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**PROSPECTS OF RIVER TRANSPORT DEVELOPMENT IN UKRAINE****Nazaretian Oleksandr***National Aviation University, Kyiv**Academic Supervisor – Kateryna Molchanova, PhD in Economic, Associate Professor*

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The main benefit of river transport operation is its cheapness and safety in comparison with other competing transport modes. Ukraine owns a number of various natural resources including rivers suitable for transport operation, the length of which is about 6000 km. River transport in Ukraine is in a state of decline since the country independence. For instance, if in 1975 the number of transported passengers was 27.9 million passengers, in 2018 the number reached only 596.2 thousand passengers which is only 2% of the 1975 level [1]. Let's consider the main aspects of the operation of river transport in the field of passenger and cargo transportation.

Passenger river transportation. The main navigable roads of Ukraine are the Dnipro River - 1,205 thousand km and its tributaries the Desna River - 520 km and the Pripjat River - 60 km, also, the Danube River - 160 km and partly the Southern Buh River - 155 km [2]. On along whole river routes of Ukraine, there are 12 river ports, which have an appropriate infrastructure for passenger transportation services, including big cities such as Kyiv, Odessa, Cherkasy, Dnipro, Zaporizhyya, Kherson and so on.

Freight river transportation. River transport mainly delivers non-perishable goods due to possible long delivery terms, namely materials for construction or production. So, the main freight (75%) is bulk cargo [3]. The big part (35%) of transportation includes oversized freight (with a mass of one piece of more than 1 ton), 25% of cargoes are not overall (those that are forced to transport in size on open ships or on the deck of cargo ships (combines, tractors, different machinery, etc.) (see Fig.1).

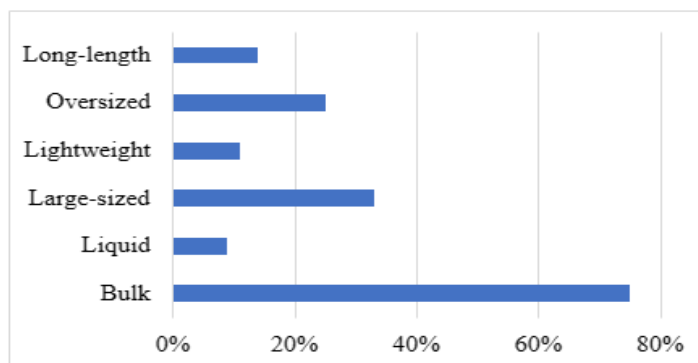


Figure 1. Types of freight transported by river transport

In Ukraine, before the full-scale invasion, the demand for transportation by inland waterways was growing. Cargo owners, primarily metal producers and grain traders, in conditions of economic

instability, rising fuel prices, and increasing incidents of disruptions in rail and road transport, tried to reduce transport costs and improve transport logistics. It should be noted that river transport has a number of advantages over road and rail, which creates the prerequisites for changing logistics routes in favour of water transport:

1) carrying capacity: 2 barges and a tug replace 250 trucks, or 100 railway cars and 2 locomotives; the possibility of transportation of large cargoes;

2) savings on road repair: 1 million tons of cargo transported by river (redirected from land transport) reduces road repair costs by up to UAH 1 billion. within 4 years;

3) environmental friendliness: modern river transport is the most environmentally friendly along with rail and road transport, which significantly increases its competitiveness in view of the latest trends in EU greening and the implementation of relevant standards.

### Conclusion

River transport can become a significant part of Ukraine transport system as it is cheaper in operation and have a bigger capacity in both passenger and freight ships. There are a lot of prospective in modernizing passenger river infrastructure as it will enable opening a variety of inland and international routes for tourists. Freight river transport can be more efficient than road and railway mode, especially in delivering materials for construction which can be oversized or overall. Consequently, investing in river transport will bring our transport system new opportunities for logistics tasks and mobile mass transit system for passengers.

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