



Ministry for Recovery,
Infrastructure and Transport
of Ukraine

Portfolio of Priority



Public-Private Partnership Projects in Ukraine

Container terminal of the port "Chornomorsk"

Historically, the most powerful container terminal in Ukraine operated on the territory of the Black Sea Container Terminal under the management of a private operator, which handled about 50% of the Ukrainian market. The concession will allow to unlock the potential of 500+ thousand TEU/year

Concession
term 40
years



Investment commitments
(Projected capacity of the Concession Object in 3 years from the beginning of the concession)

from 3.0 million tons
general and bulk cargoes

from 250 thousand TEU
containers

Assets to be transferred to the concession

CSPC

- real estate objects (buildings, structures, sites, within berths 1-6)
- machinery and equipment (crane equipment, gripping mechanisms) within berths 1-6
- vehicles within berths 1-6

USPA

- berths No. 1-6,
- buildings and structures
- machinery and equipment (electric speakers, etc.)



Expected results

From \$ 50 million minimum investment

From \$1,120 million revenues to budgets for the concession period

1000+ jobs retained

Retention and indexation of salaries and a prohibition on layoffs for 5 years

Ferry terminal of the port "Chornomorsk"

A unique facility in Ukraine, located at the intersection of international trade corridors. It handled an average of 1.7 million tons of cargo per year during 2015-2018, utilizing only part of its total capacity (4.5 million tons). Until 2022, regular ferry services operated from Chornomorsk to Poti and Batumi (Georgia), Varna (Bulgaria), and Samsun and Istanbul (Turkey). Currently, the ferry service is not operational, with only a few vessel calls recorded. Since September 2020, the Ministry in cooperation with the EBRD and IFC, has been preparing a concession project aimed at restoring cargo flows to the Chornomorsk Ferry Terminal and increasing state budget revenues. The tender has already attracted interest from a large number of ferry operators from Japan, Turkey, Azerbaijan, Bulgaria, Ukraine, Greece, and Denmark.

**Concession
term 35**
years



Investment commitments
Investments in infrastructure modernisation
and terminal service development

Assets to be transferred to concession

CSPC

- Real estate within berths No. 26-28 (administrative and service buildings, etc.)
- drawbridges, machinery and equipment, other assets within berths No. 26-28

USPA

- berths No. 26-28
- buildings, transformer substations, utility
- networks, and other infrastructure
- machinery and equipment, and other assets



Expected results

revenues to budgets for
the concession period

218
jobs retained

Retention and indexation of salaries
and a prohibition on layoffs for 5 years

The second terminal of the port "Chornomorsk"

The second terminal has a cargo turnover potential of up to 1million 600 thousand tons per year. The concession will create new jobs and unlock trans-shipment potential for a range of cargoes, such as grain, oil, building materials and containers



Concession
term ~30
years



Investment commitments
Tobedetermined basedonthe results of the Feasibility Study. Anincreasein cargo handling volumes to

1.6milliontonnesperyear is expected.

Assets to be transferred to the concession

CSPC

- real estate objectswithin berthsNo.7-9 (administrative and service buildings,etc.),
- drawbridges, machinery and equipment, other assets

USPA

- berthsNo. 7-9
- buildings, transformersubstations, engineering
- networks, other infrastructure
- machinery and equipment, other assets



Expected results

~180

New jobs

Increase revenues tothe state
and local budgets

Lviv Northern Bypass

Scope of PPP Project

23.2 km

- 23.2 km of road connecting M-06 (Kyiv – Lviv - Chop), M-09 (Lviv - BCP "Rava-Ruska Hrebenne") and M-10 (Lviv - BCP "Krakovets – Korczowa" via T-14-14)
- The segment of road T-14-14 from km 0+000 to 4+135 is not part of the project

ProjectDescription

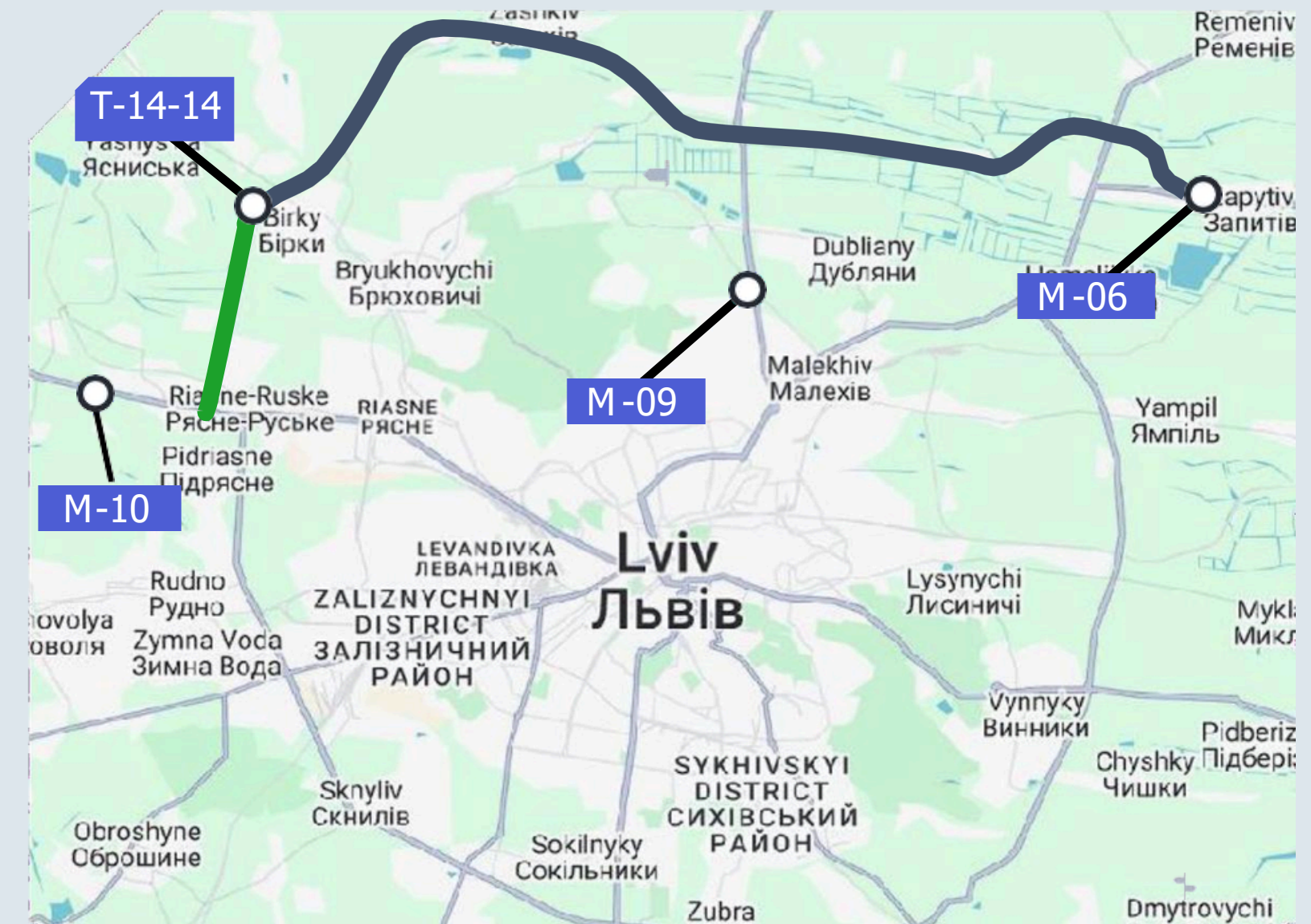
TheGreenfield Project focuses on the construction oftheLviv Northern Bypass and the provision of long-term maintenance of the road and associated infrastructure over the project term. The Project comprises 23.2 km of new high-capacity road,

- The Project is planned to be implemented as an availability payment-based PPP.

- Design documentation ready, now being updated
- Land mostly secured

Key facts

- Strategicgreenfield bypass creating a missing northern section of the Lviv ring road, enabling full redistribution of transit traffic around the city
- Infrastructure link connecting M-06 with M-09, M-10 and M-11, integrating major national and international transport corridors around Lviv
- Expected to redirect transit traffic from Lviv urban network, and redistribute north–south traffic flows along optimal routes without entering the city
- Brings positive economic value and Vaue-for-Money in comparison to traditional procurement option

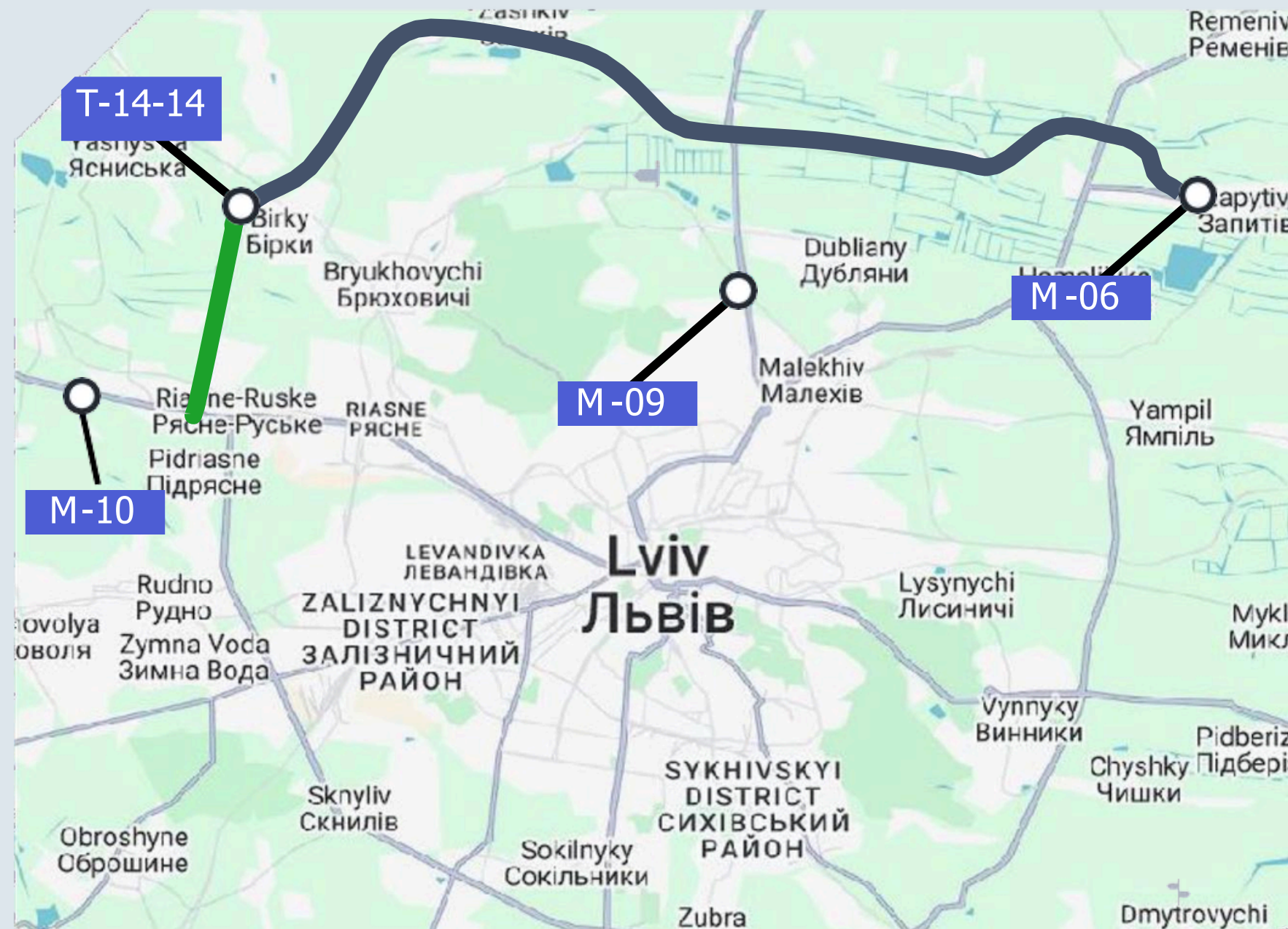


Key private partner's responsibilities

- 1) Receiving relevant approvals
- 2) Financing for initial capital investments
- 3) Design
- 4) Road rehabilitation works
- 5) Road maintenance in accordance with contracted KPIs

Project
duration
15 years

Lviv Northern Bypass



Scope of works

Construction

23.2 km from T-14-14 to M-06, including:

21.4 km of four-lanes road (1 category) 1.8 km of four-lanes road (2 category)

Required minimum 4 years for completing design and construction



Next steps

- 1) Finalize Concept Note
- 2) Develop Feasibility study and perform efficiency analysis
- 3) Tender preparation
- 4) Tendering



Preliminary investments estimate

Investment range (excl. VAT) approximately:

USD 335–410 mln

in initial rehabilitation of the selected road segments

M-09/M-10/M-11 Road Corridor

■ PPP Object

196 km
consisting of:

- M-09: 62 km, from Lviv to BCP "Rava-Ruska/Hrebenne"
- M-10: 62 km, from Lviv to BCP "Krakovets/Korczowa"
- M-11 – 72 km, from Lviv to BCP "Shehyni/Medyka"

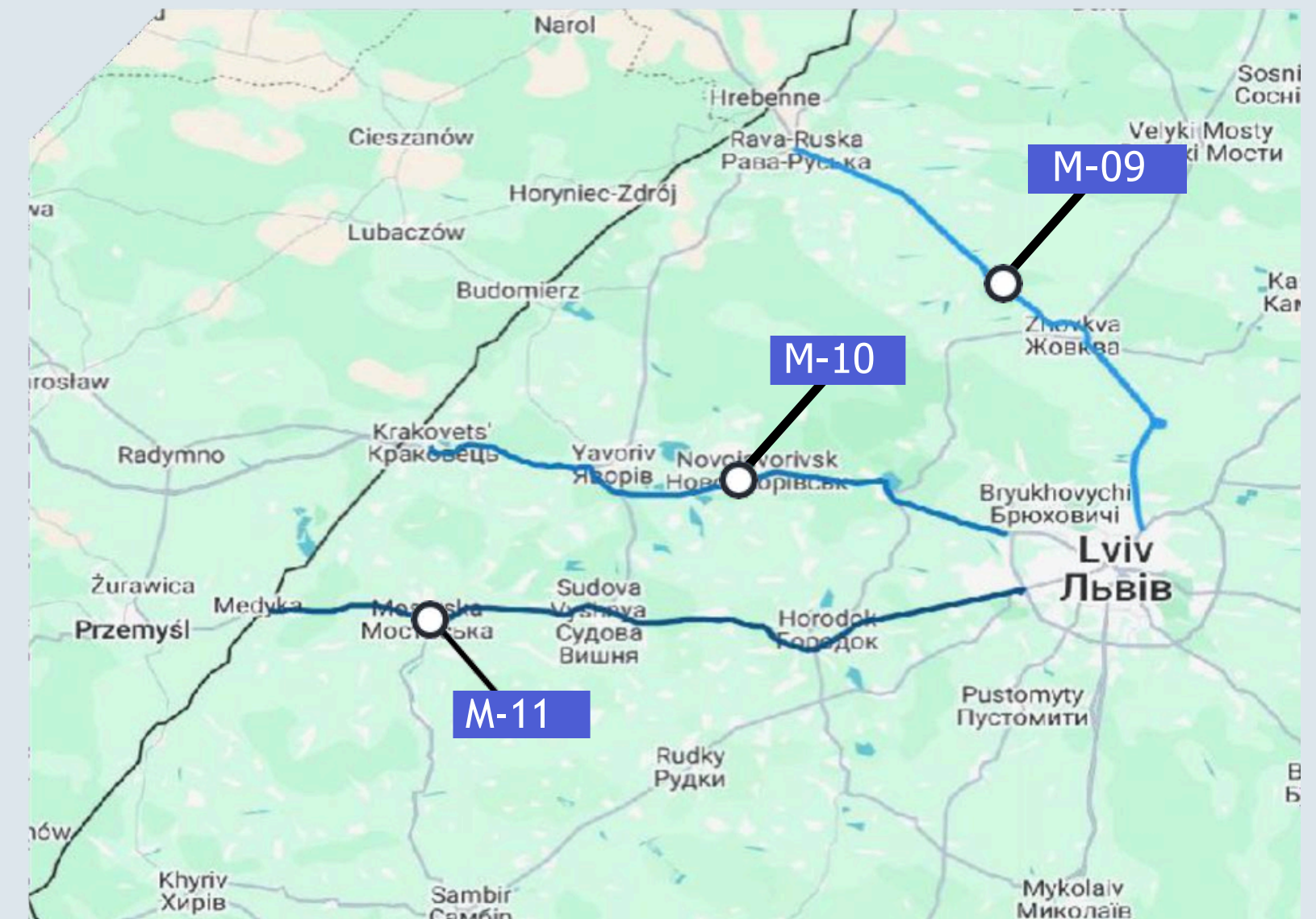
■ Project Description

The Project focuses on rehabilitating key sections of the M-10 and M-11 roads and providing long-term maintenance of the fulllength of these roads, as well as M-09 road segment (which is currently under rehabilitation and should be finished by the end of 2026).

- The Project is planned to be implemented as an availability payment-based PPP.
- Design documentation mostly developed
- Land mostly secured

■ Key facts

- Core EUUkraine logistics corridor linking Lviv with 3 of the busiest border crossing points to Poland
- High-capacity transport route, combining into passenger and freight traffic flows
- Part of the core and comprehensive TEN-T network, including the North Sea–Baltic Corridor, ensuring long-term relevance for European transport system.
- Key logistics backbone for the Lviv region, facilitating efficient distribution of goods, supporting transit flows towards and from the EU.
- Brings positive economic value and Value-for-Money in comparison to traditional procurement option



■ Key private partner's responsibilities

- 1) Receiving relevant approvals
- 2) Financing for initial capital investments
- 3) Design
- 4) Road rehabilitation works
- 5) Road maintenance in accordance with contracted KPIs

**Project
duration
15 years**



M-09/M-10/M-11 Road Corridor



- Preliminary investments estimate
- Investment range (excl. VAT) approximately:

USD 600-730 mln

in Initial rehabilitation of the selected road segments

Scope of works

Capital repair

- 129 km of M-10 and M-11
- Upgrading a two-lane road to a three-lane road
- Required 2 or 3 years for completing for M-10 and M-11 respectively

Construction

- 5.5 km of M-11
- Finalization of new construction of Horodok bypass with two-lane road
- Required 2 years for completing

Next steps

- 1) Finalize Concept Note
- 2) Develop Feasibility study and perform efficiency analysis
- 3) Tender preparation
- 4) Tendering



M-07/M-19 Road Corridor

■ PPP Object

128.3 km

consisting of:

- M-07: KyivKovel–Yahodyn (towards Lublin), from theYahodynDorohusk BCP to Kovel -69.6 km.
- M-19: Domanove–Kovel – ChernivtsiTerebleche, from Kovel to Lutsk - 58.7 km

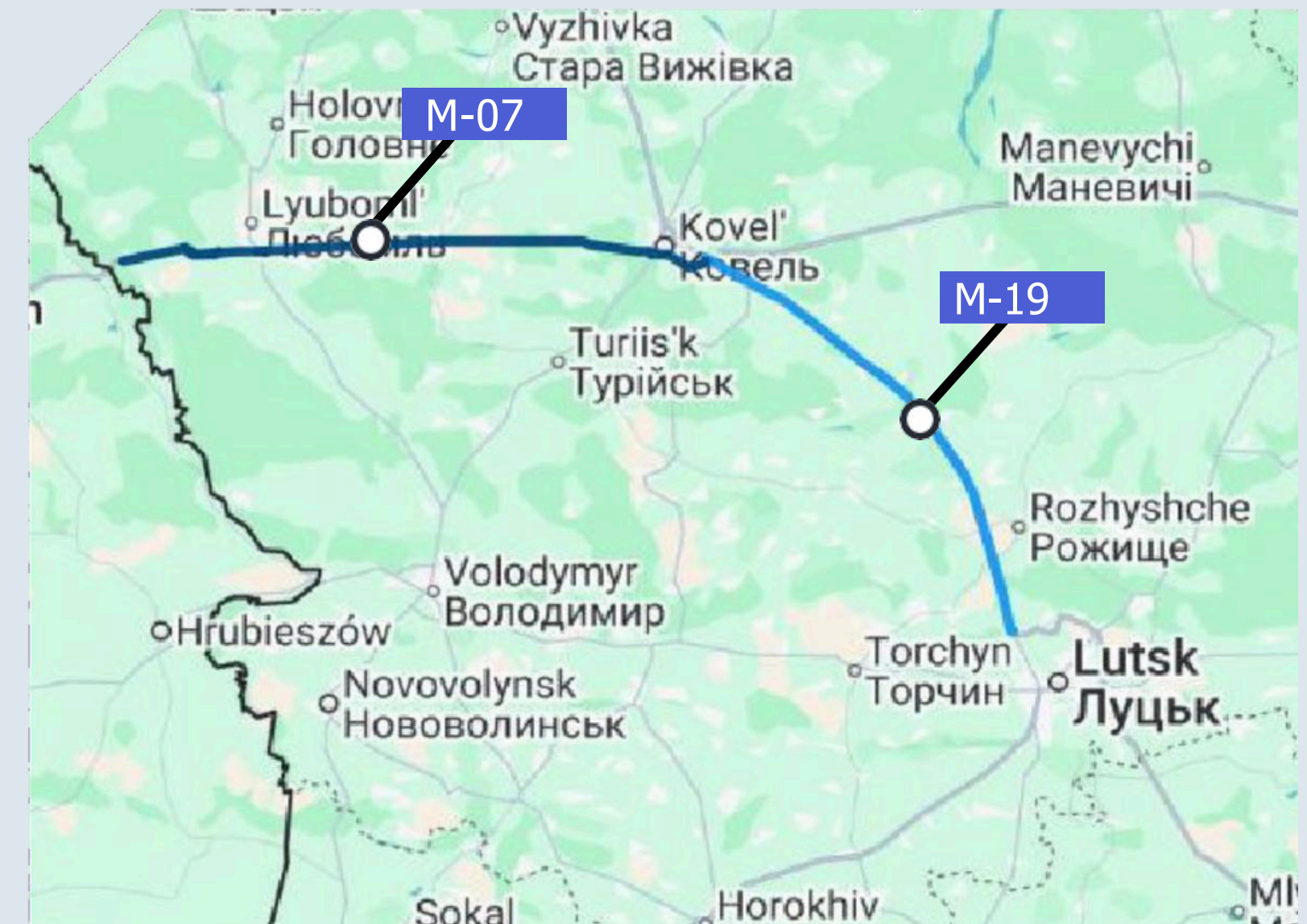
■ Project Description

TheProject involvesrehabilitationofkeysections ofthe M-07 and M-19highways,andmaintenance ofthe whole YahodynKovelLutskcorridor, aimed atimproving roadtechnical condition,safety and operational performance.

- The Project is planned to beimplemented as an availability payment-based PPP.
- Designdocumentation partially developed
- Land mostly secured

■ Key facts

- Core EUUkraine logistics corridor, connecting north-west Ukraine with Poland and supporting cross-border mobility.
- Major freight and transport route, facilitating inter- national trade flows as well as humanitarian and mili- tary logistics
- Part of the North Sea–Baltic TEN-T network, reinforcing Ukraine’s integration into the European transport system.
- Key regional backbone for Volyn and neighboring regions, linking Western Europe with major nodes (Kovel, Lutsk) and further connecting to Ukrainian road network
- Brings positive economic value and Value-for-Money incomparison to traditional procurement option



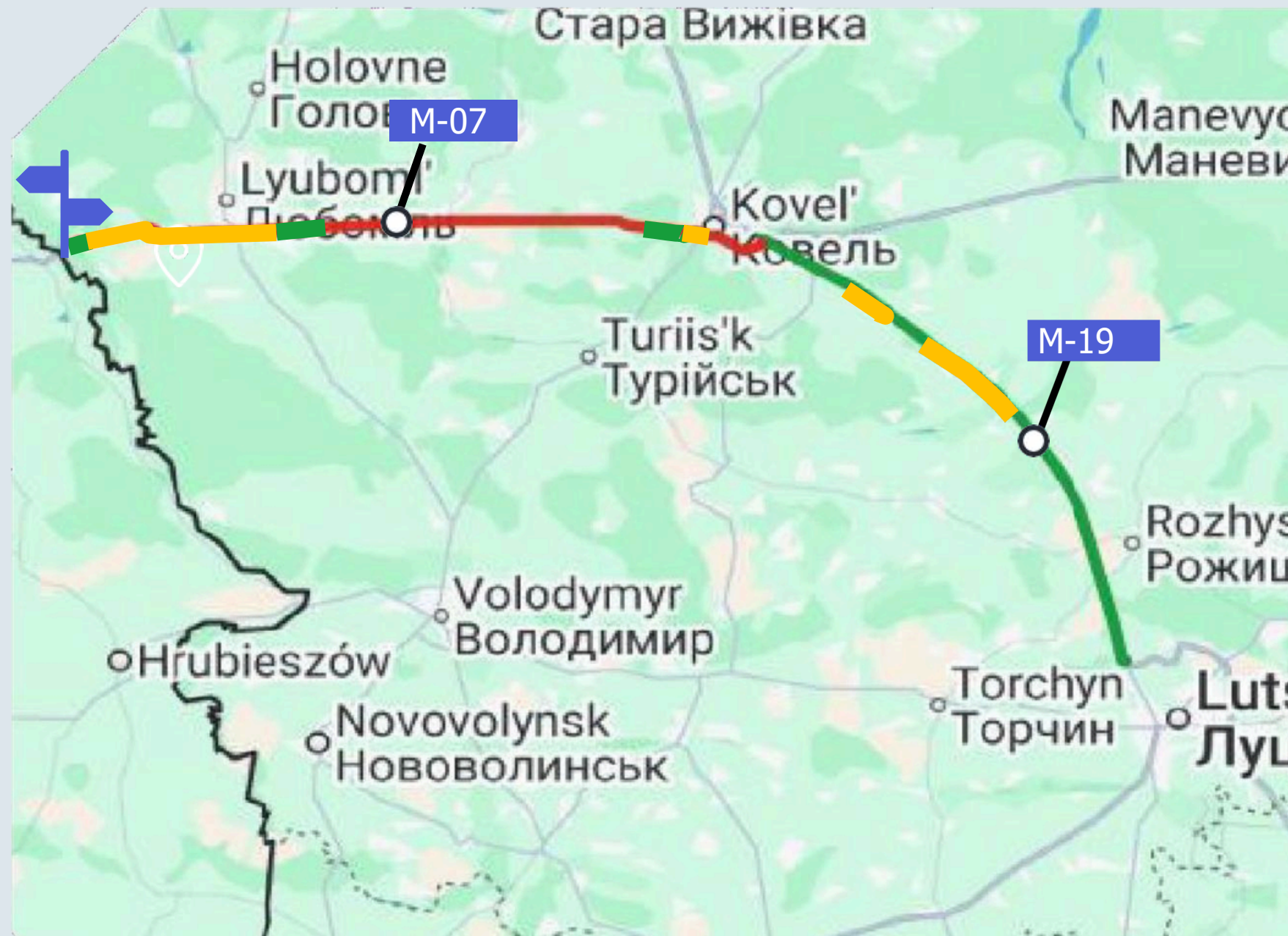
■ Key private partner's responsibilities

- 1) Receiving relevant approvals
- 2) Financing for initial capital investments
- 3) Design
- 4) Road rehabilitation works
- 5) Road maintenance in accordance with contracted KPIs

Project
duration
15 years



M-07/M-19 Road Corridor



- Preliminary investments estimate
Investment range (excl. VAT) approximately:

USD 300-360 mln

in initial rehabilitation of the selected road segments

■ Scope of works

Reconstruction

- 35.2 km of M-07
Upgrading a two-lane road to a four-lane
- 3 years for design and construction
-

Capital repair

- 32.7 km of M-19 and M-07
- No change to the existing two-lane configuration
2 years for design and construction
-

■ Next steps

- 1) Finalize Concept Note
- 2) Develop Feasibility study and perform efficiency analysis
- 3) Tender preparation
- 4) Tendering



Reconstruction of the transport corridor M-15 Odesa – Reni

Investment direction

The reconstruction (new construction) of the M-15 Odesa-Reni road (to Bucharest) is one of the strategic national projects of critical importance for the security, economy and European integration of Ukraine. The project covers more than 300 km of road, dozens of bridges, overpasses, and bypasses

It is the only high-capacity land route connecting Odesa, Ukraine's main Black Sea port, with the strategically important Danube ports of Reni, Izmail, and Kiliia. The M-15 provides efficient connectivity between the city of Odesa and border crossing points with Romania. The M-15 is a key transport corridor in southern Ukraine and forms part of the European route E87

Initiator

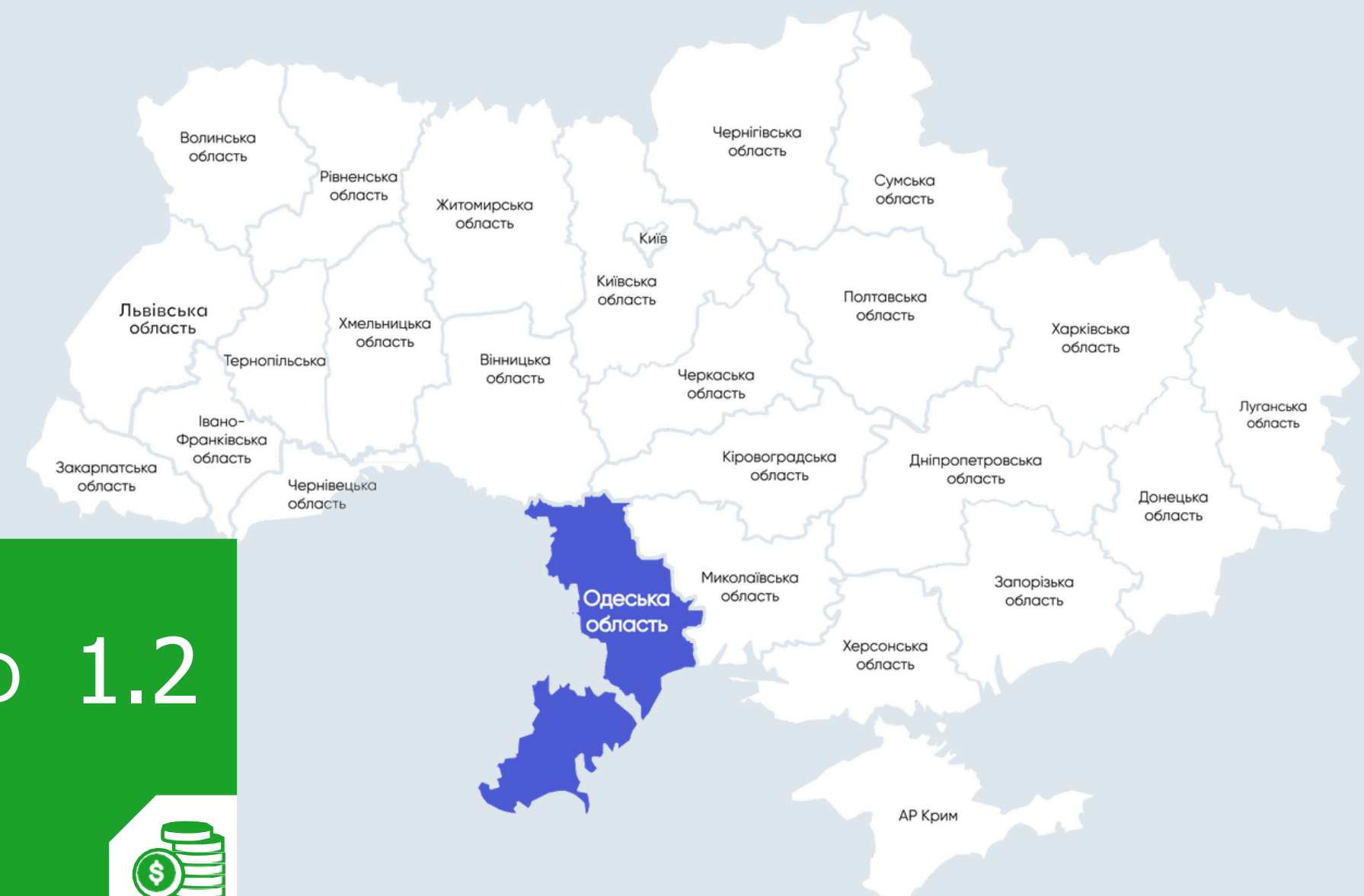


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Geography



Odesa
oblast



Cost USD 1.2
billion



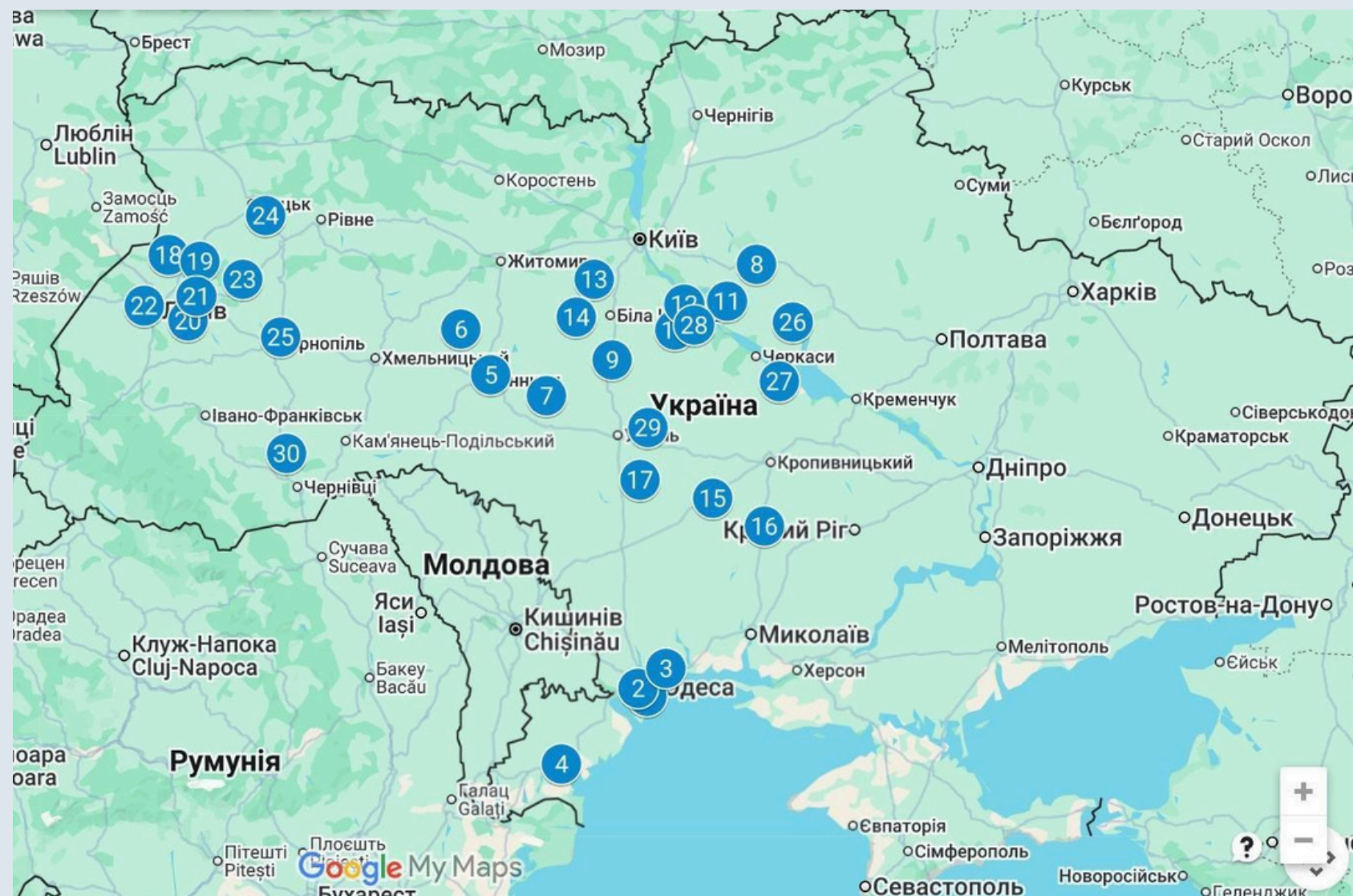
National Weight-in-Motion System

■ PPPAssetDescription

- National WIM monitoring network is supposed to be a single investment asset
- The scope of PPP is 30 WIM complexes in 9 regions

■ Potential regions

- | | |
|--------------|--------------|
| ■ Vinnytsia | ■ Kirovohrad |
| ■ Kyiv | ■ Rivne |
| ■ Lviv | ■ Ternopil |
| ■ Odesa | ■ Cherkasy |
| ■ Chernivtsi | |



WIMs in proximity to the frontline are not included in the project scope as a risk mitigation measure

CAPEX

USD 23 mln

Construction of 10 service zones near public roads

Investment direction

Construction of 10 service areas near public roads on approaches to border crossing points under concession arrangements, with subsequent maintenance

The project envisages the construction of multi-functional service facilities near key border crossing points. Instead of chaotic stops on the side of the road, drivers will be able to use specially equipped facilities that meet international standards of logistics and comfort

**Cost USD 53
million**



Initiator

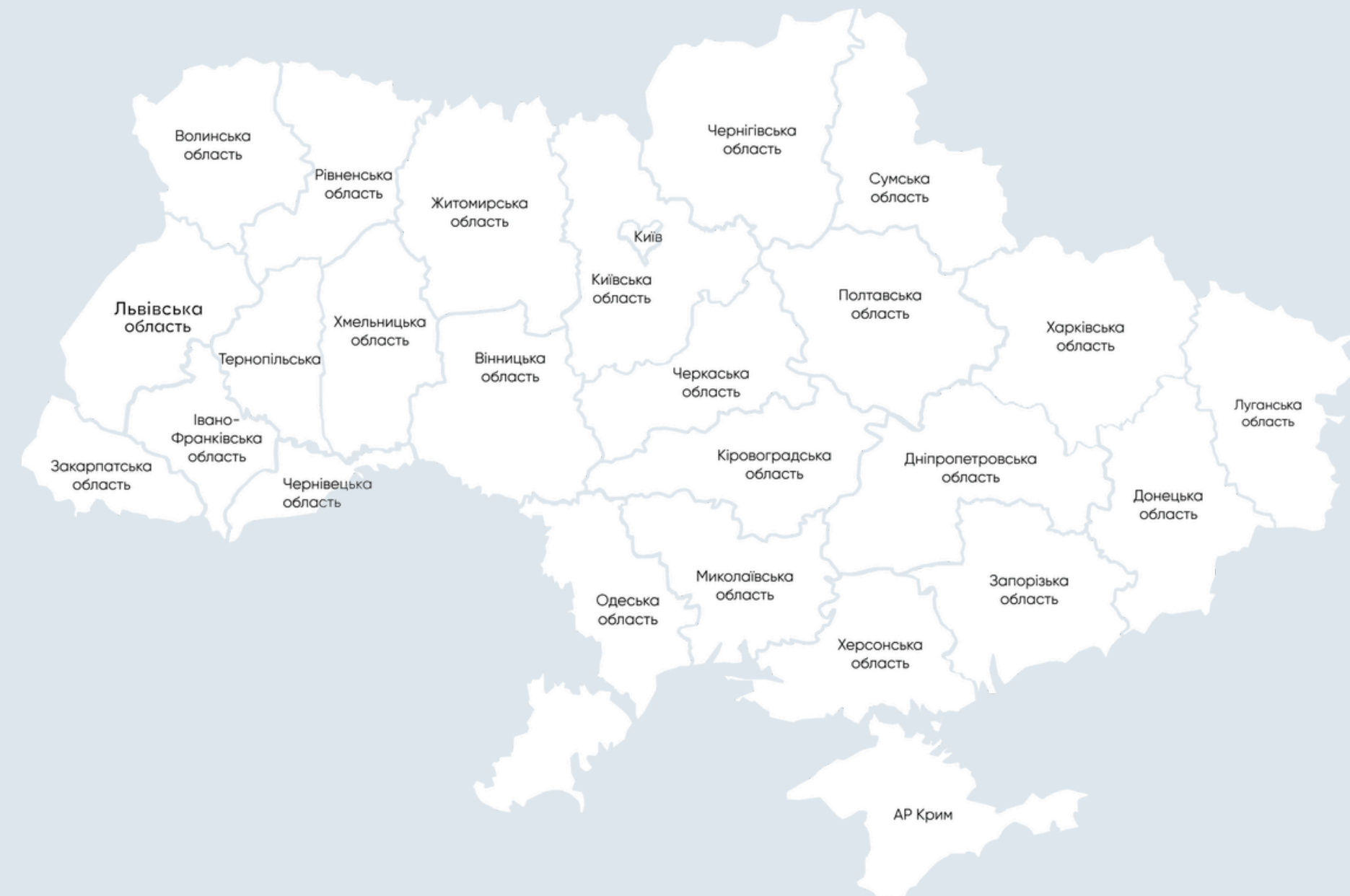


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Geography



The entire territory
of Ukraine



Concession of Intermodal Hub "Sknyliv" — Logistics Gateway of Lviv on European Gauge 1435 mm

Project Objective

Creation of an Intermodal hub at the junction of 1435/1520 mm tracks — a key node for foreign trade cargo flows of Lviv and Western Ukraine

Expected Project Outcomes

Next-generation terminal: handling 1435/1520 mm trains; 1,400 TEU + 600 TEU under customs control; connection to bypass road; serving the Lviv economy

Next Steps

- Engage IFC
- Prepare preliminary feasibility study and concept note

Key Project Areas

- 1) Track reconstruction with a front of up to 40 platform units;
- 2) Territory expansion (Lviv City Council) + bypass road;
- 3) Container yard, customs zone, warehouse;
- 4) Bulk cargo transshipment point

PREREQUISITES AND PREVIOUS PROJECT PHASES:

PCD completed. European gauge MostyskaSknyliv (EU grant €73.5 mln) commencing. Lviv City Council supports expansion.

Can be combined with Lisky project (hub «Sknyliv» is part of CTS Lisky).

USD 40 mln

(basic reconstruction). To be adjusted after assessment of the new land plot.



Concession of Kyiv Station Complex

Project Objective

The project combines a transport mul-ti-modal hub and a large-scale project of real estate development (offices, housing, commercial real estate) involv-ingleadingglobal real estate players

Key Project Areas

Comprehensive reconstruction and commercialization of Kyiv-Pasazhyrskyi station complex:

- Central Station (22,119 m², 1932, major renovation 2001) and Southern Station (21,148 m², 2001)
- Construction of office and retail premis-es (~64.5 mln USD)
- Development of commercial spaces in the passage (~59.6 mln USD)
- Reconstruction of retail spaces (~0.6 mln USD)

Fastiv Station as a potential restoration component

Possibilityof bundling KyivandFastiv railway stations into a single PPP project and tender package

ExpectedProjectOutcomes

- Creation of a modern multimodal transport hub integrating railway, urban, suburban connections and Kyiv Boryspil Express
- Redevelopment of ~43,000 m² of existing station space (Central and Southern stations) and creation of new commercial facilities
- Growth of non-fare revenue, elimination of operational losses of the asset
- Improvement of service quality for 9.8 mln passengers/year and development of inclusive infrastructure

PREREQUISITES AND PREVIOUS PROJECT PHASES:

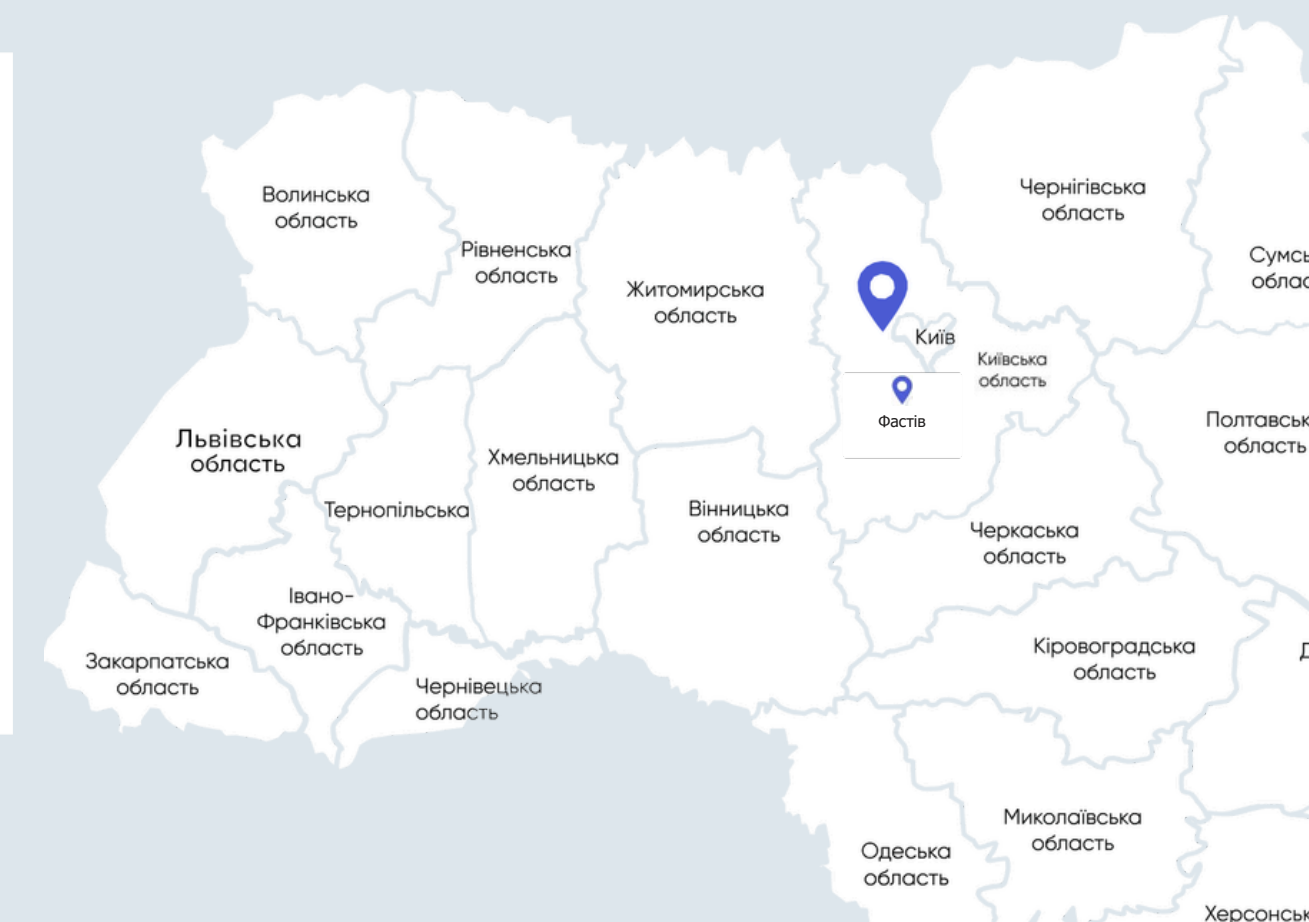
The concept note (June 2021) confirmed commercial feasibility. EY "Strategic Recommendations" report (IFC/GIF, 2020–2021) — PRA-analysis, assessment of commercial potential

Next Steps

- Engage IFC
- Update data atcurrent prices
- Prepare updated concept note

CAPEX

USD 125 mln



Concession of Lviv Station Complex

Project Objective

Transformation of Lviv Station — the second busiest in the country — into a modern multimodal transport and commercial hub "Gateway to EU» with real estate development on 4.5 ha

Expected Project Outcomes

- Station building renovation (landmark of 1904, 25,292 m²)
- Shopping mall up to 120,000 m², parking for 760 spaces
- Redevelopment of suburban station (1,600 m²)
- Congress center, hotel, offices (phases 2–3)

Next Steps

- Engage IFC
- Update data at current prices
- Prepare concept note

Key Project Areas

Passenger flow — 3.5 mln people (2025).
The 25,292 m² building requires renovation;
zone of 4.5 ha — development potential.

3 phases: ~348,000 m² GBA, ~272 mln USD

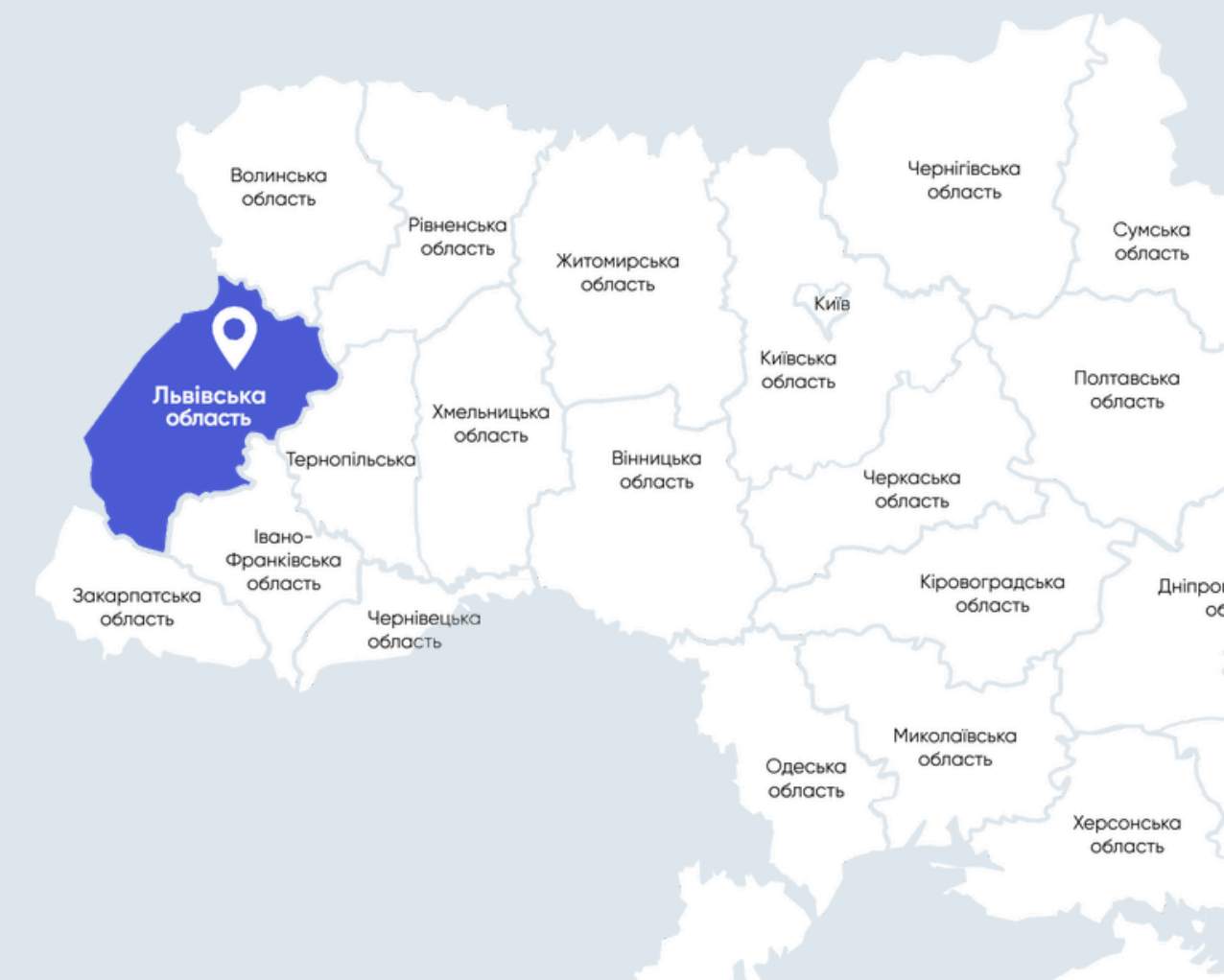
PREREQUISITES AND PREVIOUS PROJECT PHASES:

Pre-feasibility study completed (most prepared project).

EY Report (IFC/GIF, 2021) — PRA analysis, full financial model (DCF)

CAPEX

USD 107.5
mln



Concession of Odesa Station Complex

Project Objective

The objective of the project is to develop the commercial potential of Odesa Station.

Two development options have been proposed for the Station

The first option envisages the construction of a small shopping center above the tracks with a total area of GBA 5,500 sq. m. This project is not typical for the local market and features a high degree of construction complexity (platform above the tracks)

The second option, which could potentially be combined with the first, —is the construction a hotel with 73 rooms, as well as an adjacent parking lot for 37 parking spaces

Key Project Areas

- Construction of retail trade premises above platforms, GBA is 5,500 m²
- Construction of a hotel, GBA is 3,300 m, number of rooms 73 —

PREREQUISITES AND PREVIOUS PROJECT PHASES:

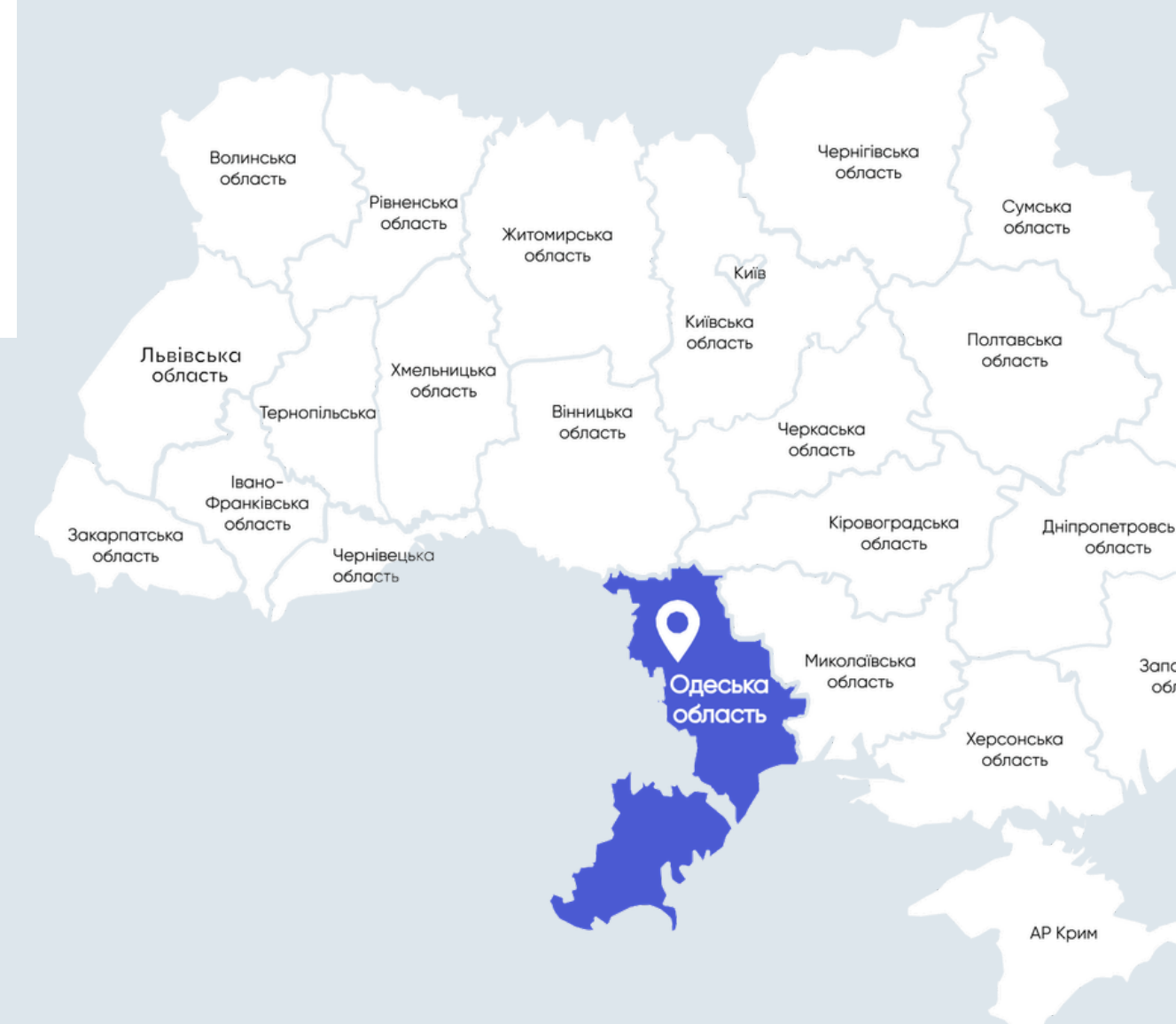
EY Report(IFC/GIF,2021) —
PRA analysis,financial model

USD 11,6
mln



Next Steps

- Engage IFC
- Update data at current prices
- Prepare concept note



Reconstruction and technical modernization of the existing Kaidatska Pumping and Filtration Station (Dnipro city)

Estimated cost —
USD 70.56 mln



Current status

The Municipality provided a full package of output data for the analysis



With the support of UNICEF, technical solutions are currently under development



Next steps:

- Preparation of a concept note and a feasibility study (FS) for the PPP project

Construction of a new wastewater treatment plant line with a capacity of 50,000 m³/day, on Yenkovska Street, Uzhhorod city

Estimated cost —
USD 29.4 mln



■ Current status

The Municipality provided a full package of output data for the analysis



With the support of UNICEF, technical solutions are currently under development



■ Next steps:

- Preparation of a concept note and a feasibility study (FS) for the PPP project

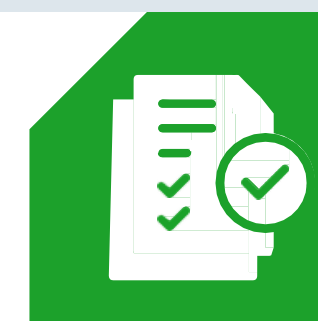
Reconstruction of Water Supply and Wastewater Facilities Khust, Zakarpattia Oblast

Estimated cost —
USD 41 mln



■ Current status

The Municipality provided a full package of output data for the analysis



With the support of UNICEF, technical solutions are currently under development



■ Next steps:

- Preparation of a concept note and a feasibility study (FS) for the PPP project

Modernization of the water supply and sewage system in the city of Zhovkva, Lviv region

Estimated cost —
USD 32 mln



Current status

The Municipality provided a full package of output data for the analysis.



Next steps:

- Preparation of a concept note and a feasibility study (FS) for the PPP project
- The search for investors for the competition is ongoing



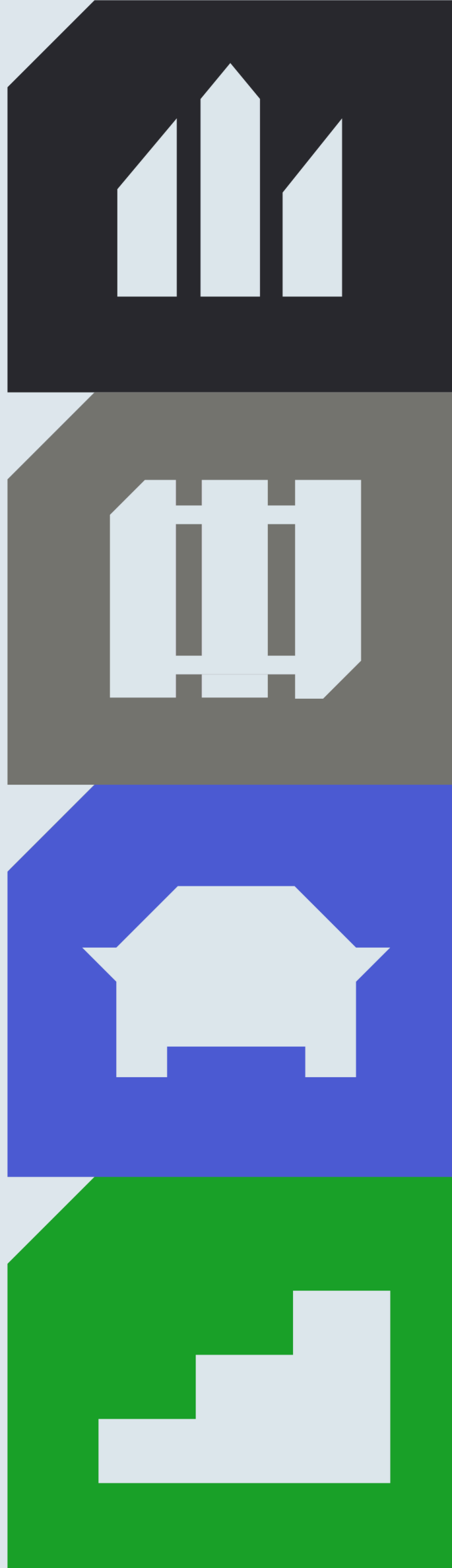


Ministry for Recovery,
Infrastructure and Transport
of Ukraine

Serhiy DERKACH

First Deputy Minister for Recovery,
Infrastructure and Transport of
Ukraine

WhatsApp: +380 97 137 48 98
mailto: derkach@mtu.gov.ua



COMPANY PROFILE

Date:

<i>Company Name</i>	
<i>Name of the Project (i) the Company Is Interested In</i>	
<i>Year of Establishment</i>	
<i>Type of Entity</i>	
<i>Areas of Activity</i>	
<i>Company Web-site</i>	
<i>Chief Executive Officer (CEO)</i>	
<i>Certifications</i>	
<i>International Partners</i>	
<i>Key Projects / Relevant Experience</i>	
<i>Contact Person (Name, Position, E-mail, Phone)</i>	
<i>Links to Annual Financial Reports</i>	