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LANDMARKS FOR THE UKRAINE INFRASTRUCTURE RESTORATION

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Russian-Ukrainian war beginning in 2022 brought Ukraine's economy into martial law with its specific features and requirements. The needs and priorities of Ukrainians have changed rapidly, and the amount of necessary resources for business has decreased significantly. Some enterprises partially or completely lost their production facilities. Due to the forced migration of people to the west of Ukraine and abroad, organizations are losing qualified specialists. The war hit manufacturing, logistics and supply chains that entrepreneurs had built up over the years [1].

The war on the territory of Ukraine caused large-scale and devastating consequences: residential buildings, railway tracks, roads, airports, bridges and a significant number of other infrastructure objects were destroyed or damaged. According to a study by the Kyiv School of Economics, as of November 2022, the amount of direct damage to infrastructure amounted to \$136 billion [2].

Ukraine has lost its transit potential and will obviously no longer be a hub in industrial chains between China and Europe. The priorities and tasks of the post-war reconstruction of Ukraine should be closely related to the tasks of integration into the EU. New opportunities for exports in times of war have been provided by the EU's introduction of temporary trade preferences and the suspension of customs payments for Ukraine (Regulation 2022/870 of May 30, 2022), which has intensified cargo flows across the Ukraine-EU border section. Transportation is currently significantly complicated due to the loss of convenient and well-established logistics routes, the blockade of Ukrainian Black Sea ports and the insufficient capacity of the infrastructure of the border regions. This caused a food

crisis at the national and international levels, because Ukraine is in the top 10 of the world's largest grain exporters. Transport corridors involving river ports and overland routes for the export of food products are being forcibly established. The safety issues of cargo transportation have also become more acute.

The main guidelines here can be such as:

- the formation of an effective institutional environment integrated into the European economic space, the development of cooperation within the framework of the Eastern Partnership transport panel, which is also focused on ensuring the development of a regional transport network compatible with TEN-T;
- increasing the efficiency of transport logistics through the development and approval of state and regional logistics strategies that will determine the principles of transportation by various modes of transport;
- construction of the organizational and management system of logistical support for the development of the economy;
- formation and implementation of new models of public-private partnership in the field of logistics and warehousing;
- creation of a nationwide network of warehouse locations, parking spaces, and "backlog" of cargo vehicles to ensure safe and reliable supply chains on the territory of Ukraine;
- improvement of the state border crossing infrastructure by increasing the capacity of checkpoints and/or opening new automobile checkpoints for freight traffic;
- optimization and stimulation of railway freight transportation;
- restoration and increase of production capacities for cargo handling of railway terminals; development of a network of intermodal and transshipment terminals.

Restoration and development of energy infrastructure is a prerequisite for achieving the goals of sustainable development and providing affordable and reliable energy for citizens. The Energy Community has created a Fund for the restoration of energy infrastructure destroyed by the Russian war for Ukraine, whose donors will mainly be EU member states. The main goal is to modernize the energy system of Ukraine, make it modern and ecological. Any new renewable energy sources built in Ukraine would not only provide clean electricity on a national scale, but could also be used by the country as part of its likely role as an exporter of electricity to Europe.

The main landmarks are:

- restoration of damaged electricity and gas supply networks in destroyed and near-front territories, as well as ensuring maximum energy independence of the territories;
- replacement of destroyed thermal power plants and thermal power plants with modern ones equipped with emission cleaning systems of biothermal power plants and biothermal thermal power plants;
- perspective reorientation of housing and communal services of communities from traditional gas supply to electricity;
- construction by communities of solar energy production facilities, as well as biofuel production enterprises;
- ensuring the localization of production using its own mineral and raw material base;
- creation of enterprises for the production of building materials and modular structures for the rapid reconstruction of destroyed housing and the construction of a new one;
- stimulating the transition of communities to low-waste, environmentally safe production and technologies ("green economy");
- implementation of the provisions of the European Green Agreement into the national economy, implementation of norms and standards for circular production, expansion of electricity production from renewable sources, introduction of a national waste management system.

Rebuilding infrastructure after or during hostilities is a complex task [3], compounded by the continuous cycle of damage and the need for damage assessment. The long-term goal of Ukraine should be to build a competitive economy within the European Union and one of the powerful regions for attracting investments for the next decades.

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