



Agency
for Restoration



DIGEST

KEY EVENTS | RECONSTRUCTION PROGRESS | NEWS

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KEY EVENTS

4 February 2026

STRENGTHENING LOGISTICS: STRATEGIC TALKS WITH THE EBRD

■ Deputy Head of the Agency for Restoration Ivan Lukeria took part in a strategic meeting between Deputy Prime Minister Oleksii Kuleba and EBRD leadership focused on advancing transport infrastructure recovery.

Discussions centered on restoring key highways (M-06 and M-09), including completion of the first phase of the M-09 overhaul this year. Under the SMART for Ukraine initiative, a transport network analysis will identify priority projects to guide long-term development.

The parties also explored expanding cooperation, including public-private partnerships in road and social infrastructure. The EBRD remains a key investment partner in Ukraine's recovery.



9 February 2026

EU'S EU4RECONSTRUCTION BOOSTS SARDI: OUTCOMES OF THE FIRST STEERING COMMITTEE MEETING

■ The first Steering Committee meeting of EU4Reconstruction (EU4R) took place on 5 February in Kyiv, bringing together Ukrainian authorities, the European Union, and EU Member States to coordinate recovery efforts.

With the support of EU4Reconstruction Stream 2 has already launched a number of activities aimed at strengthening the institutional capacity of SARDI and its ecosystem. The Committee reviewed achievements from the first six months and agreed on priorities for the next phase of implementation.



NATIONAL RESERVE OF MOBILE ENERGY EQUIPMENT: FIRST UNITS DELIVERED

■ The first cogeneration units and generators have been dispatched to Kyiv and Kharkiv. Kyiv received four 2.3 MW units (UAH 241.8 million), while Kharkiv will receive three 4.3 MW units (UAH 304.3 million).

The equipment will be installed at critical infrastructure facilities to ensure stable heat, electricity and water supply.

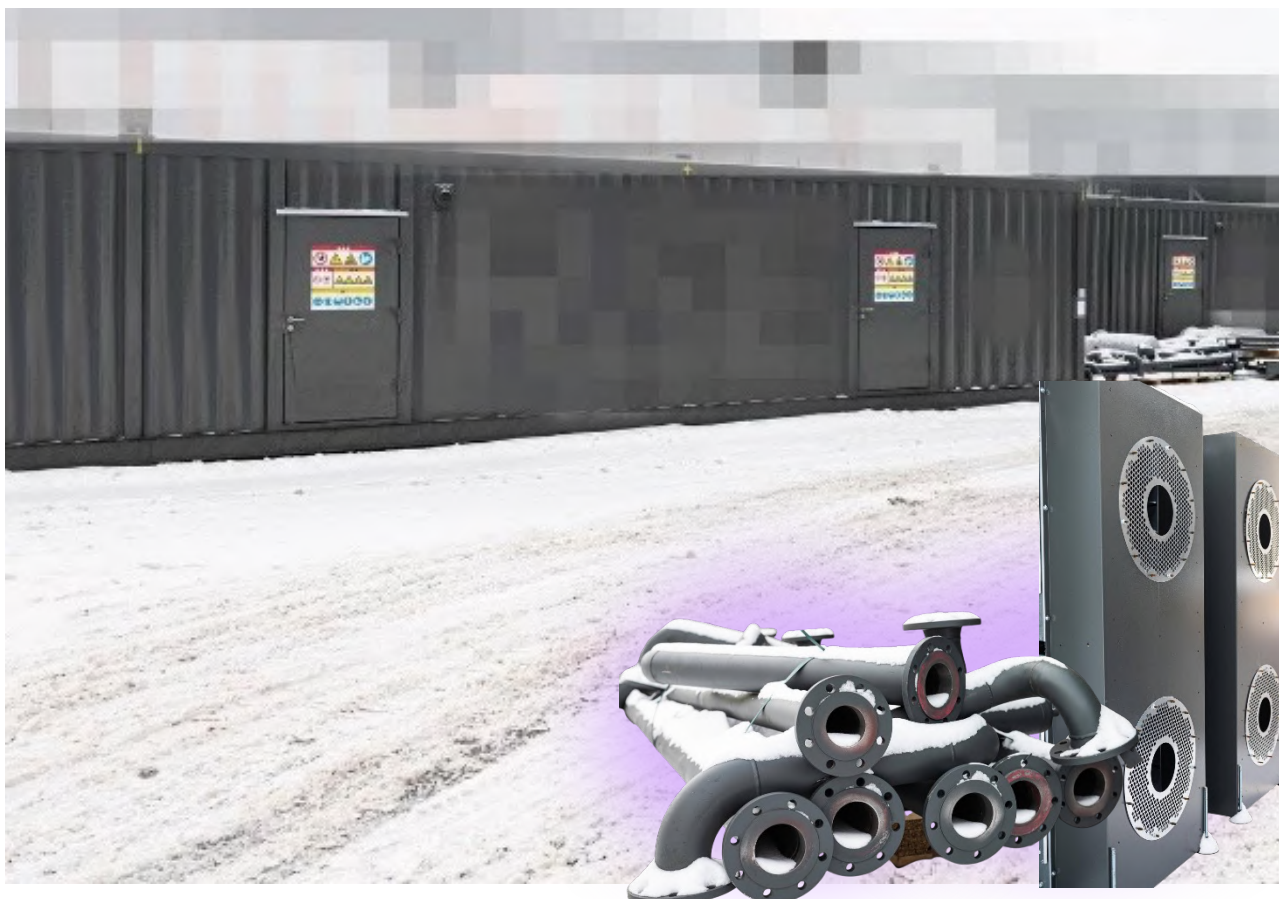
In addition, high-capacity generators totaling more than 100 MW have been contracted, with the first already delivered to Kyiv.

The initiative is funded with UAH 2.56 billion from the state budget reserve fund. Procurement is managed by the State Enterprise “Restoration of Critical Infrastructure” in coordination with key ministries and emergency services.

Request for commercial proposals

🔗 **PROPOSAL FORM**
<https://surl.li/irgozt>

🔗 **TECHNICAL SPECIFICATIONS:**
<https://surli.cc/trdsdu>



JAPAN TRANSFERS MODERN EQUIPMENT TO SARDI TRAINING CENTER

■ Bila Tserkva Training Center received specialized equipment with JICA's support under the Emergency Recovery and Reconstruction Project.

The equipment includes heavy machinery simulators, road construction training machines, driver training vehicles, and modern specialized equipment. The project strengthens SARDI's capacity to train qualified personnel for Ukraine's reconstruction.

The equipment will support the implementation of key social programs. In particular, the Training Center has launched a course for women to obtain qualifications as bus and car drivers. Graduates will go on to contribute to humanitarian and social initiatives, including providing transportation for vulnerable groups.

The Training Center also focuses on the professional reintegration of veterans through retraining and skills development programs, which it plans to expand. The new equipment strengthens these educational and social initiatives and supports the training of specialists essential to Ukraine's recovery.



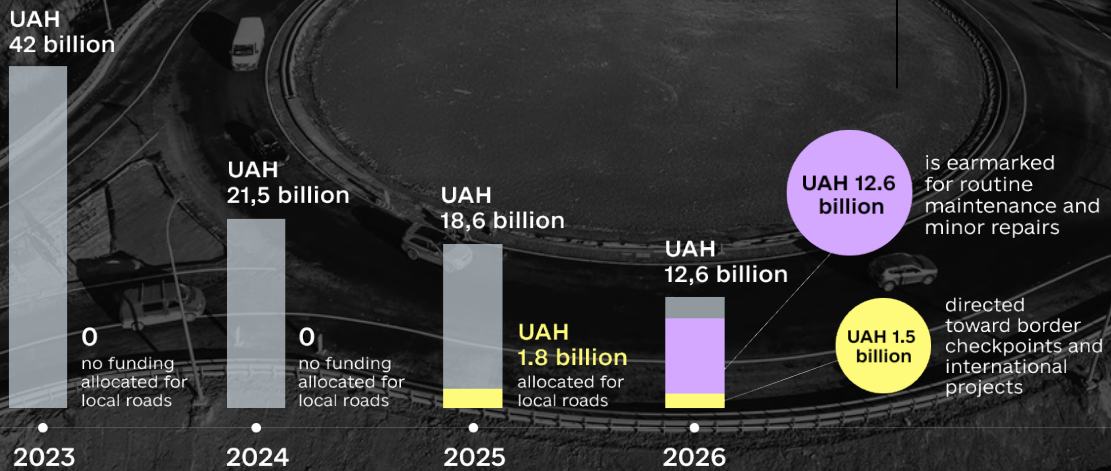
This equipment is a major contribution to preparing the professionals who will rebuild Ukraine. Modern training systems improve both the speed and quality of skills development. We thank the Government of Japan and JICA for their continued support," **said Ivan Lukeria**, Deputy Head of the Agency for Restoration.



SARDI HEAD BLAMES CHRONIC UNDERFUNDING FOR ROAD DETERIORATION

In February, SARDI head Serhii Sukhomlyn gave multiple interviews to Ukrainian media addressing the worsening condition of the country's road network. In an interview with *Economichna Pravda*, he said the sharp deterioration of Ukraine's intercity roads is the result of chronic underfunding caused by the full-scale war.

Funding trends in the road sector over recent years show a steep decline:

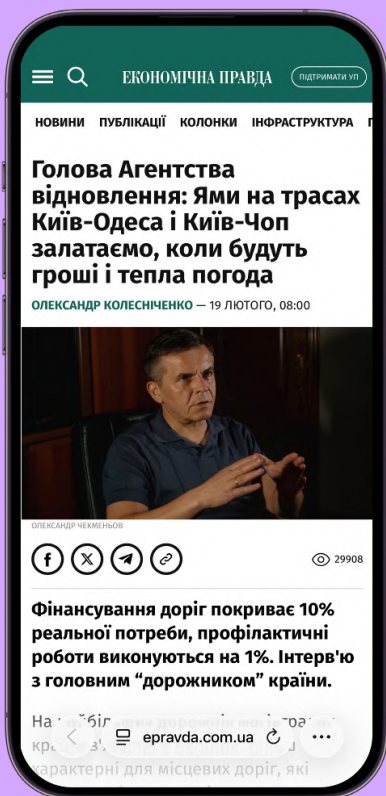


To maintain Ukraine's road network without capital investment, we need around 60–70 billion hryvnias per year just for continuous patching of cracks and potholes," **Sukhomlyn** said.

The suspension of the Road Fund — a state budget mechanism financed by excise taxes that once provided predictable funding for road maintenance — has become a key concern, he said.

Emergency repairs on the most critical stretches will begin when weather conditions allow, though durable asphalt paving requires sustained temperatures of 5C to 10C for at least one to two weeks.

Without changes to the current funding model, he warned, there is a "high risk" the problems will resurface next spring.



[READ THE WHOLE ARTICLE](#)
Text available in Ukrainian only



RECONSTRUCTION PROGRESS

HOUSING AND SOCIAL INFRASTRUCTURE

📍 Zaporizhzhia region, Zaporizhzhia

■ RETURNING HOME: RESIDENTS IN ZAPORIZHZHIA RECEIVED KEYS TO THEIR RENOVATED APARTMENTS

In March 2023, a Russian missile strike destroyed part of a nine-story residential building in Zaporizhzhia. A total of 41 apartments have been returned to residents — 36 rebuilt from scratch and 5 overhauled. The project included structural reinforcement, new engineering systems, energy-efficient windows, insulation, a new elevator, interior finishing, and landscaping.



Residents were able to choose interior finishes to ensure not just reconstruction, but comfort. Each restored building means more than repaired walls — it means families returning home.



📍 Chernihiv region

■ RECONSTRUCTION OF “LISOVA KAZKA” KINDERGARTEN CONTINUES

Restoration of the “Lisova Kazka” kindergarten, which served around 150 children before the full-scale invasion, is ongoing to meet urgent community needs. The project resumed in August 2025 after a contractor change. Facade insulation, heating and exterior lighting are complete, with landscaping in its final stage. Interior finishing is ongoing. The upgraded facility will feature a modern kitchen, music and sports halls, and a 120-person shelter.

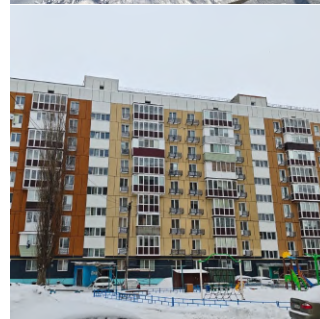
📍 Kyiv region, Borodianka

■ RECONSTRUCTION OF BORODIANKA: KEY PROJECTS ONGOING

At 336 Tsentralna St., apartment finishing works are underway, with utilities nearly complete (water and sewage at 90%). Structural reinforcement, facade insulation and major engineering systems have already been completed.

At 2 Parkova St., restoration of the 254-apartment building continues, focusing on new electrical distribution systems to ensure stable power supply. Major structural, utility and elevator upgrades are already finalized.

At 331 Tsentralna St., the three-storey administrative building is nearing completion. Roofing, utilities and electrical systems are about 95% complete, with final interior works and landscaping ongoing.



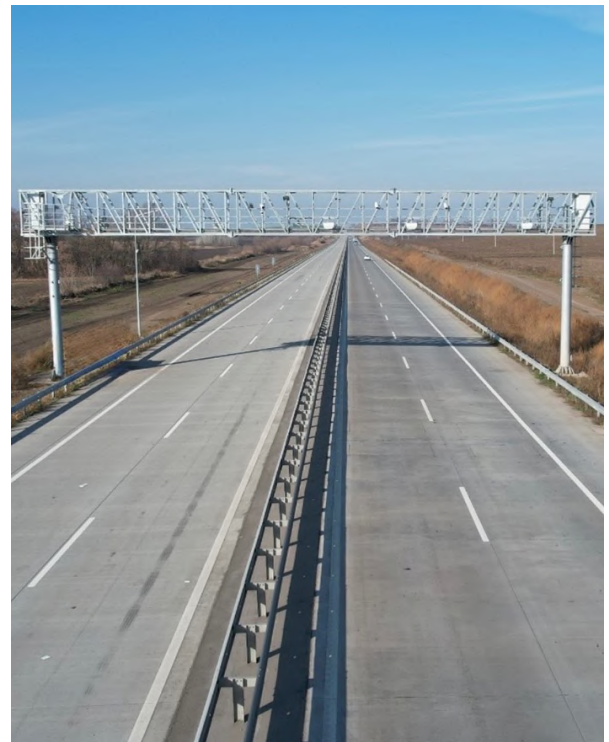
ROADS AND BRIDGES

■ BIM IN UKRAINE: FROM LEGISLATIVE INITIATIVES TO PRACTICAL IMPLEMENTATION

SARDI took part in a roundtable at the Kyiv School of Economics on implementing Building Information Modeling (BIM) in Ukraine.

Roman Komendant presented SARDI's experience using BIM in infrastructure recovery, highlighting its role in improving transparency, planning and project control. Participants also discussed draft law No. 6383, market readiness, international experience and workforce training challenges.

🔗 **MORE DETAILS:**
<https://restoration.gov.ua/en/blog/25497/>



■ WIM IN ACTION: UAH 6.3M PAID TO THE BUDGET IN JANUARY

In January, WIM (Weigh-in-Motion) sites generated UAH 6.3 million in budget revenues through automatic weight and dimension enforcement.

The highest number of violations was recorded in Dnipropetrovsk (28), Kharkiv (26), and Poltava (21) regions.

WIM enables 24/7 automated monitoring of axle load and total vehicle weight, helping prevent road and bridge damage caused by overweight trucks.

A total of 103 WIM sites are at various stages of deployment, including facilities damaged by hostilities. Currently, 62 sites are operational for issuing fines, and three new sites were commissioned in 2025. The development and modernization of WIM remain a key priority for SARDI.

MODERNIZATION OF BORDER INFRASTRUCTURE

📍 Chernivtsi region

■ EU MAY GRANT €691K TO UPGRADE UKRAINE-ROMANIA BORDER CROSSING

The EU may provide up to €690,900 to modernize the Shepit-Izvoarele Sucevei border crossing under the Interreg VI-A NEXT Romania-Ukraine program.

The BOND project, covering 90% of the budget, will equip the checkpoint with specialized systems and support a joint cross-border development strategy. It builds on earlier projects that constructed bridges, roads and flood protection infrastructure.

The initiative supports cooperation between Romanian border counties and Ukraine's Zakarpattia, Ivano-Frankivsk, Chernivtsi and Odesa regions.

📍 Lviv region

■ CONTRACT SIGNED FOR RAVA-RUSKA BORDER CROSSING

With EU support under the Connecting Europe Facility (CEF), Ukraine has signed a contract to modernize infrastructure at the Rava-Ruska border crossing on the M-09 highway.

The public procurement procedure has now been completed under the project: "Major repair of the public road of national importance M-09 Ternopil – Lviv – Rava-Ruska, including the construction of parking areas for freight transport at km 183+260 (right side) and km 189+500 (right side), Lviv region."

The project includes the construction of 270 truck parking spaces to reduce queues, improve traffic flow, enhance safety and increase capacity at one of the key crossings with Poland.

A parallel CEF project in Krakivets will add 200 additional truck parking spaces.



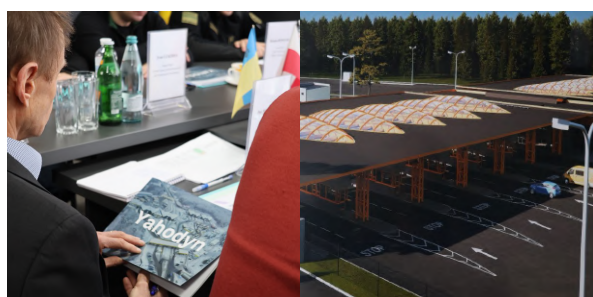
📍 Volyn region

■ NEW PROJECT AT YAHODYN

A new investment project to build a modern terminal at the Yahodyn border crossing was presented to the European Investment Bank as part of preparations for a broader border infrastructure development program along TEN-T routes and the EU border.

The project is expected to nearly double the crossing's capacity and streamline control procedures through modern technologies and improved traffic management. Yahodyn is Ukraine's largest cargo crossing on the Polish border and a key gateway for EU trade.

With EU support under the CEF program, access and service infrastructure is being upgraded. A new freight bypass on the M-07 highway has already been completed, and construction of a dedicated truck service area is scheduled for completion by year-end, helping eliminate roadside queues and improve safety.





AGENCY NEWS

FIVE QUESTIONS FOR DEPUTY HEADS OF THE AGENCY FOR RESTORATION


Roman Komendant

Deputy Head of the Agency for Restoration for Digital Transformation



“Five Questions” is a new weekly column featuring the Deputy Heads of the Agency for Restoration, who outline priorities, strategic decisions and key projects across their portfolios.

In the debut edition, Roman Komendant, Deputy Head and Chief Digital Transformation Officer, explains how Building Information Modeling (BIM) is reshaping public infrastructure — and shares early lessons from its rollout.

 **FOR MORE DETAILS:**
<https://restoration.gov.ua/blog/pyat-zapytan/>

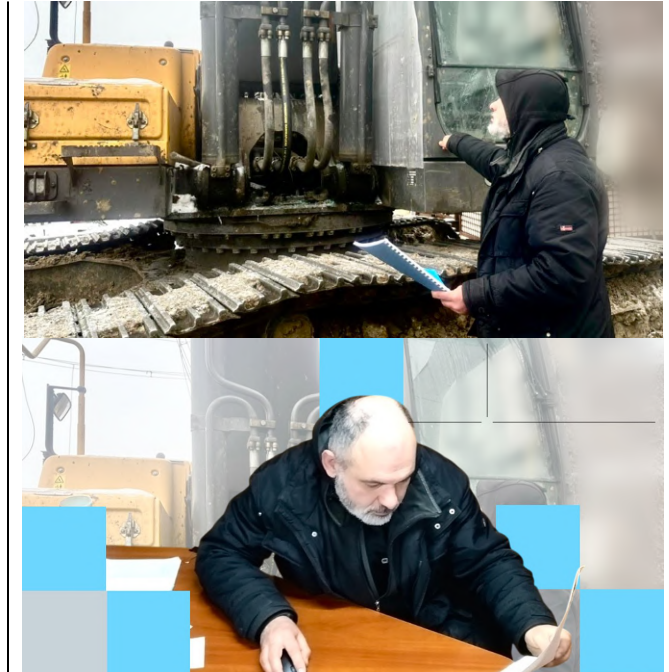
For the Agency for Restoration, BIM is not just a technology, but a tool for systematically transforming approaches to reconstruction.

A digital model allows us to see the full picture of a project before construction begins, effectively plan resources, monitor processes, and ensure transparency at every stage. This is the foundation for high-quality, accountable, and modern recovery of Ukraine

WORKING IN WARTIME

■ **Oleksandr**, critical infrastructure supervisor, Kharkiv region

In the end, I believe things will get better. Our energy system will become more modern. We'll move away from outdated, oversized approaches. The goal is simple: people need warmth and light. That's what we're working for."



Oleksandr is a site supervisor working to protect critical infrastructure in Kharkiv Region. His job goes beyond construction and repairs — it is a fight for light in windows, warmth in homes, and life in cities.

A former civilian construction worker, he relocated twice after Russia's war upended his life — first leaving Donetsk region in 2014 and later evacuating again as the frontline shifted. When the full-scale invasion began, he moved into infrastructure protection, saying the priority was clear: keeping heat and electricity flowing.

"If there is energy and heat, there is life in big cities," he said.

Work continues amid near-constant air raid alerts. Crews frequently interrupt operations to take shelter, sometimes as explosions begin before sirens finish sounding. Winter has added further strain, with teams waiting out attacks in unheated concrete bunkers.

"After a few minutes in that cold, you couldn't decide what was worse — running under fire to a warm room or staying and freezing." There is also a shortage of personnel. "It's hard to find people willing to work under these conditions. You explain everything, show the site — they go home to think and never return."

Despite the pressure, Oleksandr sees the effort as part of a longer-term transformation. He expects Ukraine's energy system to emerge more modern and efficient.

■ **Ivan**, shelter construction supervisor, Donetsk region

“Every shelter is more than a project,” he said. “It’s my contribution to my son’s future.”



Ivan, a contractor working on shelters at sites overseen by SARDI, left his home in Donetsk region in 2014 as fighting escalated in eastern Ukraine. He later worked abroad before returning, saying he wanted to help rebuild the country rather than seek stability elsewhere. **“I could have stayed abroad,” Ivan said. “But I want to see my country recover. I want my son to live in a country we rebuilt.”**

Now a site supervisor, Ivan oversees construction works on protective shelters — facilities designed to safeguard civilians amid ongoing attacks. The role carries significant responsibility, requiring coordination of crews, quality control and strict adherence to safety standards. He says the work is personal.

■ **Andrii**, welder, critical infrastructure protection, Sumy region

“The front changes how you see things. A CHP plant means heat and light in people’s homes. You realize everyone must do their job as well as they can,” he said.



Andrii, a welder with more than 20 years of bridge construction experience, now works for a contractor partnering with SARDI. In February 2022 he left a construction site and volunteered for the army, serving in the 61st Brigade as a Grad rocket launcher driver and mortar commander. His unit fought in Odesa, Kherson, Soledar and Avdiivka, where he was seriously wounded. His brother, who also joined the army, went missing in Donetsk Oblast in 2022.

Recalling the liberation of villages in Kherson region, he said he met a family that had hidden their daughter in a cellar for six months. “What the Russians were doing in those villages was horrific.”

“The worst thing in war is death,” he said. “In the morning you’re joking together, and by evening they’re gone. And there’s overwhelming guilt — that you survived and they didn’t.”

After recovering, Andrii joined efforts to protect critical infrastructure in Sumy region, building protective structures at key facilities. One site he helped construct has withstood more than 20 strikes.

**Questions?
Let's connect.**

restoration.gov.ua



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