

## **Література**

1. Наказ Національної комісії з цінних паперів та фондового ринку Про затвердження положення про організаційно оформлені позабіржові торговельно-інформаційні системи від 23.12.1996 року №328.
2. Правила позабіржової електронної торговельної системи Perspektiva OTC, затверджені наказом Біржової ради ПАТ Фондова біржа Перспектива №8/1-о від 01.09.2015 року.
3. Рішення Національної комісії з цінних паперів та фондового ринку Про затвердження положення про державну реєстрацію фондових бірж та торговельно-інформаційних систем від 04.09.2003 року №364 зі змінами від 01.08.2006 року (рішення №635).

**УДК: 656.2**

**Nataliya Chornopyska**

*PhD, Associate Professor at Department of Marketing and Logistics  
Lviv Polytechnic National University,  
Nataliia.V.Chornopyska@lpnu.ua*

**Kateryna Stasiuk**

*PhD student at Department of Marketing and Logistics  
Lviv Polytechnic National University,  
Kateryna.Z.Stasiuk@lpnu.ua*

## **ЩО БУДЕ З УКРАЇНСЬКОЮ ЗАЛІЗНИЦЕЮ ПІСЛЯ ПАНДЕМІЇ КОРОНАВІРУСНОГО (COVID-19) ЗАХВОРЮВАННЯ?**

## **ШТО БУДЕТ С УКРАИНСКИМИ ЖЕЛЕЗНЫМИ ДОРОГАМИ ПОСЛЕ ПАНДЕМИИ КОРОНАВИРУСНОЙ (COVID-19) БОЛЕЗНИ?**

## **WHAT ARE THE CONSEQUENCES OF CORONAVIRUS DISEASE (COVID-19) PANDEMIC FOR UKRAINIAN RAILWAY?**

**Анотація.** Розглянуто сучасну світову ситуацію – пандемію коронавірусу (COVID-19). Аргументовано важливість посиленої уваги до забезпечення ефективного управління стратегічно важливою галуззю країни та двигуна економіки – залізниці. Виділено основні наслідки пандемії COVID-19 для української залізниці. Спрогнозовано майбутні варіанти розвитку галузі залізничних вантажних перевезень.

**Аннотация.** Рассмотрено современную мировую ситуацию - пандемию коронавируса (COVID-19). Аргументировано важность повышенного внимания к обеспечению эффективного управления стратегически важной отраслью страны и двигателя экономики - железные дороги. Выделены основные последствия пандемии COVID-19 для украинской железной дороги. Спрогнозировано будущие варианты развития отрасли железнодорожных грузовых перевозок.

**Abstract.** The current world situation - the coronavirus pandemic (COVID-19) is considered. The increased attention importance was argued for ensuring effective management at the strategically important sector of the country and the economy engine - the railway. The main consequences of the COVID-19 pandemic for the Ukrainian railway are highlighted. Future possibilities for the railway freight industry development are predicted.

The 2020 will be characterized as a year of unexpected coronavirus pandemic causing biggest worldwide economic crisis in the last 100 years. International Monetary Fund (IMF) experts argue that the coronavirus infection COVID-19 pandemic led the world economy in a previously unbelievable economic crisis [1]. The circumstances force countries, industries and individual enterprises to learn to operate in new conditions, adjust plans and calculate the losses already received.

Ukrainian economy and the railway development are interconnected and cyclical in nature. Cycles can be characterized as a sinusoid - after the stage of fall comes the stage of growth. Various economic and political factors caused significant declines in 2002, 2006, 2009, 2014 and 2017. It took up to 3 years to overcome the crisis at all these stages. This situation corresponds to the law of cyclical economic development.

The main purposes for the study include analyzing the situation that has developed due to the pandemic; highlighting the crisis effects on rail transport; predicting future development options for the railway freight industry.

One of the first radical steps to prevent the pandemic spreading in Ukraine was rail passenger traffic (international, regional, long-distance and suburban) cessation. The pandemic consequences for Ukrainian railway include:

- Rail passenger traffic termination;
- Canceled trips refunds;
- Employees significant part transferring to remote or downtime (with full or partial payment);
- Freight traffic reduction due to reduced production rates of key customers (agricultural, construction and other areas);
- Unplanned expenses for strengthening disinfection measures for trains, stations and other premises;
- Providing employees (there are more than 240 thousand people) with personal protective equipment in the workplace (masks, disinfectants);
- Expenses for temperature screenings among employees;
- Non-core assets financing (especially medical facilities) on the railway balance to fight the pandemic;
- Social benefits for employees who fell ill with COVID-19;
- Postponement of a number of strategic plans, including reform and planned cooperation with the German Railway Deutsche Bahn.

At the end of winter 2019, the authors in the monograph [2] carried out a prospective analysis for railway freight industry using forecasting. The retrospective analysis and the railway freight industry logics marketing research provided a basis for a pessimistic (further development without reforming the industry) and optimistic (introduction of market liberalization, attracting investments for the industry) forecast for the next 5 years. In current circumstances it is impossible to make accurate forecasts, but it is possible to predict several new scenarios for the railway freight industry development after the pandemic:

- «V» development format: a sharp but short-lived decline in results, with the same sharp rise;
- «U» development format: a sharp drop, a long passive period, a smooth rise;
- «L» development format: a sharp drop, a long passive period and bankruptcy.

Complete uncertainty provides the most unsettling risks of the pandemic, making accurate predictions unlikely.

The pandemic has also caused rise to a number of positive changes in rail freight. The pandemic has given impetus to many internal processes revision, emphasized the digitalization and online interaction development of B2C and B2B formats. Railway enterprises are accustomed to offline working and are not flexible in making management decisions, delegating authority, interacting with customers remotely.

Now is the time for radical changes that will help to survive throughout the crisis and gain some competitive advantages. Liberalization is considered to be the course of railway development after overcoming the consequences of the crisis, so it is necessary to enter the competition at least in the pre-crisis state.

### ***References.***

1. Pandemiia koronavirusu sprychynynt naibilshu ekonomichnu kryzu u sviti z chasiv Velykoi Depresii – MVF [Coronavirus pandemic will cause the world's biggest economic crisis since the Great Depression - IMF]. Retrieved from <https://prm.ua/pandemiya-koronavirusu-sprichinit-naybilshu-ekonomichnu-kryzu-u-sviti-z-chasiv-velikoyi-depresiyi-mvf/>.
2. Chornopyska N., Stasiuk K. (2019) Rail Freight Development Prospects in Ukraine. Multi-Author monograph "Prognostication and planning of economic development: microeconomic and macroeconomic levels". Lithuania: Publishing House "Baltija Publishing" (Vol.1), 227–240.