

# INVESTMENT ATLAS

# TRANSPORT SECTOR

Opportunities 2020  
in Ukraine

# CONTENTS

12.10.2020 / 15683

Evrakın elektronik imzalı suretine <http://e-belge.gtb.gov.tr> adresinden 6c55684f-d902-4a68-847f-e8753362295f kodu ile erişebilirsiniz.

**BELGENİN ASLI ELEKTRONİK İMZALIDIR.**

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<b>INTRODUCTION</b>	<b>3</b>
<b>SEA &amp; RIVER</b>	<b>23</b>
<b>AVIATION</b>	<b>47</b>
<b>ROADS</b>	<b>61</b>
<b>RAILWAYS</b>	<b>79</b>
<b>PARTNERSHIP</b>	<b>99</b>

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# INTRODUCTION

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- ✔ Ukraine is to carry out the tremendous efforts needed to reform the transportation industry. Ukraine needs the support of Western partners – political, technological, managerial, legal, and financial through different instruments including
  - Public-private partnership mechanism
  - IFIs loans
  - Loans under state guarantees
- ✔ Ukraine implements the project cycle reform, develops transport modeling, adopted Concession and PPP law, etc.
- ✔ The transport infrastructure sector is one of Ukraine's most important sectors of economy, with extensive railway and highway networks, sea and river ports (terminals), airports, and a wide network of air destinations, freight and customs terminals. The transport sector significantly contributes to Ukrainian economy – it accounts for 6.4% of the country's GDP and 7% of total employment.
- ✔ Ukraine is interested in investment development. With this in mind, we are working to improve the investment climate and improve the mechanism for implementing investment projects.
- ✔ The current Strategy of the Government of Ukraine facilitates growing demand potential and its importance for the Ukrainian commerce and economic growth.

## Ukraine in international rankings

- ✔ Since 2014, simplifying bureaucratic procedures, easing tax pressure and successful political reforms have boosted Ukraine's position in international rankings. This growth has been recognized by the World Bank, the International Monetary Fund and other reputable international financial institutions. To independently compare Ukraine's economic attractiveness with other countries, we have compiled the list of international rankings that measure the ease of doing business, human capital, and macroeconomic stability.
- ✔ Ukraine has risen seven places in the 2020 edition of the World Bank's annual Doing Business survey and now occupies 64th position in the influential survey as the progress of recent years continues.
- ✔ Ukraine advanced in six of the ten categories featured in the ranking including improvements in getting electricity, registering property, and trading across borders. This is the latest improvement in Ukraine's position following steady gains following the 2013-2014 Euromaidan Revolution.

**19** airports

**13** sea ports

**16** river ports

**169** thd km of Roads

**22** thd km Railways



# UKRAINE - TRANSIT BRIDGE BETWEEN THE EU AND ASIA

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## Area

**603.5** thd km<sup>2</sup>

largest country in Europe

## Population

**42** million

people

## Consumer Price Index (CPI)

**1.041**

consumer price index in 2019

## Population

**70** %

urban-based

## Real GDP Index

**1.032**

in 2019

## Producer Price Index (PPI)

**0.926**

in 2019

## Workforce

**20** million **#1** country

people

in the CEE  
by the number  
of engineering  
graduates

## Nominal GDP

**154** \$ bln

in 2019

# Trade Opportunities

- ✓ Geographical center of Europe, making Ukraine an ideal trade hub to the EU, Middle East and Asia
- ✓ Free trade agreement (DCFTA) with the EU and member of the WTO
- ✓ Free trade: EU, CIS, EFTA, Republic of the North Makedonia, Georgia, Montenegro, Israel. Ongoing negotiations with Canada and Turkey

# ALREADY LAUNCHED

MARITIME CONCESSIONS  
ALREADY TENDERED  
Transparent competition

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# KHERSON SEAPORT CONCESSION

 RISOIL S.A.

**10.8** million USD

total investments (nominal)

**0.4** million USD

fixed concession payment

**0.65** million USD

local infrastructure investments

**+7**%

of concessionaire's  
revenue annually

# OLVIA SEAPORT CONCESSION

 QTERMINALS

**123** million USD

total investments (nominal)

**3** million USD

fixed concession payment

**3** million USD

local infrastructure  
investments

**+0.75**%

of concessionaire's  
revenue annually

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# ALREADY LAUNCHED

COOPERATION WITH IFIS  
ALREADY IN PROCESS

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# **EU-Ukraine Connectivity Project Phase I ratified by the Parliament, August 2020**

## **Kyiv- Odesa Highway Project**

## **Northern bypass of Lviv Project**

# **EU-Ukraine Connectivity Project involving grant support of the EU Commission ratified by the Parliament including**

-  Intelligent Transport Systems development and implementation - introduction of transport management and control system
-  Railway TNT connection development - Technical assistance for Phase I and implementation for Phase II (Reconstruction railway line Kovel - Yahodyn - Poland Border)

# ALREADY LAUNCHED

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# PHASE I EU-Ukraine Connectivity Project ratified by the Parliament, August 2020

**127.3** million USD

total cost (VAT excl.)

**7**

subprojects

## Key Investment Highlights

- ✓ Kyiv-Chop highway is one of the most important highways of Ukraine providing connection to Europe
- ✓ Part of the 3rd European transport corridor Berlin/Dresden – Wrocław - Krakovets - Lviv - Kyiv
- ✓ Project financing will be provided by loans by the European Investment Bank and European Union

**1**

**Introduction of transport  
management and control  
system**

**18.2** million USD

estimated cost (VAT ecxl.)

# 2

## **Ternopil bypass (north-eastern part of the bypass)**

**22.8** million USD

estimated cost (VAT excl.)

**7.722** km

length

# 3

## **Multi-level transport interchange between M-06 Kyiv-Chop and M-19 Domanove-Terebleche highways in Rivne region**

**27.1** million USD

estimated cost (VAT excl.)

**2.828** km

length

# 4

## **Multi-level transport interchange between M-06 Kyiv-Chop and M-12 Stryi-Znamianka highways in Lviv region**

**19.4** million USD

estimated cost (VAT excl.)

**2.168** km

length

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# 5

**Railway overpass on M-06 Kyiv-Chop highway (546+437 km) in Lviv region**

**15.8** million USD

estimated cost (VAT excl.)

**2.394** km

length

# 6

**Road overpass on T-18-01 Rivne-Dubno highway (49+590 km) in Rivne region**

**16.7** million USD

estimated cost (VAT excl.)

**2.305** km

length

# 7

**Multi-level transport interchange between M-19 Domanove-Terebleche highway and north-eastern section of Ternopil bypass**

**7.3** million USD

estimated cost (VAT excl.)

**5.135** km

length

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# Kyiv-Odesa Highway Project ratified by the Parliament, August 2020

**907** million USD

total cost (VAT excl.)

**3**

subprojects

## Key Investment Highlights

- ✓ Project financing will be provided by IFIs' loans - European Investment Bank and European Bank for Reconstruction and Development
- ✓ FIDIC contract type
- ✓ Feasibility study to be developed according to IFIs' rules and regulations

### 1 Cherkasy region

**221** million USD

estimated cost (VAT excl.)

**84.19** km

length

**11.700 - 16.120** cars/day

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## Kirovohrad region

**110** million USD

estimated cost (VAT excl.)

**37.33** km

length

**14.205** cars/day

## Mykolaiv and Odesa region

**576** million USD

estimated cost (VAT excl.)

**192.97** km

length

**14.800 - 17.500** cars/day

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# Northern bypass of Lviv Project ratified by the Parliament, August 2020

**190** million USD

total cost (VAT excl.)

**23.18** km

road length

**28-33** thousands

CARS / DAY

## Key Investment Highlights

- ✓ Project financing will be provided by IFIs' loans - European Investment Bank and European Bank for Reconstruction and Development
- ✓ FIDIC contract type
- ✓ Feasibility study developed
- ✓ Implementation of the project will improve road safety and ecological situation in Lviv city

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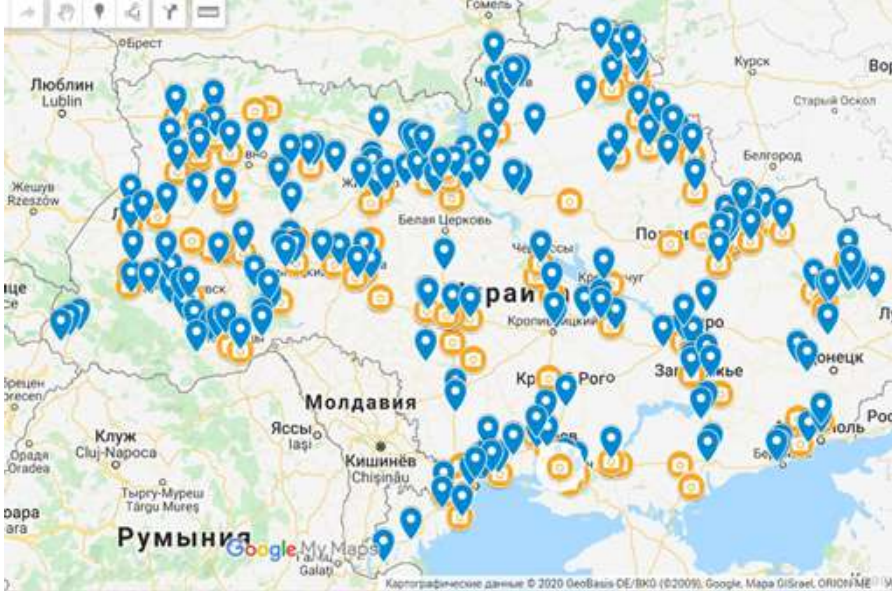
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# Intelligent Transport Systems development

## Weigh-in-Motion



**150+** WIM complex

planned by 2021

**221** WIM complex

location already available

**6 WIM complex and data center are already located**

**Legislation adopted:**

- ✓ On Road Safety Management
- ✓ On Weigh-in-Motion Control Performing
- ✓ On the sources of the State Road Fund formation
- ✓ On middle-terms planning of common road development and maintenance

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# RAILWAY SECTOR DEVELOPMENT

## Dolynska – Mykolaiv - Kolosivka electrification

**420** million USD

estimated cost

**EBRD  
EIB**

IFI

- ✓ Estimated timeline for project implementation until **2023**
- ✓ The Project consists of the phased construction of the electrification of the railway line comprising the Dolynska – Mykolaiv section and the Mykolaiv – Kolosivka section over a total length of 253 km, together with the modernization of signalling and telecommunication system in stations and on open lines.

## THE BESKID TUNNEL CONSTRUCTED (2013-2018)

### Fast passenger trains project

**97.3** million USD

estimated cost

**EBRD  
EIB**

IFI

- ✓ Traffic capacity has increased from 47 to 100 train-pairs per day and average speed has increased from 15—40 to 60—70 kilometres per hour.

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# DOLYNSKA – MYKOLAIV - KOLOSIVKA ELECTRIFICATION

## Technical description:

- ✓ Improve the capacity of these existing rail lines
- ✓ Track and electrification works, including construction of railroad track
- ✓ Rearrangement of existing railroad tracks; reconstruction of track arrangement
- ✓ Electrification works
- ✓ New signalling and communication system installation on both sections

## Expected outcome:

- ✓ To increase the capacity of the railway direction Dolynska - Mykolaiv - Kolosivka, which runs through the territory of Kirovohrad, Mykolaiv and Odesa regions, which in turn will solve the problem of cargo traffic in the direction of Mykolaiv and Odesa ports
- ✓ To increase the district speed of trains by 20 - 25%, which will reduce the delivery time of cargo
- ✓ Significantly reducing of operating costs associated with improving the organization of train traffic, namely to avoid a significant number of braking and acceleration of trains (when performing overtaking and crossing)
- ✓ To obtain significant savings in diesel fuel and improve the environmental situation in the region by eliminating harmful emissions (combustion products of diesel fuel) into the atmosphere with a total of 11,000 tons/year

# ALREADY LAUNCHED

UKRAINE AIR NAVIGATION SYSTEM  
MODERNIZATION (ON-GOING)

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# Already in process project financing supported by EBRD and EIB

7 components

2 components

delivered

## Key Investment Highlights

- ✔ Project financing for Air Navigation Upgrade for Ukraine already in process supported by EBRD and EIB
- ✔ The new air-to-ground aeronautical telecommunication delivered to the relevant divisions of UkSATSE, including in Bar, Zhytomyr, Bakhmach, and Znamianka. Further deliveries will be made this year and in the first half of next year
- ✔ The state-owned State Air Traffic Services Enterprise (UkSATSE) plans to install modern communication equipment for phase 1 at 30 air navigation facilities around Ukraine, which will improve flight safety in the airspace within Ukraine's zone of responsibility

# SEA & RIVER

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# Intelligent Transport Systems development

## Weight in motion

**160** million tons

total amount of cargo handled by Ukrainian port operators in 2019

**30** million tons/ per year

the potential inland waterway transportation capacity can be up according to Dutch and American experts

- ✔ Work with leading port investors including DP World, BUNGE and Hutchison Ports towards port development in Ukraine has begun
- ✔ A draft method of calculating port fees rates has been developed. According to the project, the rates of port fees will not exceed the basic needs to support port activities

## The reform of the maritime transport industry has been launched:

- ✔ A central executive body for sea and river transport - the State Service for Marine and River Transport (Maritime Administration) was established
- ✔ The special Maritime Doctrine has been developed and adopted in order to ensure the entire fulfilment of Ukraine's maritime potential
- ✔ The development of maritime shipping through Ukraine's water routes remains a priority

# SEA & RIVER

SEAPORTS' CONCESSIONS

Concession of the ferry terminal in  
Chornomorsk seaport

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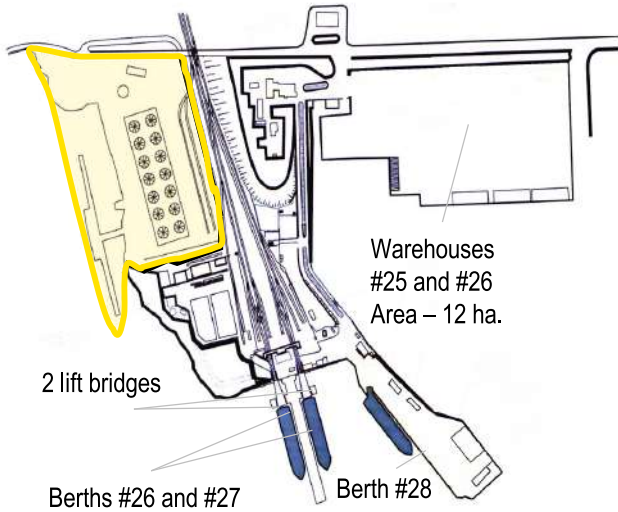
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# 5 million USD

investment amount

- ✓ Current Stage - the Pre-feasibility developed
- ✓ Expected terms **10 - 30** years.
- ✓ Financial detail (Payback period, NPV, IRR)
- ✓ Payback period - Fixed Concession fee - value of payment to the budget of Ukraine as dividends + **20%** of net profit

## Concession of the ferry terminal in Chornomorsk



## KEY INVESTMENT HIGHLIGHTS:

- **Unique facility:**
  - Serves both railway ferries and Ro-Ro vessels
  - It is the only railway ferry terminal in Ukraine and one of the largest ferry terminals in the Black Sea region
- **Favorable location:**
  - Located in the Sea Commercial Port of Chornomorsk, which is one of the biggest ports in Ukraine located in Sukhoy estuary, 12 miles to the south-west of Odesa
  - Located at the intersection of major transport corridors between Europe and Asia, industrialized areas and key sea routes
  - It is the operating base for two ferry lines on the Black Sea
- **Niche market position:**
  - Domestic market share in handling trucks is 71%, new vehicles – 95% and full market of handling wagons
  - Non-specialized terminal, diversified cargo flow mostly represented by perishable food products, wood, building materials and other cargo in small batches
- **Fully functional highly marginal business:**
  - Revenue ranged from \$3.3 to \$5.6 mln in the last 3 years
  - EBITDA margin averaged at 44% in the last 3 years
  - It has excess capacity for cargo growth
  - Significant opportunities for operating efficiency improvement and introduction of complementary services
  - Does not require significant CAPEX (up to \$5 mln) according to estimates

## KEY FACTS:

**3** Berths  
**690** Quay Length (m)  
**9.6** Max Depth (m)

**1.8** Cargo Turnover (mln tons, 2016)  
**3.7** Revenue (\$mln, 2016)  
**41%** EBITDA Margin (2016)

## ANNUAL CAPACITY

**4.5** mln tons of cargo in railway wagons  
**150 000** heavy duty trucks  
**250 000** units of vehicles

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# SEA & RIVER

SEAPORTS' CONCESSIONS

Container terminal opportunity  
in the biggest seaport of Ukraine

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**75** ha

terminal area

**1** + mTEU

container capacity

**4** + mTEU

existing bulk operations

**6**

existing berths

**13-15** m

available depth

- ✔ One of the few remaining opportunities for container business development in Chornomorsk Seaport
- ✔ Currently used for bulk cargo handling but suitable for container handling operations
- ✔ **6 berths** with **11-15 m** depth
- ✔ All critical infrastructure is available

12.10.2020 / 15683

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BELGENİN ASLI ELEKTRONİK İMZALIDIR.

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# SEA & RIVER

SEAPORTS' CONCESSIONS

Odesa sea port passenger  
complex concession

**8**  
km

distance  
to the  
airport

**3**  
km

distance  
to the railway  
station

**1**  
km

distance  
to the center  
of the city

12.10.2020 / 15683

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# Total exhibition area:

**30** thousand sq.m **10.5** thousand sq.m  
open covered

**1.370** m  
length of the berths

Passenger terminal of Odessa Sea Port is located in the city center, near the main city landmarks – the Potemkin Stairs and the monument to the Duke de Richelieu, Deribasovskaya Street and the Opera and Ballet Theater

from **9.5** to **11.5**  
length of the berths

## Key Investment Highlights

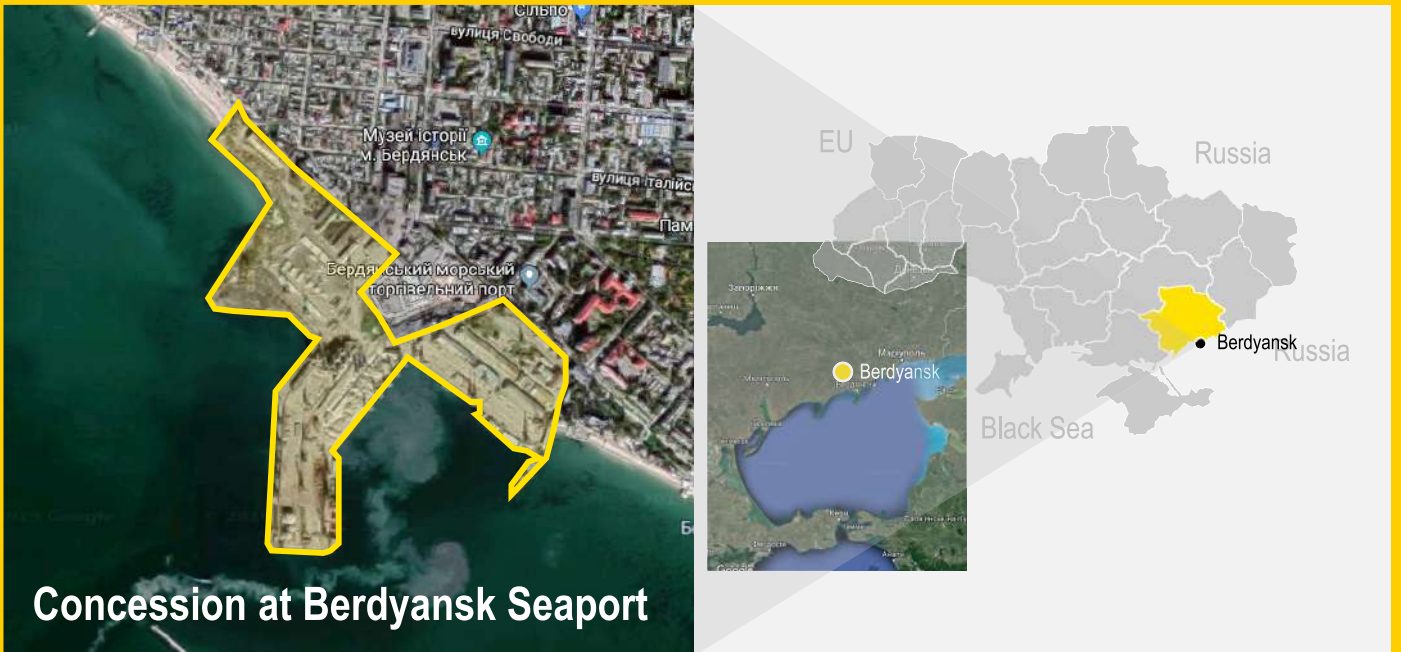
### The complex includes:

- ✓ 1000-seat Concert and Exhibition Hall with total covered area of **4.970 sq.m** and open
- ✓ Area of **4.000 sq.m**
- ✓ Maritime Art Terminal with annual capacity of **1 million** passengers and **23.600 sq.m** area
- ✓ Hotel of **30.735 sq.m** area and **158 rooms**
- ✓ Yacht Complex with **15.500 sq.m** total area and **86** yachts capacity
- ✓ 5 berths of **1.370 m** total length and **9.5-11.5 m** depth
- ✓ 8 km distance from Odesa International Airport

# SEA & RIVER

SEAPORTS' CONCESSIONS

Berdyansk seaport concession



Concession at Berdyansk Seaport

12.10.2020 / 15683

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# Key Investment Highlights

- ✓ **9 berths** mooring line of a total length of **1,7 km**
- ✓ The berths can accommodate ships with a draft of **7,9 m** and a length of **220 m**
- ✓ The port fleet has a capacity for oil-spil response
- ✓ The cargo area consists of handling equipment, warehousing, an internal railroad station linked to Berdyansk

## The handling equipment include:

- ✓ 35 gantry cranes with a capacity of **5-40 tons**
- ✓ 2 gantry crane, respectively, **32** and **50 tons**
- ✓ Crawler and truck cranes **6.3-50 tones**
- ✓ 16-ton floating crane for handling bulk cargoes under option "board-on-board"
- ✓ Trucks with capacity from **1.5 to 22 tons**
- ✓ Rail and truck scales
- ✓ Silos for unloading hopper cars (grain, mineral wagons)
- ✓ Railway ramps for loading/unloading boxcars and platforms

## The port processes

- ✓ General cargo - metal, boxes, equipment
- ✓ Bulk cargo - ore, coal, chemical and min-building materials, coke, grain, food
- ✓ Liquid cargo - light oil products

# SEA & RIVER

SEAPORTS' CONCESSIONS

Concession Project in Mariupol seaport

12.10.2020 / 15683

Evrakın elektronik imzalı suretine <http://e-belge.gtb.gov.tr> adresinden 6c55684f-d902-4a68-847f-e8753362295f kodu ile erişebilirsiniz.

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- ✓ Current Stage. Negotiations concerning the following financing of the pre-feasibility study in process
- ✓ Investment amount to be estimated by the feasibility study
- ✓ Expected terms to be estimated by the feasibility study
- ✓ Financial details (Payback period, NPV, IRR) to be estimated by the feasibility study



**Concession at Mariupol commercial Seaport**

- **Development of congestion of grain and oil cargoes by construction of agro-industrial cluster on piers 2-4, including with attraction of investors.**
  - Construction of a terminal for transshipment of general and container cargoes in the 3rd cargo area with expansion of warehouse capacities; increasing unloading fronts using rail cars; safe technology of loading and unloading processes (term of implementation 2021-2022).
  - Development of covered storage of metal goods by construction of covered warehouses (2020-2021).
  - Preparation of design solutions for attracting investors for the reconstruction of warehouses of the 2nd cargo area at the site of the coal reloading complex with their re-profiling for overloading of container and some bulk cargoes (2020-2021).
  - Traditional implementation of energy efficiency programs with the introduction of modern hot water technologies with the commissioning of the second stage of the central boiler room solar (2020-2021), the transition to plastic pipelines (2019-2024), geological exploration with the possibility of providing technical water supply (2020) -2021 years) and more.
  - Implementation of modern safe equipment during the modernization of handling equipment.
  - Constant updating of the lifting and other machinery involved in the port.

## CERTIFICATION: CERTIFICATES OF MANAGEMENT SYSTEMS

- The leading countries of the world community are rapidly implementing standards for management systems in various fields of activity. SE Mariupol Commercial Seaport has implemented and operates the following systems: quality management in accordance with DSTU ISO 9001: 2015 (ISO 9001: 2015, IDT), environmental management in accordance with ISO 14001: 2015, hygiene and safety management at OHSAS 18001: 2007 and Food Safety Management conformance to ISO 22000: 2005, as evidenced by relevant applicable certificates.

12.10.2020 / 15683

### KEY FACTS:

<b>68</b>	<b>3900</b>	<b>18</b>	<b>500+</b>	<b>4+</b>	<b>60,000+</b>	<b>5.3</b>
Total area of the port (ha)	Length of the mooring line (m)	Number of berths (pcs)	Ships per year	Kilometers of maritime berth	Freight wagons per year	mIn tons of cargo crossed the marinas in 2018

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Reni seaport

# CONCESSION PROJECT IN RENI SEAPORT

12.10.2020 / 15683

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- ✓ Reni seaport is located on the river Danube (town of Reni of Odessa region) at the junction of Ukrainian, Romanian and Moldavian borders and international transport corridors
- ✓ The Reni seaport territory includes part of the fenced coastal strip (on the left bank of Danube river, starting from **123.6 km** up to **128.3 km** of the river Danube
- ✓ Connection with the Black Sea is carried out through the main ship's passage of the "Bystre" estuary and the Sulinsky channel

**3.6**  
km

(30 berths) seaport  
berth line

**7.5**  
m

maximum depths

- ✓ The total length of railroad access tracks located on the seaport territory is **21.4 km** adjacent to and serviced by the Reni station railways making part to the regional branch of "Odessa Railways" of PJSC "Ukrzaliznytsia"
- ✓ The seaport's cargo turnover in 2019 made **1.3 million tons**. Seaport terminals capacity reaches **8.0 million tons per year**



Izmail SCP

# CONCESSION PROJECT IN IZMAIL SEAPORT

12.10.2020 / 15683

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- ✓ Izmail seaport is located on the left bank of the Kilian mouth between **84** and **94 km** of the Danube River (town of Izmail, Odessa region)
- ✓ Vessels passage to the port is carried out through the Sulyn Canal or through the deep-water navigable channel

**8** meters

depth of operating water area

**8** m

port's depth

**2.6** km.

mooring line

**24**

berths

## Key Investment Highlights

- ✓ The seaport mooring line is **2.6 km** (24 berths and 5 bank protections) with maximum depth of up to **8 m**
- ✓ The seaport is serviced by one railway station with three railway entrances. The port is linked to automobile roads
- ✓ The cargo turnover of the seaport in 2019 was **4.3 million tons**. Seaport terminal capacity totals **9.3 million tons**. The passenger's complex capacity is **0.15 mln passengers per year**
- ✓ Depth at the berths - **8 m**

# SEA & RIVER

SEAPORTS' PRIVATIZATION

Belgorod-Dnistrovskiy state  
stevedoring company privatisation

12.10.2020 / 15683

Evrakın elektronik imzalı suretine <http://e-belge.gtb.gov.tr> adresinden 6c55684f-d902-4a68-847f-e8753362295f kodu ile erişebilirsiniz.

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# Key Highlights

- ✓ The port is located on the west bank of the Dniester estuary to the northwest of the Dniester-Constantinople estuary
- ✓ Vessels approach the port via the **2.22 km** long sea canal and the **14.5 km** long Liman canal.
- ✓ Depth of the approach channel - **4.5 m**
- ✓ Port's depths - **3.5 m**
- ✓ The capacity of the railway section to Izmail is **7-8 million tons per year**
- ✓ **9 cargo berths** with a depth of operating water area - **5 meters**
- ✓ **9** working berthing cranes
- ✓ Sufficient capacity of berths / cargo equipment for the expected cargo traffic of **1.5 million tons per year**
- ✓ In addition to cranes for handling cargo from shore to ship, suitable for handling timber, large containers and general cargo, the port has two facilities for loading grain - **berths 2 and 5**
- ✓ The distance from Odessa is **117 km**

# SEA & RIVER

SEAPORTS' PRIVATIZATION

Ust-Dunaisk state  
stevedoring company privatisation

12.10.2020 / 15683

Evrakın elektronik imzalı suretine <http://e-belge.gtb.gov.tr> adresinden 6c55684f-d902-4a68-847f-e8753362295f kodu ile erişebilirsiniz.

BELGENİN ASLI ELEKTRONİK İMZALIDIR.

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# 0.15<sup>km</sup>

the berth line of the seaport

# 1

berth

# 6<sup>m</sup>

depth of up

- ✓ The seaport of Ust-Dunaisk is located on the southern shore of Zhebriyanovskaya Bay in the Danube Delta (Vilkovo, Odessa region) on an artificial territory. The port includes the port of Kiliya and the port of Vilkovo

## Key Highlights

- ✓ The Ust-Dunaisk port performs transshipment and freight forwarding services for transit, foreign trade and cabotage cargoes, warehousing operations. It can provide reception, safe parking and handling of lighters, barges, their accumulation for further transportation
- ✓ The basis of the port's cargo turnover consists of bulk and bulk cargo: ore, ore concentrates, grain. Cargo is delivered by ships, non-self-propelled barges and lighters
- ✓ The cargo turnover of the seaport in 2019 amounted to 0.071 thousand tons. The capacity of the port terminals reaches 5.0 million tons. The existing passenger complex is capable of serving up to 0.01 million passengers per year

# SEA & RIVER

SEAPORTS' PRIVATIZATION

Skadovsk state stevedoring  
company privatization

12.10.2020 / 15683

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- ✔ Specialization - **Bulk Cargo**
- ✔ Length - **107.8 m**
- ✔ Constructive width - **22.8 m**
- ✔ Project depth from the “0” port - **3.5 m**

- ✔ The water area is **16.5 sq. km**, including:
  - internal water area - **0.05 sq. km**
  - external raid (anchor place number 371) – **4.0 sq. km**
- ✔ The outer raid depth is from **4.0 m** to **8.2 m**
- ✔ Depth at berths from **5.0 m** to **6.0 m**
- ✔ The total length of the mooring front - **912 m** (**536 m** operated)

- ✔ Year of construction – **1970**
- ✔ Rear sites: storage areas of the SE Skadovsk Commercial Sea Port
- ✔ With a total area of **7,300 sq.m** are included in the list of potential rental objects
- ✔ Technical condition and work to be done: satisfactory, requires major repairs

- |                                     |  |
|-------------------------------------|--|
| ✔ <b>5</b> berths                   | ✔ Barrage Dam                              |
| ✔ Storage area - <b>7,416 sq. m</b> | ✔ Parking ground (import) <b>12 sq. km</b> |
| ✔ Port Khorly                       | ✔ Parking ground (export) <b>13 sq. km</b> |
| ✔ Berth for boats & yachts          | ✔ Internal port routes                     |
| ✔ Approach channel                  | ✔ <b>6</b> lighting towers                 |
| ✔ Backwater                         | ✔ Administrative building                  |

# SEA & RIVER

SEAPORTS' PRIVATIZATION

Inland water transport financing

12.10.2020 / 15683

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# Inland Water Transport strategic infrastructure IFIs financing

## Technical assistance for increased throughput of the Inland Water Way's

✓ The cargo volume growth of the inland waterways' transportation causes the necessity to involve technical assistance financing for the modernization of Inland Water Way's to increase their throughput in such areas:

- ✓ Structural / physical constraints to the transport infrastructure (e.g. poor condition of locks, lack of navigational aids, and limited service fleet)
- ✓ Maintenance and operation requirements to operate the waterway

Area	Priority costs	Additional costs	Total
Upper Dnipro	-	48.00	48.00
Middle Dnipro	37.09	6.80	43.89
Lower Dnipro	18.97	17.90	36.87
Total	56.06	72.70	128.76

\* mln USD  
\* according to ROYAL HASKONINGDHV

✓ The current Strategy of the Government of Ukraine for the Dnipro River seeks to address the financing of modernization of the Inland Water Ways due to growing demand potential of Inland Water Transport and its importance for the Ukrainian commerce and economic growth

# AVIATION

12.10.2020 / 15683

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**19**

key operating airports

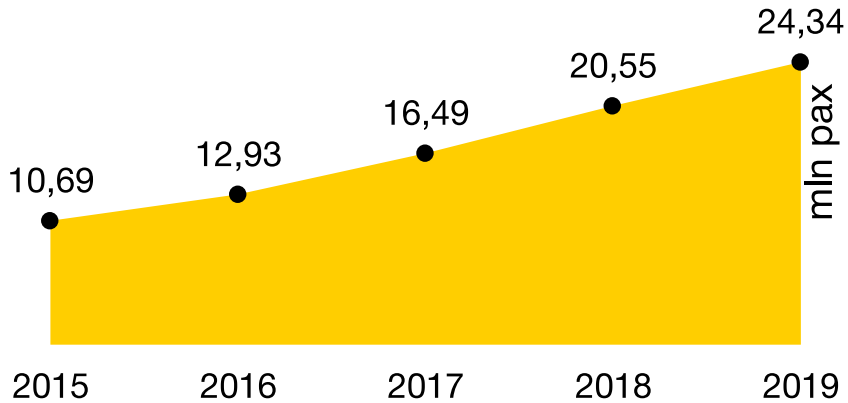
**24.3**  
mln

total passenger traffic 2019

**+18.5%**

passengers compared to 2018

## Passenger traffic of Ukrainian airports has doubled for the last 4 years



**BORYSPIL INTERNATIONAL AIRPORT -**  
is the largest airport in Ukraine serving **59%** of  
Ukraine's passenger air traffic

**+21**  
%

passenger flow  
growth in 2019

**167**  
million USD

revenue

**50**  
%

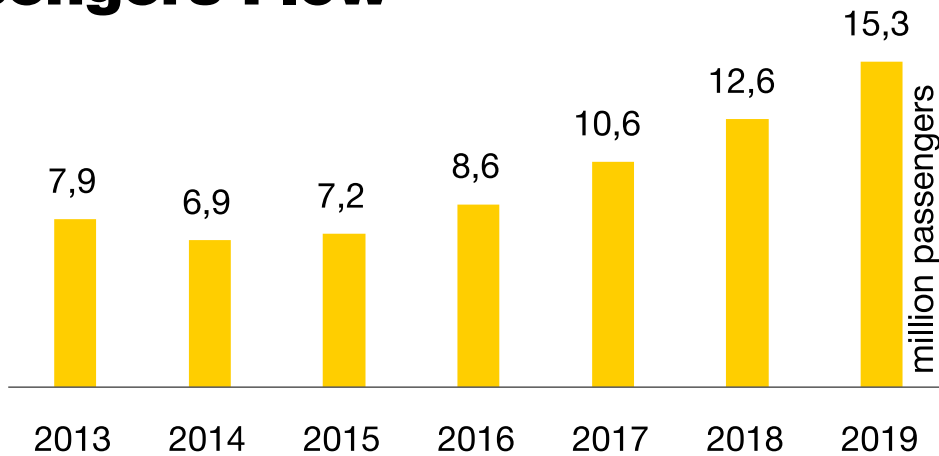
ebitda margin

**15.3**  
million

passengers

✓ The airport is located 19 km east from Kyiv city at the intersection of many air routes running from Asia to Europe and America

## Passengers Flow



# Key Investment Highlights

- ✓ One of the top **5 airports** in Eastern Europe
- ✓ **2 runways, 3 passenger terminals** with total capacity of **over 5000 passengers per hour**
- ✓ Facilities are used by **40 airlines**, which provide **80 scheduled flights**

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BELGENİN ASLI ELEKTRONİK İMZALIDIR.

# Reconstruction of Flight Zone №2

**350** million USD

estimated investment

**2019-2026**

implementation period

## New Cargo Terminal

**16** million USD

estimated investment

**2019-2021**

implementation period

12.10.2020 / 15683

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# AVIATION

## DEVELOPMENT OF REGIONAL AIRPORTS

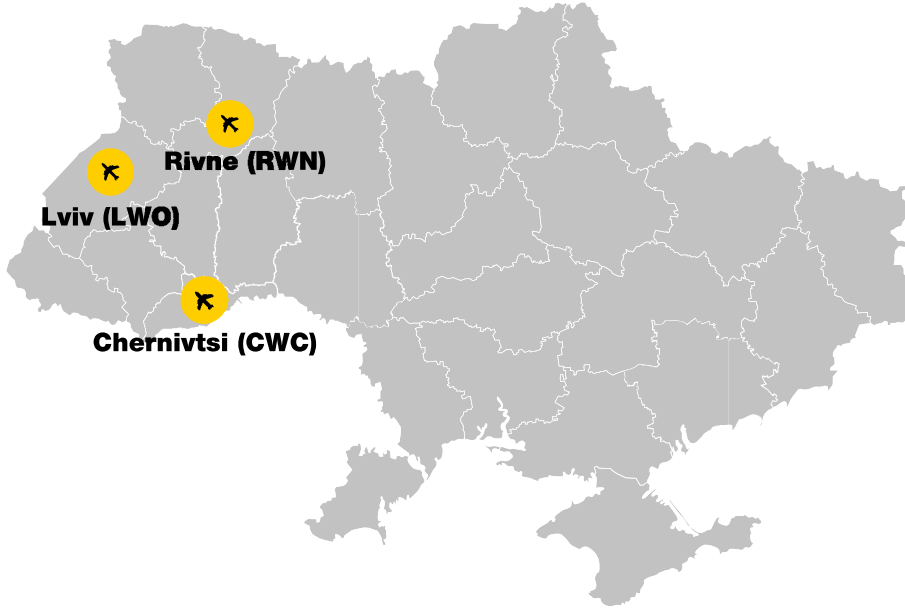
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**476** million USD

estimated CAPEX for  
30 years concession

**2.3** min PAX

total passenger  
traffic in 2019

**22**%

estimated equity internal  
rate of return (IRR)

- ✓ Unique opportunity to develop airport facilities on a fast-developing Ukrainian market
- ✓ Ministry of Infrastructure is preparing the concession of a cluster of 3 bundled airports in Ukraine

\*traffic forecast does not include COVID-19 implications

12.10.2020 / 15683

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# LVIV INTERNATIONAL AIRPORT -

the biggest airport in Western Ukraine with close proximity to the EU

**3305 x 45<sup>m</sup>**

runway

**47233 + 1907<sup>sq.m</sup>**

terminals

**2217** thousands PAX

2019 traffic

**22**%

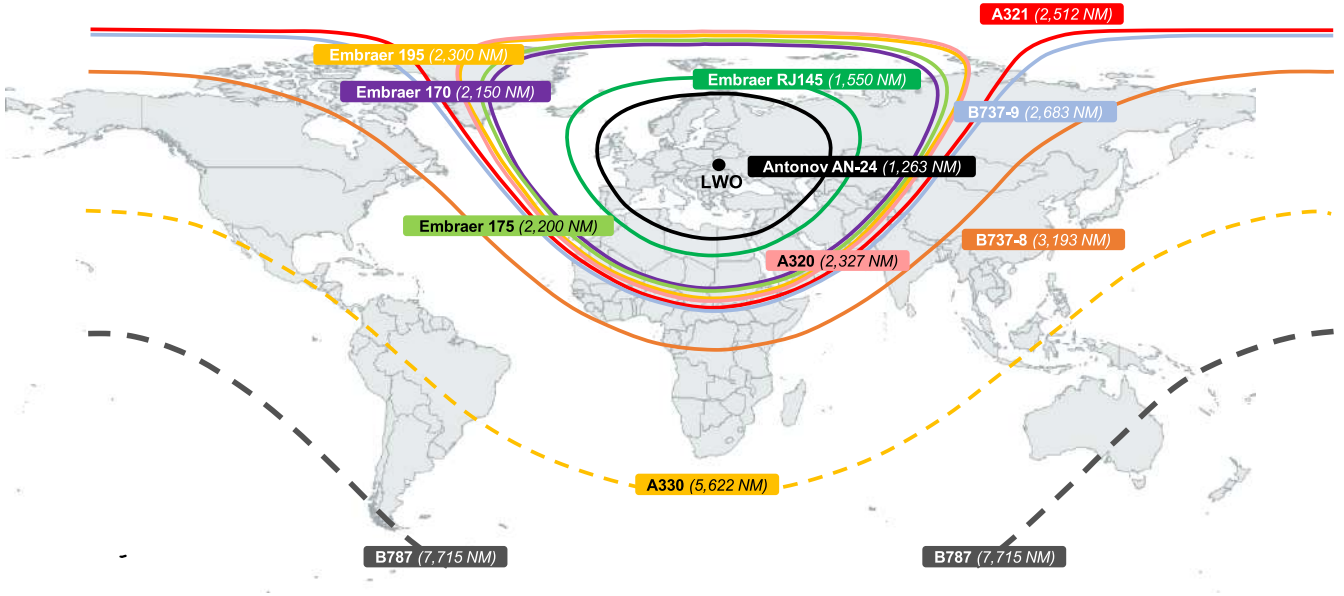
traffic CAGR `10-`19

12.10.2020 / 15683

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- ✓ Completely renovated facilities before Euro-2012
- ✓ Favorable location close to the EU border (70 km from Polish border)
- ✓ Short-term investments
- ✓ Construction of cargo terminal
  - Investment volume **2.3M USD**
- ✓ Construction of hangars for aircraft maintenance
  - Investment volume **1.15M USD**
- ✓ Reconstruction of terminal 1 for VIP passengers
  - Investment volume **1.53M USD**
- ✓ Future developments may need projects related to ICAO compliance including renovation of ILS CAT II and existing runway width extension up to 60 m., car parking expansion, construction of full parallel taxiway, expansion of handling vehicle fleet

# CHERNIVTSI INTERNATIONAL AIRPORT - great opportunity to catch up the growing demand in the region

**2216 x 42** m

runway

**1700** sq.m

terminal

**77** thousands PAX

2019 traffic

**16** %

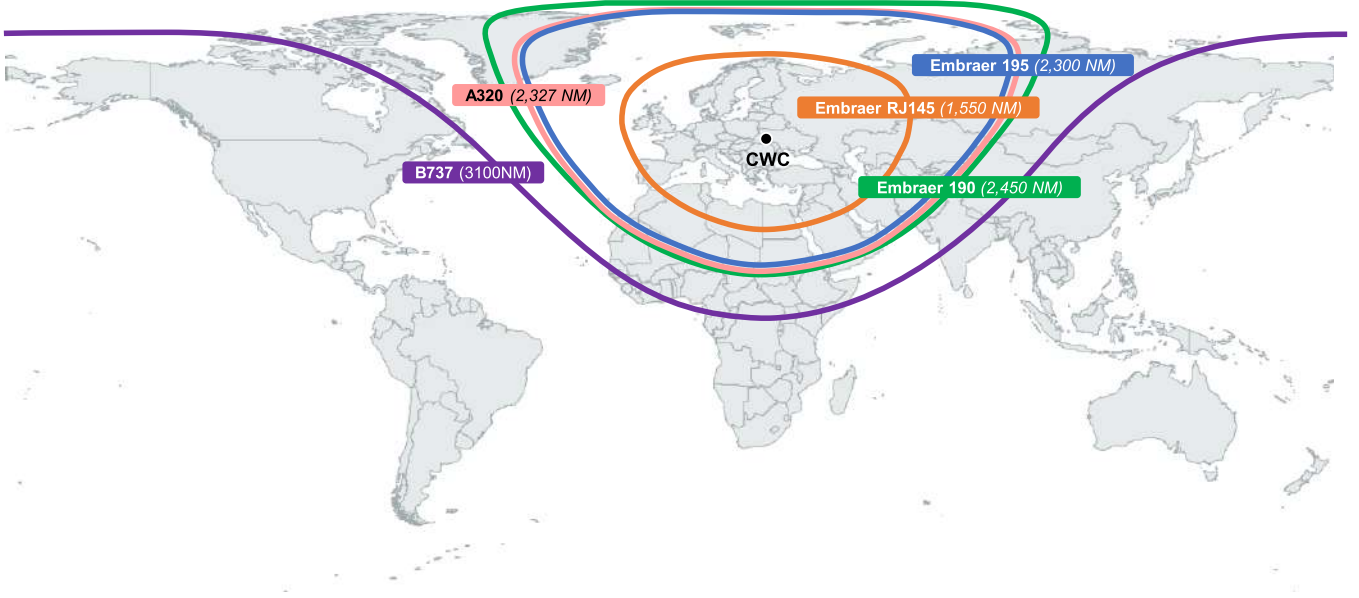
traffic CAGR `12-`19

12.10.2020 / 15683

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- ✓ The current runway length at the Chernivtsi Airport has potential to reach main European destinations with the current aircraft mix
- ✓ ICAO compliances projects related to the runway should be implemented: insufficient runway strip width and runway width
- ✓ RWY capacity at CWC is currently estimated at 10 flight movements per hour and it will not be a constraint
- ✓ Full reconstruction and extension of runway for the operations of larger aircraft is required
- ✓ Current terminal prevents the promotion of traffic development without restrictions, so new terminal construction is needed

# RIVNE INTERNATIONAL AIRPORT - promising airport with significant traffic growth potential

**2626 x 42** m  
runway

**3610** sq.m  
terminal

**11** thousands PAX  
2019 traffic

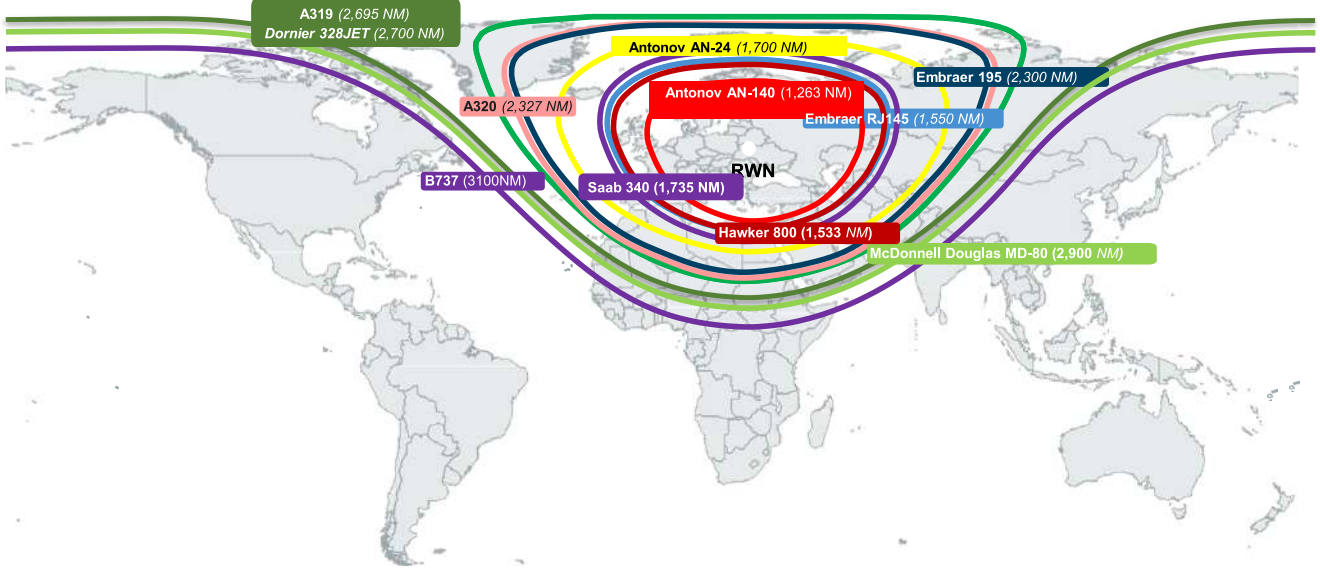
**20** %  
traffic CAGR `10-`19

12.10.2020 / 15683

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- ✓ Rivne airport has a favorable location on the key routes from Kyiv and Eastern Ukraine to the EU
- ✓ The current runway length has potential to reach main European destinations
- ✓ Runway lighting system is outdated and should be replaced
- ✓ Terminal capacity is estimated at **451 thousand passengers per year** and **125 passengers per peak hour** (PHPs), so it will not be a constraint
- ✓ Short-term development may need projects related to ICAO compliance, runway PCN improvement, taxiway and apron reconstruction, existing terminal renovation, car parking expansion

# KHERSON INTERNATIONAL AIRPORT - promising airport with significant traffic growth potential



**72** million Euro

for 30 years concession

**2500** m

runway

**5550** sq.m

terminal

**154** thousands PAX

2019 traffic

- ✓ Ministry of Infrastructure is preparing the concession of **4 airports** in Ukraine
- ✓ Airport is estimated to reach **~1.1 M PAX** by 2050
- ✓ Major investment in runway and terminal is required in the short term
- ✓ Lighting and NavAids need to be replaced
- ✓ Fleet renovation is needed including critical assets such as fire trucks, ambulance, etc.

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**UKRAINIAN STATE AIR TRAFFIC SERVICE  
ENTERPRISE (UKSATSE) - main air navigation  
service provider of Ukraine**

**44.3** million USD

implementation of the modernised  
ATM infrastructure

**4.4** million USD

implementation of Automatic  
Dependent Surveillance  
Broadcast System (ADS-B)

**11** million USD

implementation of Remote  
Digital Control Towers

**335407**

total flights number in 2019

**30790**

domestic flights in 2019

**141680**

transit flights in 2019

# ROADS

12.10.2020 / 15683

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# 2%

category 1 corridors  
(motorways)

# 1 690 000 km

# 470 000 km

state roads

# 1 220 000 km

local roads

- ✔ The State Road Fund was established, and began operations on January 1, 2018 providing dedicated source of revenues for road repair and construction
- ✔ More than **120 000 km** of local public roads were transferred to the local governments with appropriate funding. A transparent budget and effective project planning process has been provided
- ✔ An open infrastructure data portal has been developed, which contained about 400 road repair/reconstruction projects, monitored according to CoST standards
- ✔ The pilot projects of Weigh-in-Motion control on roads was launched and is in process
- ✔ The objectives of Strategy for the electric transport market in Ukraine include: production of full cycle of electric vehicles in Ukraine, and providing Ukrainians with the opportunity to purchase affordable electric cars
- ✔ Ukraine included among the TOP 5 countries in increasing the number of electric cars

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BELGENİN ASLI ELEKTRONİK İMZALIDIR.

# PUBLIC - PRIVATE PARTNERSHIP

## THE WORLD BANK CONCESSION PROGRAM IN UKRAINE

Phase 1 PPP Projects		Length (km)	CAPEX (USD mln)
1	Boryspil - Poltava (M-03)	291	180 - 300
2	Kyiv - Zhytomyr - Rivne (M-06)	308	290 - 480
3	Dnipro - Kriviy Rih - Mykolaiv (M-04, H-11)	312	130 - 220
4	Yagodyn <sup>1</sup> - Kovel - Lutsk (M-07, M-19)	146	140 - 230
5	Kharkiv - Dnipro - Zaporizhzhya (M-29, M-04, M-18)	306	300 - 490
		<b>1,363</b>	<b>1,040 - 1,720</b>
6	Kherson - Mykolaiv (M-14)	68	190 - 320
7	Dnipro - Reshetylivka (H-31)	153	20 - 40
8	Rivne - Brody (M-06)	114	310 - 520
Phase 2 PPP Projects			
9	Stryi - Ivano-Frankivsk - Chernivtsi (H-10)	223	130 - 220
10	Lviv to Polish border (M-09, M-10, M-11)	202	220 - 370
11	Kyiv - Kropivnytskyi - Mykolaiv (H-01, H-14)	467	120 - 200
12	Ustulug - Lutsk - Rivne (H-22)	156	130 - 220
13	Kyiv Ring Road (between M-05 and M-06)	35	330 - 560
		<b>1,083</b>	<b>930 - 1,570</b>

<sup>1</sup> All projects are brownfield except for Kyiv Ring Road

12.10.2020 / 15683

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# KYIV RING ROAD CONSTRUCTION

**5.600** million USD

estimated cost

**150.8** km

road length

**15-85** thousands

cars / day

## Key Investment Highlights

- ✔ Connection of three international and four national transport corridors
- ✔ Construction of 85.7 km of new road and upgrade of **65.1 km** of existing road to category 1-A
- ✔ Project is expected to unload Kyiv from freight transit transport (**40%** of all transport going through Kyiv)
- ✔ Feasibility study is **90%** ready, however needs updates and corrections
- ✔ Implementation of the project will improve road security and ecological situation in Kyiv (40-50% less emissions)

# LVIV - KRAKOVETS HIGHWAY

**630** million USD  
estimated cost (VAT excl.)

**62** km  
road length

**16-27** thousands  
cars / day

## Key Investment Highlights

- ✓ One of the most important highways of Ukraine providing connection to Europe
- ✓ Part of the 3rd European transport corridor Berlin/Dresden - Wrocław - Krakovets - Lviv - Kyiv
- ✓ Construction of a new section of the highway (57 km) and reconstruction of the existing section (5 km) with upgrade to category 1B
- ✓ Construction of 2 two-level transport interchanges
- ✓ Construction of 3 bridges and 17 overpasses
- ✓ Implementation of the project will positively affect Ukraine's export capacity to Europe

12.10.2020 / 15683

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# ODESA - RENI HIGHWAY

**1.350** million USD

estimated cost (VAT excl.)

**295.2** km

road length

**25-40** thousands

cars / day

## Key Investment Highlights

- ✔ Part of international transport corridor “Black Sea Economic Cooperation”
- ✔ Connection to international transport corridor TRACECA
- ✔ 1st stage: Odesa - Ovidiopol - Bilhorod-Dnistrovskiy - Monashi (81 km) including bridge crossing via Dnister estuary (5.7 km)
- ✔ 2nd stage: Monashi - Reni (214.2 km)
- ✔ Implementation of the project will improve connection to southern districts of Odesa region, as well as to the Southern Europe and the Middle East

12.10.2020 / 15683

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# INTERNATIONAL FINANCIAL INSTITUTIONS FINANCING AND OPPORTUNITIES FOR THE PRIVATE SECTOR INVOLVEMENT

## BYPASS OF KREMENCHUK with the bridge over Dnipro river

**720** million USD

estimated cost (VAT excl.)

**35.15** km

road length

**27.680**

cars / day

## Key Investment Highlights

- ✓ Part of M-22 Poltava - Oleksandria highway
- ✓ Feasibility study at final stage of development
- ✓ Road category 1B
- ✓ The length of the bridge over Dnipro River - **1.520 km**
- ✓ Implementation of the project will make transit transport bypass Kremenchuk city, improve ecological situation in the city and increase transportation over the Dnipro river

Evrakın elektronik imzalı suretine <http://e-belge.gtb.gov.tr> adresinden 6c55684f-d902-4a68-847f-e8753362295f kodu ile erişebilirsiniz.

BELGENİN ASLI ELEKTRONİK İMZALIDIR.



# ODESA - MYKOLAIV - KHERSON HIGHWAY (construction)

**1.375** million USD

estimated cost (VAT excl.)

**242** km

road length

**31.394**

cars / day

## Key Investment Highlights

- ✓ Part of Odesa - Melitopol - Novoazovsk international highway
- ✓ Feasibility study to be developed in 2020-2024
- ✓ Road category 1B
- ✓ Implementation of the project will provide better connection to the largest Black Sea ports and will enhance export capacity and tourist attractiveness of the region

12.10.2020 / 15683

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# TERNOPIL – LVIV HIGHWAY (construction)

# 450

million USD

estimated cost (VAT excl.)

# 112

km

road length

# 35.000

cars / day

## Key Investment Highlights

- ✓ Section of Ternopil – Lviv – Rava Ruska highway which is a part of a larger transport corridor between the Black and Baltic Seas
- ✓ Road category 1B
- ✓ Construction of 3 bridges and 8 overpasses
- ✓ Construction of 5 two-level transport interchanges
- ✓ Implementation of the project will enhance connection of Ternopil region with Ukraine-EU border

12.10.2020 / 15683

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# BRIDGE OVER THE SOUTHERN BUH RIVER (construction)

**315** million USD

estimated cost (VAT excl.)

**14.6** km

road length

**18.364**

cars / day

## Key Investment Highlights

- ✓ Part of Odesa - Melitopol - Novoazovsk international highway
- ✓ Road category 1B
- ✓ 2 transport interchanges
- ✓ The length of the bridge over Southern Buh River - 2.1 km
- ✓ Implementation of the project will make transit transport bypass Mykolaiv city, improve ecological situation in the city and increase transportation over the Southern Buh river

12.10.2020 / 15683

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70

# BYPASS OF BEREHOVE

(construction)

**40** million USD

estimated cost (VAT excl.)

**14.1** km

road length

**8.190-9.550**

cars / day

## Key Investment Highlights

- ✓ Road category 2
- ✓ 2 overpasses
- ✓ 2 bridges
- ✓ 8 intersections
- ✓ Implementation of the project will positively affect Ukraine's export capacity to Europe, as well as increase tourist attractiveness of Zakarpattia region

Evrakın elektronik imzalı suretine <http://e-belge.gtb.gov.tr> adresinden 6c55684f-d902-4a68-847f-e8753362295f kodu ile erişebilirsiniz.

BELGENİN ASLI ELEKTRONİK İMZALIDIR.

# KOVEL-YAHODYN HIGHWAY

(construction)

# 250

million USD

estimated cost (VAT excl.)

# 3.800 - 6.200

cars / day

## Key Investment Highlights

- ✓ Part of Kyiv-Kovel-Yahodyn highway
- ✓ Yahodyn is one of the busiest EU-Ukraine border checkpoints
- ✓ Road category 1
- ✓ Construction of 6 overpasses
- ✓ Implementation of the project will positively affect Ukraine's export capacity to Europe

12.10.2020 / 15683

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# **BYPASS OF VALKY**

(construction)

**145** million USD

estimated cost (VAT excl.)

**51** km

road length

**30.580**

cars / day

## **Key Investment Highlights**

- ✓ Part of Kyiv - Kharkiv - Dovzhansky Highway
- ✓ Feasibility study is developed, but requires correction
- ✓ Road category 1B
- ✓ Project financing will be provided by IFIs (FIDIC contract type)

12.10.2020 / 15683

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# RIVNE - LVIV HIGHWAY

(construction)

**975** million USD

estimated cost (VAT excl.)

**282** km

road length

**16-26** thousands

cars / day

## Key Investment Highlights

- ✓ Section of M-06 Kyiv – Chop highway which is part of a larger 3rd European transport corridor
- ✓ Road category 1B
- ✓ Project financing will be provided by IFIs (FIDIC contract type)
- ✓ Implementation of the project will positively affect Ukraine's export capacity to Europe

12.10.2020 / 15683

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# TROITSKE - SEVERODONETSK - STAROBILSK HIGHWAY (construction)

# 250

million USD

estimated cost (VAT excl.)

# 183.2

km

road length

# 6.200 - 7.500

cars / day

## Key Investment Highlights

- ✓ Project financing will be provided by IFIs' loans - European Investment Bank and International Bank for Reconstruction and Development
- ✓ FIDIC contract type
- ✓ Feasibility study to be developed according to IFIs' rules and regulations
- ✓ Road category 2
- ✓ Implementation of the project will improve connection to Eastern Ukraine

Evrakın elektronik imzalı suretine <http://e-belge.gtb.gov.tr> adresinden 6c55684f-d902-4a68-847f-e8753362295f kodu ile erişebilirsiniz.

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# M14 KHERSON-MARIUPOL

EU funded Pre-feasibility study developed

**971** million USD

estimated cost (VAT excl.)

**427** km

road length

## Key Investment Highlights

- ✓ Repaired pavement
- ✓ Bridges and structures repaired
- ✓ Road safety measures implemented

12.10.2020 / 15683

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# PRIVATE INVESTMENT

## CREATION OF NATIONAL RESEARCH AND TESTING CENTRE FOR ADVANCED TECHNOLOGIES OF SAFE, ENVIRONMENTALLY-SOUND AND ENERGY-EFFICIENT ROAD TRANSPORT

**90.5** million USD

total estimated cost (VAT excl.)

**2**

stages

- ✔ Stage I. Initial high-priority Laboratories and Automotive Proving Ground facilities (Estimated cost: **\$38.5 mln**), including:
  - Subproject 1. Automotive Emission and Energy Efficiency Laboratory (Estimated cost: **\$10.8 mln**)
  - Subproject 2. Automotive Proving Ground high-priority facilities, other laboratories and Infrastructure (Estimated cost: **\$27.7 mln**)
- ✔ Stage II. Full-scale R&D Testing centre in accordance with the EU standards (Estimated cost: **\$52 mln**)

12.10.2020 / 15683

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# Key Investment Highlights

- ✓ An essential part of the Ukraine-EU Association Agreement Implementation Plan
- ✓ Non-commercial project in terms of R&D and testing facilities operation
- ✓ Great benefits at the macroeconomic level for the state and society (road transport annual externalities total costs (including road incident losses, environment damage losses, energy dependence) are about \$10-13.2 bln now and can be lowered on about \$ 3-5.3 bln annually in the sum with the project key technological support and relevant state regulation)
- ✓ High policy and economy benefits for both Ukraine and the EU
- ✓ High general commercial potential through supporting innovative technologies development and transfer, and the EU standards strict implementation in Ukraine
- ✓ Commercial potential through multi-functional operation opportunities of automotive proving ground facilities and infrastructure

# RAILWAY

12.10.2020 / 15683

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## **Implementation of the EU legislation (according to the Association Agreement between Ukraine and the European Union) and National Transport Strategy of Ukraine 2030 will contribute the development and efficiency of the Ukrainian railway. The main priorities are:**

- ✔ Introduction of common market rules for state and private railway companies, as a mechanism for guaranteeing equal access to railway infrastructure
- ✔ Introduction a new model of the railway market similar to the European railways system
- ✔ Implementation of a new model of management of Ukrainian railways in order to facilitate effectiveness in maintaining, modernization and development of railway infrastructure
- ✔ Transparent, non-discriminatory and efficient tariff models for the use of railway infrastructure. Development of a balanced tariff policy based on modern European practices
- ✔ Infrastructure modernization through PPP mechanism
- ✔ A new approach to organizing public transportation of passengers by railway

# RAILWAY DEVELOPMENT

**149.6** millions

total passenger traffic in 2019

**312.4** million tons

total cargo traffic in 2019

**661.3** million USD

of the Ukrainian railways (EBITDA 2019)

**114.1** million USD

net financial result (2019)

12.10.2020 / 15683

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- ✔ Railway transport of Ukraine is the leading branch in the transport of the country, provides **82%** of freight and about **50%** of passenger transportations carried out by all types of transport
- ✔ The operational network of Ukrainian railways is about **19.8 thousand km** without taking into account occupied territories, network of which is currently not exploited), **47.1%** of which is electrified

- ✔ Inventory fleet of passenger cars consists of **4.32 thousand units**
- ✔ The total park of freight wagons is **85.2 thousand units**
- ✔ Inventory park of locomotives: **3.5 thousand units**, including:
  - Electric locomotives - **1.6 thousand units**
  - Diesel locomotives - **1.9 thousand units**

# RAILWAY

PUBLIC-PRIVATE  
PARTNERSHIP

Passenger railway  
stations concession

12.10.2020 / 15683

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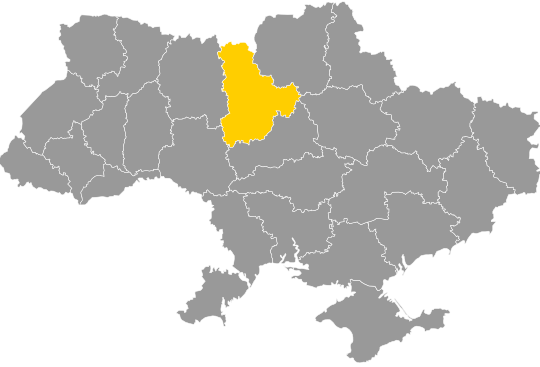
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# GLOBAL INFRASTRUCTURE FACILITY, IFC AND WORLD BANK GRANTED TA FOR PRA OF PILOT RAILWAY STATIONS

## Kyiv-passenger RAILWAY STATION CONCESSION



**25** years **23.5** min passengers  
expected terms annually served

**55.122** sq.m  
GBA (Gross Building Area)

**6.769** sq.m  
GLA (Gross Leasable Area)

12.10.2020 / 15683

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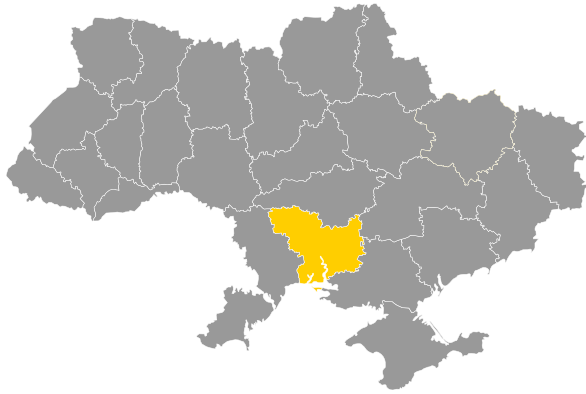
# CHOP RAILWAY STATION CONCESSION



**25** years **0.08** min passengers  
expected terms annually served

**8.760** sq.m  
GBA (Gross Building Area)

# MYKOLAIV RAILWAY STATION CONCESSION



**25** years **1.2** min passengers  
expected terms annually served

**8.182** sq.m  
GBA (Gross Building Area)

**6.377** sq.m  
GLA (Gross Leasable Area)

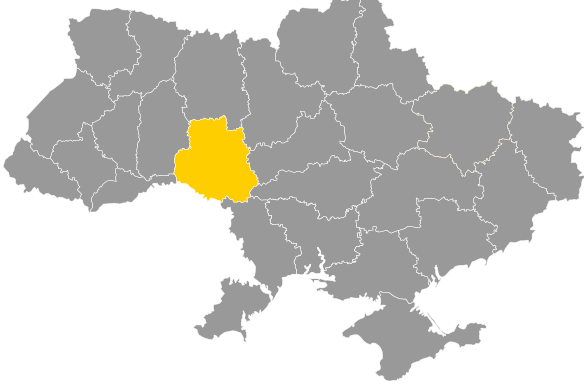
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# VINNYTSIA RAILWAY STATION CONCESSION



**25** years **1.3** min passengers  
expected terms annually served

**8.071** sq.m  
GBA (Gross Building Area)

**974** sq.m  
GLA (Gross Leasable Area)

# DNIPRO RAILWAY STATION CONCESSION



**25** years **1.2** min passengers  
expected terms annually served

**11.833** sq.m  
GBA (Gross Building Area)

**6.835** sq.m  
GLA (Gross Leasable Area)

12.10.2020 / 15683

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# KHARKIV RAILWAY STATION CONCESSION

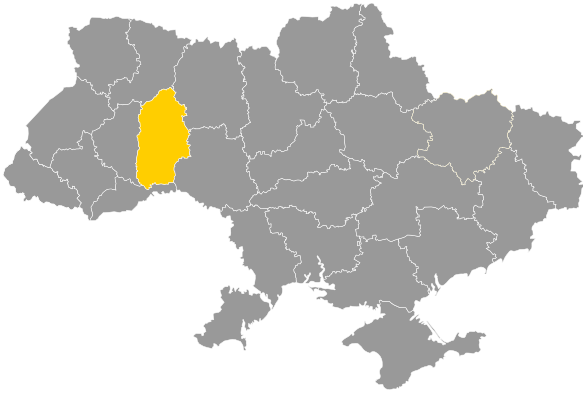


**25** years **5.7** min passengers  
expected terms annually served

**34.120** sq.m  
GBA (Gross Building Area)

**18.252** sq.m  
GLA (Gross Leasable Area)

# KHMELNYTSKYI RAILWAY STATION CONCESSION



**25** years **1.6** min passengers  
expected terms annually served

**9.678** sq.m  
GBA (Gross Building Area)

**1.573** sq.m  
GLA (Gross Leasable Area)

12.10.2020 / 15683

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# 298

million USD

estimate investments

# 2025

project duration

## Transport connection between Kyiv and satellite cities

## Improving communication with Troieschina

### Reconstruction and construction of railway infrastructure – 145 M USD

- ✓ Acquisition of 10 modern electric trains and overhaul of 26 rolling stock units – **120M USD**
- ✓ Launch of single ticket – **1.2M USD**
- ✓ Introduction of a combined transport system (tram-rail) to Troieschina – **32.4M USD**

### Performance indicators:

- ✓ Almost **50** railway and metro stations
- ✓ Income – **42M USD**
- ✓ Estimated transportation volumes- **53 million passengers**
- ✓ Attraction of investments to infrastructure
- ✓ Improving of mobility
- ✓ Reducing of travel time

# INTERNATIONAL FINANCIAL INSTITUTIONS' FINANCING AND PRIVATE INVESTORS' OPPORTUNITIES

## Railway infrastructure development

# 1435<sup>mm</sup>

construction of railway line  
MOSTYSKA – SKNYLIV

# 20.8<sup>million USD</sup>

estimated cost

## Estimated timeline for project implementation 2021

Expected outcome:

- ✓ Integration with EU railway network
- ✓ Access of EU railway undertakings to the rail network of Ukraine
- ✓ Estimated increase in passenger traffic Ukraine – EU – Ukraine - up to **3 trains per day**, i.e **634 thousand passengers per year**
- ✓ Improving quality of services
- ✓ Reducing customs control and waiting time for up to **4 hours**

## Reconstruction of railway BRIDGE ON THE KRYVYI RIH AND KRYVYI RIH - WESTERN LINE

# 30.5<sup>million USD</sup>

estimated cost

# 2024

approximate timeline for project implementation

Implementation of the project will enable to:

- ✓ Eliminate the bottleneck for Ukraine's key metallurgical region
- ✓ Eliminate the risk of traffic stopping in the region

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# 1435<sup>mm</sup>

reconstruction of railway line  
KOVEL - YAHODYN - POLAND  
BORDER with further electrification

# 54.2<sup>million USD</sup>

estimated cost

## Estimated timeline for project implementation 2024

Expected outcome:

- ✓ Integration with EU railway network
- ✓ Access of EU railway undertakings to the rail network of Ukraine
- ✓ Increase in passenger traffic Ukraine – EU - Ukraine-up to 2 trains per day, i.e. 315 thousand passengers per year
- ✓ Reducing customs control and waiting time for up to **4 hours**
- ✓ Has a potential to be alternative and competitive cargo route – via redirection of cargo flow from the territory of Belarus to the territory of Ukraine
- ✓ Strengthening Ukraine's transit potential

## CONSTRUCTION OF THE «DRY PORT» - LOGISTIC HUB MOSTYSKA 2 – POLISH BORDER

## Estimated timeline for project implementation 2026

Implementation of the project will enable to:

- ✓ Facilitate improved logistics solutions for shippers
- ✓ Shifting freight volumes from road to more energy efficient traffic mode – rail
- ✓ Lower door-to-door freight rates
- ✓ Increase trade flow

**Area:** Approximately 100 ha

**Benefits:** Combined transport bill of lading  
Containerization

# LOCOMOTIVE FLEET RENEWAL

## Expected outcome:

- ✓ Locomotive fleet productivity increase by **40%**
- ✓ Increase in cargo transportation
- ✓ **30%** reduction in fuel/electricity consumption

## Procurement of freight electric locomotives

Taking into account the projected volumes of freight transportation, the need for new locomotives for 2020-2025 is:

- ✓ 135 AC locomotives
- ✓ 50 DC locomotives
- ✓ 20 dual-system locomotives

**1.38** billion USD

estimated cost

**2025**

approximate timeline for project implementation

## Procurement of freight electric locomotives

The project envisages procurement of 40 additional freight diesel locomotives produced by Wabtec Corporation (General Electric Transportation)

**190** million USD

estimated cost

**2023**

approximate timeline for project implementation

12.10.2020 / 15683

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# RENEWAL OF PASSENGER ROLLING STOCK

**300** million USD

estimated cost

**2020**

approximate timeline for project implementation

## Purchasing of 10 high-speed electric trains

## DEVELOPMENT OF TRANSPORT HUBS Terminals

**32.4** million USD

estimated cost

### Construction of reloading terminals to attract transit transport:

- ✓ Infrastructure modernization
- ✓ Purchase of loading/reloading equipment
- ✓ Warehouses construction
- ✓ Sidings upgrades
- ✓ Arrangement of customs checkpoints

### Setting up the network of multimodal transport terminals

- ✓ **CHOP** one of the key Western crossings that allows transportation to Slovakia and Hungary
- ✓ **KOVEL** the main alternative to the Brest-Malashevichi crossing on the border between Belarus and Poland

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BELGENİN ASLI ELEKTRONİK İMZALIDIR.

# RECONSTRUCTION OF THE RAILWAY FACILITIES WITH ELECTRIFICATION OF THE KOVEL - IZOV - STATE BORDER DIRECTION

## Expected outcome:

- ✔ Increase of gauge capacity
- ✔ Increase of train speed
- ✔ Reduction of operating costs due to switch from diesel to electric power
- ✔ Reduction of negative ecological effect from using diesel fuel

## Short description of work scope

- ✔ Construction of **2** railway sub-stations on Volodymyr-Volynski and Kovel stations
- ✔ Reconstruction of **ETL 10kV**
- ✔ Line electrification with **AC 25kV**
- ✔ Installation of new signaling and communication devices

12.10.2020 / 15683

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**57.3** million USD  
estimated cost

**High priority of project  
implementation**

**2020/2024**

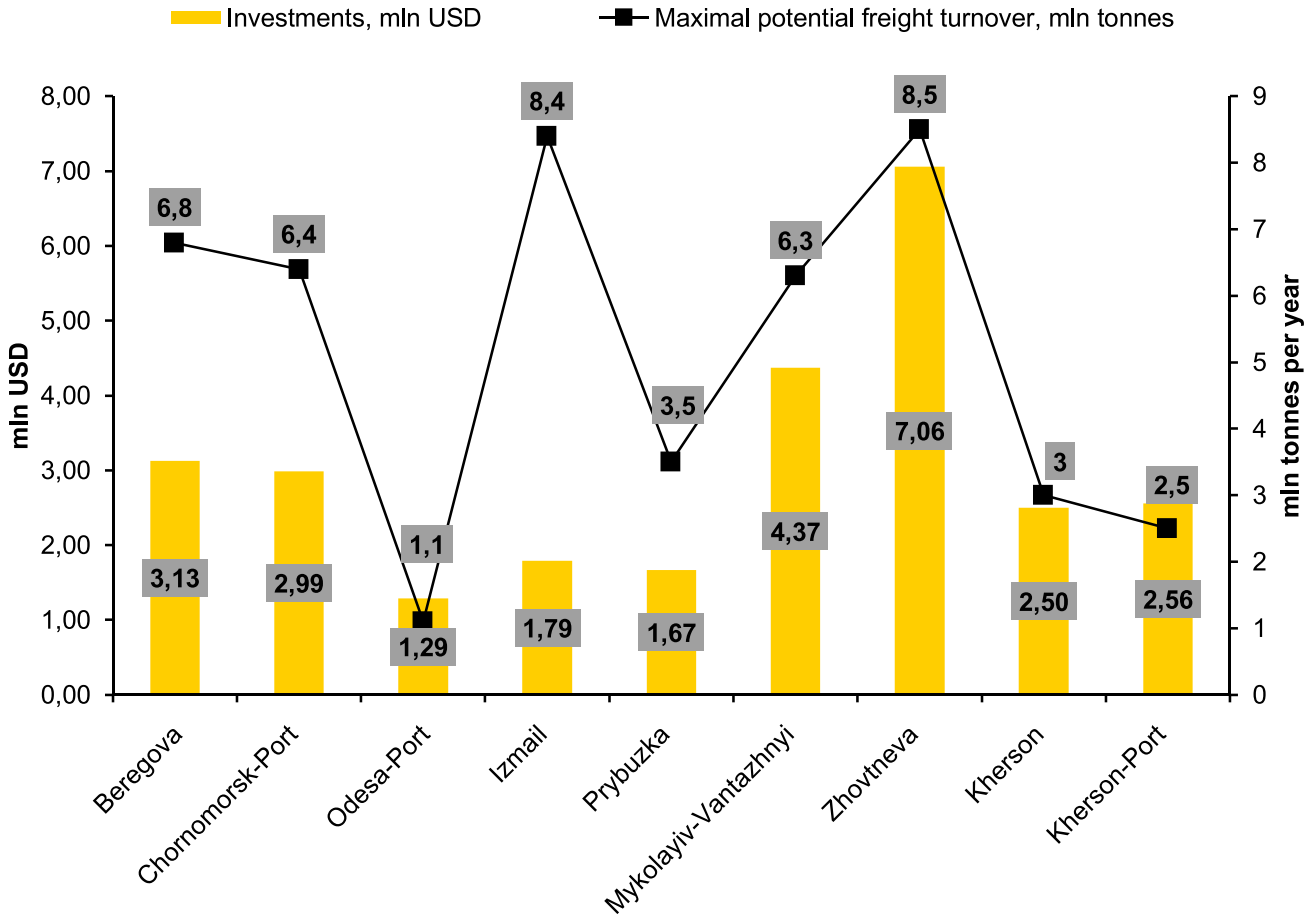
approximate timeline for project  
implementation

12.10.2020 / 15683

# INCREASING OF THE PORT RAILWAY TERMINALS CAPACITY PROJECT

**25.1** million USD  
total amount

## INVESTMENTS VS. POTENTIAL FREIGHT TURNOVER



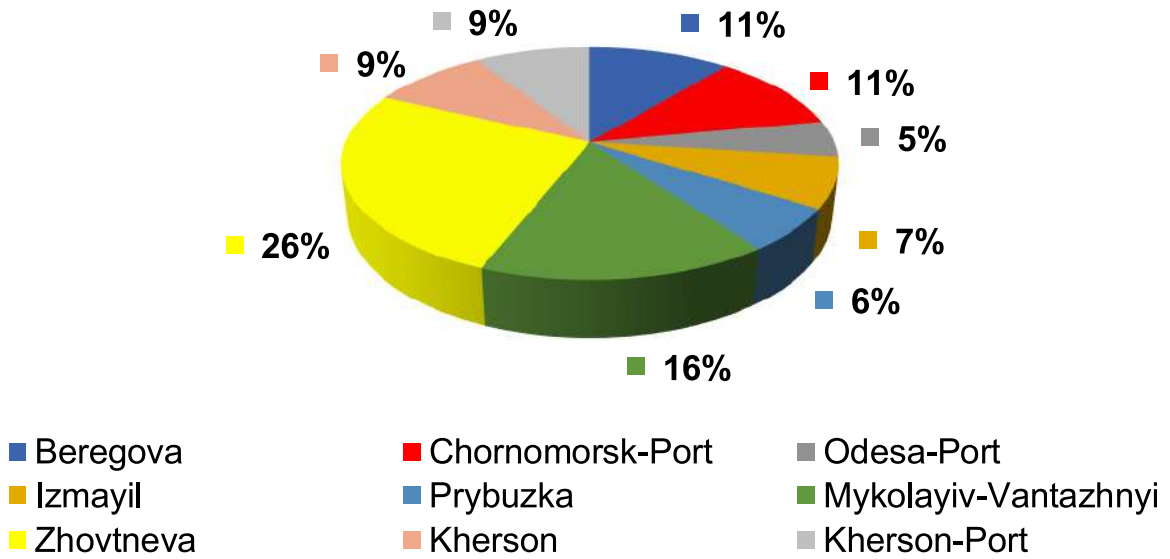
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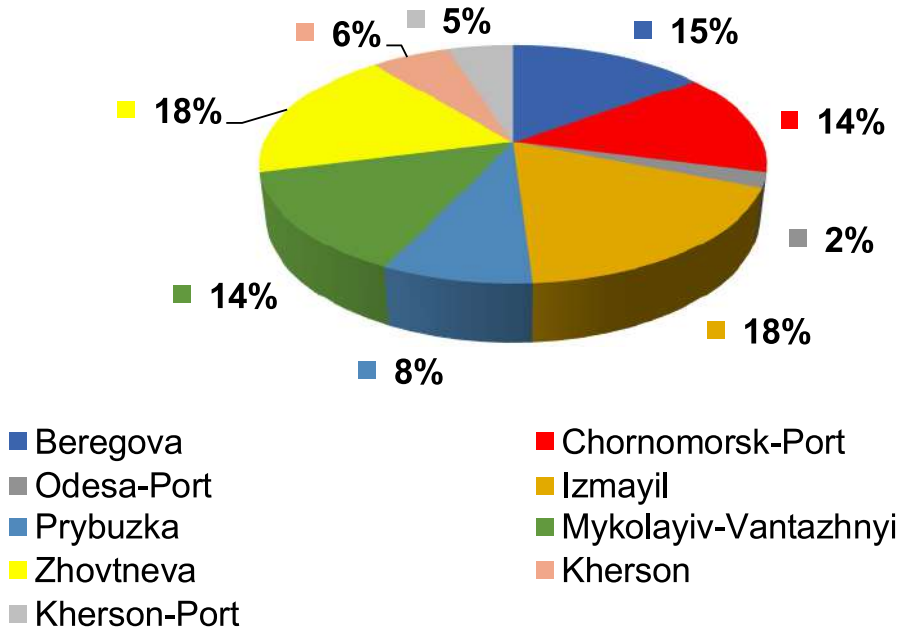
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## INVESTMENT STRUCTURE BY STATIONS



## MAXIMAL POTENTIAL FREIGHT TURNOVER STRUCTURE BY STATIONS



# SUMMARY

12.10.2020 / 15683

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- ✔ Ukraine is a large country with significant transport infrastructure needs and favorable investment conditions. The Ministry of Infrastructure of Ukraine, with the support of the Europe Bank of Reconstruction and Development, the Europe Union, the European Investment Bank, the World Bank, and the International Financial Corporation, is working to upgrade the national transport system by attracting investors and implementing private-public partnership projects
- ✔ We have successfully completed two concessions in the seaports of Olvia and Kherson
- ✔ But this is only the beginning. The National Transport Strategy of Ukraine calls for implementation of concession projects in other Ukrainian seaports
- ✔ The Rada is currently considering a major inland waterways reform legislation that will provide for stable financing for the rehabilitation and development of river infrastructure
- ✔ Work has also begun on the implementation of public-private partnership projects in the road sector using an availability payment-based concession model
- ✔ Successfully implementing public-private partnership infrastructure projects is one of the Government's strategic priorities

# PARTNERSHIP

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**THE FEASIBILITY STUDIES AND  
THE COST BENEFIT ANALYSIS  
PREPARED IN THE DIFFERENT  
TIME FRAME. ALL THE FIGURES  
SHOULD BE CONSIDERED WITH  
THE CURRENCY RATE  
DIFFERENCE.**



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