TASK FORCE EURO 2012

EURO 2012 Interview
Ukraine

Event	Interview
Interviewee	Mr. Kiril Polischuk Deputy Head of the State Aviation Administration
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Eunite Ukraine (EU): What is the system of the government control over airports development in Ukraine?
Kiril Polishuk (KP): I want to assure you that airports development is under a strict control and attention from the Government of Ukraine. At national level, the airports sector development is lead by the Vice Prime Minister of Ukraine – Mr. Vasyunnyk, the Head of the EURO 2012 Coordination Bureau– Mr. Shevlyak, the Minister of Transport and Communications of Ukraine – Mr. Vinskiy, the Deputy Minister of Transport and Communications responsible for the EURO 2012 projects – Mr. Kravchuk and the Head of the State Aviation Administration – Mr. Davydov. And I hold the position of the Deputy Head of the State Aviation Administration and appointed to be the National Coordinator of Airports development within the EURO 2012 Coordination Bureau of Ukraine. The Football Federation of Ukraine also plays an active role in our communications with UEFA. On regular basis directors of each EURO 2012 airport report to us the current status of each project initiated there within the program of airport's infrastructure development. Mr. Davydov, the Head of the State Aviation Administration, gets these reports on a daily basis and decides on additional measures and actions that are required for the proper realization of projects initiated for the EURO 2012. Mr. Vinskiy also holds this issue under a personal control and every week he receives an overview of all works and expenditures that were done during the week period. On behalf of the Government of Ukraine Mr. Vinskiy responses to UEFA on their major concerns regarding transport issues. Thus, he had sent recently a letter to UEFA referring their remarks and concerns about the Lviv International Airport.

EU: Is Lviv Airport the biggest concern of UEFA?
KP: UEFA experts estimated a risk level for all 6 EURO 2012 airports. And Lviv together with Dipropetrovsk International Airports were marked as a highest risky area. The President of Ukraine, Mr. Yuschenko, signed a decree on privatization the Dnipropetrovsk airport. As of today the Ukraeroproject had already started design works for this airport development. And we are working on drafting the legal documents for this matter. According to the state program of the Dipropetrovsk International Airport privatization, the private investor will control passenger terminal, and the State will own the airfield.

EU: Are there any forecasts on a potential investor for the Dnipropetrovsk Airport?
KP: Yes. We expect Privat Group to take over the Dnipropetrovsk Airport. The Privat Group co-owns today Dniproavia airlines that are based in Dnipropetrovsk. The Privat Group investments into Dniproavia development prove its serious intentions and interests in the Dnipropetrovsk Airport Development.

EU: And what about the Lviv Airport? What do you do there to minimize the risk level given by UEFA?

KP: As of today the Lviv Airport is the highest State priority within the EURO 2012 airports projects. Both land- and airside developments are planned there. Tebodin Ukraine is finalizing its design of Lviv passenger terminal development, and Ukraeroproject is making last changes and edits in the Lviv airfield development plan. Also I want to stress the fact, that in order to save time, we have launched preparatory construction works at the airfield already. And right after Tebodin's design would be approved by the state expertise we will announce a tender for a private investor to build a new and reconstruct an existing passenger terminal. We expect Lviv International Airport to leave a high risky area really soon, even before the Dnipropetrovsk Airport.

EU: Are there any forecasts on a potential investor for the Lviv Airport?
KP: We do not have any preliminary agreements regarding the Lviv Airports yet. We are open both for domestic and foreign investors to discuss potential mutual cooperation within the Lviv International Airport development.

EU: What about Boryspil International Airport? What grades does it get from UEFA experts?
KP: Our Boryspil International Airport gets the best position from UEFA regarding the risk level of projects planed and initiated there. Boryspil Airport is the state owned airport and the Government of Ukraine guaranties its development fulfillment in time. As of today we have an ongoing reconstruction of the Terminal B there, as well as the construction of two new terminals – a so-called Charter terminal and Terminal D. The later one is being constructed at the expenses of the loan got from Japanese bank. Also a new parking construction has been launched at the airport, as well as works on expanding an access highway to the Boryspil Airport. An airfield development also takes place at the Borypil airport today. Last year we have finished apron S, and this year we started works on apron F development. Majority of Boryspil infrastructure development projects are self-financed by the airport, except the Terminal D construction, that is being financed at the expenses of the Japanese loan as I have already mentioned before; and airfield development, which is being partly financed from the State budget.

EU: What other airport development projects are being financed by the State?
KP: Talking about EURO 2012 airports, the Government of Ukraine mainly finances airfield development projects in Boryspil, Lviv, Kharkiv, and Donetsk airports, as well as plans to invest into Dnipropetrovsk airfield development after the reorganization of the airport's ownership structure. Odessa city council, that owns Odessa International Airport, plans to finance its airfield development at the expenses of private investor. This year Budget also allocates funds for airfield design development of airports defined as support airports of EURO 2012 host cities, namely Kiev Zhulyany, Zaporizhya, Lugansk, Mykolaiv, Poltava, and Mariupol.

The Government of Ukraine also finances design works of Lviv passenger terminals development.

And last year Budget financed 100% of works planned at its expenses in 2008.

EU: What is the situation around a new runway construction in Donetsk airport?
KP: Construction works reached their final stage. Today we miss only about 80 meters to have the runway completed.

EU: Does it mean that Donetsk will get its new runway in a really close future?
KP: Yes, we plan to accomplish it soon. Today we are working on a relocating a gas pipe that lies on a path of the new runway. As soon as this work will be finished, the runway construction would be continued.

EU: What is the situation in Kharkiv?
KP: Kharkiv got an investor that finances its airport development. A new passenger terminal construction is being held there, and current rates of construction works prove that this project would be completed in time. And we as a State are responsible for airfield development there. Ukraeroproject is working already on a design development that includes an existing runway modernization and its prolonging. And this summer, approximately in July, we plan to start construction works there.

EU: It was reported before that Odessa found a private investor to finance its airport development. What is a current situation there?
KP: Yes, Odessa held a tender for a strategic partner for its Airport development. The Gepard Plus Company was named as a winner. An agreement draft is being developed and discussed today between city and investor representatives. I can not say the exact time when construction works would be launched, but I would like to highlight that Odessa Airport development is going accordingly to development plans approved by UEFA.

EU: What are the key risks that might influence the EURO 2012 airports development in Ukraine?
KP: I would say that risks are minimal. State budget provides funds for airfields development. We are still looking for more private investors to participate in passenger terminals development. I truly believe that all projects planned within the Ukrainian airports sector development would be accomplished in time.