	30.06.2022	30.09.2022

Legislative act	Contents of the drafted/amended legal and normative act	Public authority responsible for the drafting / amending of the legal and normative act	Deadline for development	Latest date of entry into force
<p>owned and</p> <p>and Plots and</p> <p>located</p> <p>Public Needs</p> <p>city”</p> <p>Industry</p> <p>urban</p> <p>Government in</p> <p>Offences</p>	<p>infrastructure by the state on instalment terms¹.</p> <p>The proposed mechanism is based on the following:</p> <ul style="list-style-type: none"> ● investor designs the object, constructs it, provides financing for construction works and maintains the object at the expense of its own and borrowed funds; ● investor may obtain a certain funding from the state/international fund during the construction period in the form of non-refundable grants. Such grants may cover 20 to 50 (or more) percent of the project’s capital costs (depending on the project), and the source of such grants may be a fund already established by the EU/IMF for the recovery of Ukraine. This is how the idea of restoration of specific regions of Ukraine with the use of grants given by certain EU countries may be implemented; ● after the infrastructure object commissioning, investor starts receiving regular annual (quarterly) payments from the state/funds 			

No	Title of the legal and normative act	Contents of the drafted/amended legal and normative act	Public authority responsible for the drafting / amending of the legal and normative act	Deadline for development	Latest date of entry into force
		<p>more than 10–15 years (the term of contracts is limited to avoid repeated capital investments, the calculation of which is quite complicated under uncertainty and may lead to an increase in the cost of projects for the state);</p> <ul style="list-style-type: none"> • payments made to the investor depend on its compliance with the quality requirements for infrastructure construction and maintenance and may be reduced by the amount of fines imposed for improper performance of the contract; • investor ensures maintenance (minor repairs) of the infrastructure objects within 10–15 years; • payments to the investor are made at the expense of special fund for the recovery of Ukraine (hereinafter referred to as the Recovery Fund) or donor funds. The expenditures of such special fund are the protected expenditure items of the State Budget of Ukraine. Payments for obligations are made in hryvnia, pegged to stable currency (USD, EUR), at the exchange rate as of the date of payment. To increase the level of guarantees for investors and 			

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		<p>prevent situations similar to those experiences with the green energy projects, the total amount of long-term obligations under PPP contracts should be limited to a certain amount (for instance, tied to a certain percentage of GDP) and covered at the expense of regular revenues so that the state does not assume long-term obligations that it will not be able to discharge;</p> <ul style="list-style-type: none"> • it is absolutely necessary to establish a separate fund to cover (insure) the risks of a possible repetition of military operations (following the example of Israel or other countries). This will give the investor an additional guarantee, since its investment will be insured; • the majority of projects are structured as PPPs with payments made for operational readiness, where the private partner ensures infrastructure design, building, financing and maintenance (DBFM²). However, in certain areas, where investments may be partially or fully 			

² In some cases, asset operation can also be included into the subject matter of contract (DBFOM). For small projects in the regions (up to UAH 250 million), it is possible to use contracts with a simplified subject matter, excluding maintenance and operation (DBF).

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		<p>compensated by users (ports, airports, etc.), such projects can be structured as concessions with subsequent payment of concession fees to the Recovery Fund;</p> <ul style="list-style-type: none"> it is proposed to hold the tenders for PPPs using the electronic trading system (ETS), which is already being developed by the MoEDT with the support of the EBRD for concessions (CMU Resolution No. 909 of 20.08.2021). This will significantly simplify the preparation and holding of tenders and will make them as transparent as possible. <p>Thus, the proposed mechanism will provide an opportunity to simultaneously restore a huge number of infrastructure objects, spreading the payment of costs over 10–15 years. Investors will be motivated to properly fulfil their obligations, as their own capital will be at risk of not being returned, and the payments will depend on proper fulfilment of their obligations to build and maintain the infrastructure.</p> <p>Where the payments to be made under such contracts are guaranteed by the</p>			

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		<p>state, a certain part of the risks (due to allocation of significant grants) will be assumed by international donors, and the risks of property loss and lost profits in the event of the armed conflict recurrence will be covered by the War Risk Insurance Fund. This approach will allow attracting a significant amount of funding in the coming years.</p> <p>1) Simplify the procedure for preparation and implementation of PPP projects for (1) the recovery of infrastructure objects destroyed by the war, and (2) the construction of new infrastructure objects for the purpose of the post-war reconstruction of the economy (hereinafter referred to as the Projects), in particular by ensuring the following:</p> <p>1.1 Making provision for the CMU's powers to approve the list of projects — submitted by the Ministry of Economy — for the recovery of the destroyed infrastructure objects and projects related to the post-war reconstruction of the economy, which can be implemented as PPPs under a simplified preparation procedure (hereinafter referred to as the List). The List also defines a public partner</p>			

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		<p>responsible for tendering, conclusion of contract and prioritization of the Projects;</p> <p>1.2 Making provision for the MoE's powers to establish a commission for selection of projects to be included in the List. The management bodies will prepare proposals and submit them for consideration by the commission;</p> <p>1.3 After the Project is included in the List, there will be no need in concept paper, feasibility study and efficiency analysis, which will made the project implementation period shorter by 9–10 months;</p> <p>1.4 After the Project is included in the List, a construction feasibility study of the PPP project is developed with an approximate estimate of the project, calculated based on the estimates of similar objects. The procedure for maintaining a database of similar objects is approved by the CMU. All design works are carried out by the public partner at the expense of funds from the Recovery Fund/funds of donors;</p> <p>1.5 In order to speed up the procedure, it is proposed to develop standard (advisory by nature) tender documentation packages for all types of projects depending on their subject matter (DBF,</p>			

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		<p>DBFM, DBFOM) and separate methodological recommendations for different industries (airports, ports, motor roads, railways, energy, medicine, social protection, etc.)³.</p> <p>1.6 In order to speed up the implementation of Projects included in the List⁴, it is proposed to create sectoral tender commissions (for transport, energy, medical and social projects) that will make key decisions in the process of project preparation. These commissions will be chaired by representatives of the CEAs being the public partners (consequently, the chairpersons will change depending on the project, but the commission composition will remain unchanged, allowing to concentrate expertise without excessive concentration of management decision-making);</p> <p>1.7 The activities of the sectoral tender commissions will be ensured by the commissions' secretariat, which will be supported by experts of the PPP Agency;</p>			

³ These documents can be developed with the support of MFI in a fairly short period of time.

⁴ This simplification will not apply to projects other than recovery projects.

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		<p>1.8 Instead of conducting consultations with the market participants for each specific project, it is proposed to conduct sectoral consultations (on groups of projects), which will reduce the time for finalisation of documents and will allow unifying the approach to tender documentation;</p> <p>1.9 It is proposed to hold all consultations with the market participants and tenders on the electronic platform (hereinafter referred to as the ETS), which is now being developed by the MoE with the support of the EBRD for concessions;</p> <p>1.10 Based on the results of sectoral consultations in the ETS, potential participants can create their profile in the ETS, submit supporting documents and participate in pre-qualification procedure (similar to the ESPD in the EU procurement process). For the similar sectoral projects, typical qualification requirements for applicants, depending on the size of construction object, are developed. As a result, at this stage the applicants can be pre-qualified for participation in a certain group of future PPP projects;</p>			

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		<p>1.11 If three or more participants were pre-qualified based on the results of sectoral consultations, the public partner makes a decision to invite tenders;</p> <p>1.12 After the decision on inviting tenders is made, a relevant announcement defining the date of inviting tenders (similar to the PIN notice in the EU procurement process) is made in the ETS. Thus, the entire market learns about the start date, and the remaining time before the tender is used by the tender commission to finalise the tender documentation, taking into account the proposals submitted in the ETS during sectoral consultations;</p> <p>1.13 After the tenders are called for, the pre-qualification takes place (there is an opportunity for other participants to pre-qualify) and the tenders are submitted in the ETS. The tender process may be reduced from 6 to 3 months.</p> <p>2) Simplify the procedure for preparation and implementation of all PPP projects at the communal level, in particular by ensuring the following:</p> <p>2.1 Making provision for the preparation of small projects (up to EUR 5.3 million) and simple projects (DBF, excluding object</p>			

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		<p>maintenance and operation) without feasibility study and efficiency analysis, if, based on the results of preparation of the concept paper, it has been concluded that it is not possible to implement the project through public procurement or to attract credit funds, and that the implementation of the project through PPP is the only available way to implement the project in the medium term;</p> <p>2.2 Transfer of powers for the adoption of most management decisions to the executive committees of LSGB. The city or oblast council approves the list of PPP projects by one resolution and authorises the relevant official to sign the contracts. All other management decisions are adopted by the relevant resolution of the executive committee (approval of documentation developed by the commission, approval of results, etc.);</p> <p>2.3 All projects in the city or oblast are prepared by one permanent tender commission;</p> <p>2.4 All project procurements a made through ETS.</p>			
8.	Introducing amendments to the Procedure for Engaging Advisers in the Preparation of	Simplification of the procedure for selecting advisers for the purpose of			

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	Concession Projects (CMU Resolution No. 950 of 09.10.2020).	<p>preparing the PPP projects included in the List, in particular by ensuring the following:</p> <p>Selection of advisers in 2 stages. Both stages are temporarily implemented bypassing the provisions of the Law of Ukraine “On Public Procurement” until Prozorro SoE develops the necessary functionality in the system. At the first stage of selection, advisers are pre-qualified (shortlisted) for a whole group of projects to be implemented by the public partner. At the second stage of selection, advisers are selected with the application of one price criterion using the electronic procurement system of Prozorro SoE (analogue of simplified procurement). Thus, after pre-qualification for a group of projects, the advisers selection procedure is significantly reduced in time (from 3 months to 14 days).</p> <p>The conditions for selection of advisers should provide for a maximum number of projects on which one adviser can concurrently work.</p> <p>The payment for advisers’ services is made from the Recovery Fund.</p>			

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9.	Introducing amendments to the Procedure for Private Partner Selection (CMU Resolution No. 384 of 11.04.2011) Introducing amendments to the Procedure for Holding Concession Tenders and Competitive Dialogues in the Electronic Trading System (CMU Resolution No. 909 of 20.08.2021)	Amending the procedure for the public partner selection to bring it into line with the best global practices and the EU Directive on public procurement (2014/24/EU). Introducing ETS for the PPPs.	Ministry of Economy	30.10.2022	-
Reforming the pricing system for construction, minor repairs and maintenance of transport infrastructure facilities					
10.	Order of the Ministry of Infrastructure “On Approval of Rules for Determining the Cost of Construction, Reconstruction, Repair and Maintenance of Public Motor Roads”	It is proposed to determine: the possibility of determining the estimated cost of road works and services at the design stage using cost-based and/or comparative approaches in pricing, the content of and procedure for the application of which will be determined by regulatory and technical documents/methodologies used to determine the cost of road works and services; the possibility of calculating the resources used at the design stage, as part of the estimates produced in the project documentation, by the persons engaged in the design, based on their own methodological approaches; the possibility of using consolidated cost indicators to determine the costs of road works at the design stage;	Ministry of Infrastructure State Agency for Motor Roads	Order of the Ministry of Infrastructure No. 273 of 02.05.2022, registered with the Ministry of Justice of Ukraine under No. 572/37863 on 17.05.2022	01.07.2022

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		the possibility of creating databases of similar objects and price databases by enterprises, institutions and organisations, regardless of their ownership; the possibility of using consolidated cost indicators at the stage of mutual settlements.			
11.	Order of the Ministry of Infrastructure “On Approval of Methodology for Determining the Cost of Construction, Reconstruction, Repair and Maintenance of Public Motor Roads”	Determining the methodological approaches to the formation of pricing components for road works and services, taking into account the best global practices	Ministry of Infrastructure	01.07.2022	01.01.2023
Simplification of procedures for the procurement of works and services related to the restoration of destroyed property and infrastructure					
12.	Law of Ukraine “On Amending the Law of Ukraine “On Public Procurement”	Development and introduction of a simplified system of procurement procedures for the performance of works (provision of services) related to the restoration of destroyed property and infrastructure, including through the introduction of qualified systems of participants, developing standard forms of contracts, etc.	Ministry of Economy Ministry of Infrastructure State Agency for Motor Roads	01.09.2022	01.02.2023