

INEKO

Inštitút pre ekonomické a sociálne reformy



EMBASSY OF THE UNITED STATES
KYIV, UKRAINE



SUMMARY

of Local and Regional Development Policies in Ukraine

**Implementation period:
November 2020 - January 2021**

Prepared by:
Yehor Kyian, Yulia Protsenko

January 2021

ABOUT THE PROJECT

The current summary was developed within the project **“Strengthening democratic resilience of key public institutions in Ukraine”**. The initiative is being implemented by the International Centre for Policy Studies (ICPS) in partnership with the Institute for Economic and Social Reforms in Slovakia (INEKO) and is financially supported by the Embassy of the United States in Kyiv, Ukraine. The project aims to improve the efficiency of the state administration, self-government and civil society in the area of creation and oversight of regional policies. It also aims to increase transparency and independence of key regulatory and judiciary institutions as well as transparency and financial stability of the biggest state-owned enterprises and local authorities in Ukraine.

The publication presents the assessment of policies at the local and regional level, implemented in November 2020 - January 2021. The future evaluations will be made on the quarterly basis. Altogether, more than 20 regulations will be gathered and ranked by the end of the project.

The main objective of the initiative is to improve the quality of regional and/or municipal regulation and legislation through publishing a regular expert assessment of the socio-economic measures proposed or implemented by local governments in Ukraine. The purpose of the evaluation is to describe and promote reform and anti-corruption practices that can be transferred to other localities as well. At the same time, the critical assessment of non-transparent and inefficient measures should discourage representatives of local and regional authorities from their implementation.

The policies included in the current summary were identified and analyzed with the support of the Evaluation Council experts who were selected by the International Centre for Policy Studies on the basis of their experience. Six experts with sufficient experience were asked to assess the chosen local measures and policies, adopted by local and regional authorities.

As a result, six local and regional measures are described in this publication.

We hope that these practices can promote good ideas and inspire their implementation throughout Ukraine.

SUMMARY

In this bulletin, experts collected 6 positive measures implemented by local governments during November 2020 - January 2021. The measures were implemented in Luhansk, Lviv, Mykolaiv, Ivano-Frankivsk, Kherson and Zaporizhia regions. They are different, but at the same time they all have a positive impact on the well-being and lives of communities. However, constructive criticism from experts is also present in the current publication.

The experts positively assessed the idea of installing the cameras to record traffic violations in the Lviv region due to it will improve traffic safety in the region, promote transparency in punishing the traffic offenders and bring additional revenue to the budget. However, without addressing other transport infrastructure issues, this initiative alone may not have the desired social impact.

The second measure, that will potentially bring economic benefits to Ivano-Frankivsk region, is the tourism development initiative. It has already helped to increase the tourist flow, however without sufficient coordination and necessary level of service, and after the removal of quarantine restrictions it will be still difficult to keep Ukrainian tourists in the region.

In third place, according to experts, there is an investment plan of public-private partnership for the Berdyansk seaport, which needs to work according to new standards. Investment decisions will increase the port's capacity and the number of jobs, will create conditions for business development. At the same time, the solution of some problems depends entirely on the position of Ukrzaliznytsia on freight tariffs, which may suspend the positive developments of this project.

Next in importance, the experts noted the changes in the educational process, in particular, the use of blended learning in schools of Stanychno-Luhansk district with interactive panels and special software to interest the students and for them to better master the material. However even such a positive initiative of the authorities may not seem very effective due to deteriorating socio-economic situation in the country, problems with Internet access and other factors.

On the fifth position there is the initiative to create a geographic information system (GIS-portal) in the Kherson region. By implementing analytical e-solutions, communities receive tools for effective

monitoring and control. However, this initiative should not only remain in the format of a memorandum, and it should receive practical results of implementation. This fact did not allow experts to highly assess the initiative.

On the last, sixth place there are measures for the development of tourism in Mykolaiv with the help of introduction of QR-codes. Such an initiative can help develop the city's tourism industry, which is currently one of the least developed. However, in general, the presence of QR-codes alone is not enough to achieve significant positive changes in the tourism industry of the city.

In turn, it should be noted that implemented or planned measures by local governments should be monitored by the communities of the regions in which they are implemented. This will give communities the tool to control and participate in important decisions for their region, and, in turn, will give public administrations confidence in the correctness of their actions and decisions together with the support from citizens.

Members of the Evaluation Council:

- 1. Bereza Alyona** - Regional project coordinator, Head of the NGO “Women's anti-corruption movement”.
- 2. Blinov Oleh** - Analyst of the NGO “Center for Public Monitoring and Research”.
- 3. Katolyk Iaroslav** - Regional coordinator of the projects.
- 4. Kuzko Yuriy** - Executive director of the NGO "Center for Public Monitoring and Research".
- 5. Toponen Yulia** - Community facilitator, Charity Fund Caritas Mariupol.
- 6. Protsenko Yulia** - Economist-analyst, ICPS.

METHODOLOGY

Selected Measures for Evaluation

The measures were identified based on:

- media monitoring.
- advice from local activists and experts.
- direct addressing to local governments.

ICPS made final selection about which measures to evaluate. Emphasis was laid on measures widely discussed in the public as well as on measures, which are, according to ICPS, rare, innovative and/or important for the economic and social development of the country.

Evaluation Criteria

Experts evaluated all selected measures in two categories: quality (i.e. experts' acceptance) of the measure and importance/significance of the measure for the society and economy at local level.

Quality of the Measure [-3; +3]

Experts evaluated the effect of a given measure and gave it a grade. Range:

- 3 expert's absolute disapproval of the measure*
- 2 expert's moderate disapproval of the measure*
- 1 expert's minor disapproval of the measure*
- 0 status quo, no change, no effect of the measure*
- +1 expert's minor approval of the measure*
- +2 expert's moderate approval of the measure*
- +3 expert's absolute approval of the measure*

Importance of the Measure for the Society and Economy (%)

Experts expressed opinion how essential and necessary a given measure was for the society and economy, for the economic and social development at local level. This category highlights the importance of reforming a given feature of a system in the city or region. The higher the score, the more important the measure is.

Rating of the Measure

To get the Rating of the measure, the average quality grade of the measure was multiplied by a coefficient expressing the average value of the measure's importance/significance for the local society and economy. Thus, the rating valued of the evaluated measures come in range [- 300; +300]. According to these rating values, all measures are ranked in a chart. The Rating of the measure indicates the contribution of an evaluated measure to the economic and social development of the city or region.

RANKING OF BEST AND WORST MEASURES

<i>Case</i>	<i>Quality [-3; +3]</i>	<i>Relevance [0%; 100%]</i>	<i>Final score [-300; 300]</i>	<i>Ranks</i>
Implementation of the first automatic cameras for recording violations of traffic rules in Western Ukraine	2.67	81.67	217.78	<i>I</i>
Development of tourist infrastructure of Ivano-Frankivsk region	2.5	83.33	208.33	<i>II</i>
Implementation of the investment plan in the Berdyansk port	2.17	78.33	169.72	<i>III</i>
Interactive panels for schools of Stanychno-Luhansk district	2.33	72.5	169.17	<i>IV</i>
Creation of a GIS portal in the Kherson region	2	65	130	<i>V</i>
Mykolaiv region: QR-codes for tourism development	1.83	44.17	80.97	<i>VI</i>

I. Implementation of the first automatic cameras for recording violations of traffic rules in Western Ukraine¹

Features of the measure:

A system of automatic photo and video recording of traffic violations to reduce the number of accidents in the Lviv region began operating on December 30.

Three automatic cameras of monitoring the traffic violations began to work on the Kyiv – Chop highway. The cameras are located near the Busk city and the Solonka village near Lviv in places with a high concentration of speeding violations by drivers, which led to traffic accidents. The patrol police of the Lviv region reported that as of 12:30 a.m. on December 31, 2020, automatic photo-video recording systems detected 3,754 speeding violations on this part of the road.

According to the statistics of the Ministry of Internal Affairs, in 2020 there were more than 168 thousand road accidents in Ukraine, in which 3541 people died and 31 974 people were injured. To solve this problem and to encourage drivers to keep to the traffic rules, the country plans to create a system of automatic detection of traffic violations.

Such cameras were first installed in Kyiv and Kyiv region, and during the first day of their operation, more than 35,000 cases of speeding were recorded. After the violations are recorded by the system, the information is sent to the patrol police processing center, where it is considered by a police officer, who makes a decision on a fine. A paper resolution with special security features is sent to the car owner by registered mail.

After only a few months of operation of the installed cameras, the number of violations decreased by 5 times, and the number of accidents decreased by 3 times.

Mass installation of cameras of the system of automatic photo and video recording of traffic violations in the most dangerous sections of the country's roads should lead to a reduction in the number of road accidents.

¹ Investigated by: Kuzko Yuriy - Executive director of the NGO "Center for Public Monitoring and Research".

Remarks:

This measure received the highest score among experts, as the installation of speed cameras is very important for traffic safety, punishment of violators of traffic rules, as well as for the positive economic effect.

However, installation of three cameras is not enough to solve the problem of speeding by drivers; the accumulation of a large number of lawsuits can delay the process of punishing the drivers. Also, it should be understood that this is not the only way to reduce the number of accidents: the condition of roads, the availability of quality markings, proper lighting and other factors are also important.

Scores: Quality [+2.67] Relevance [81.67%]

II. Development of tourist infrastructure of Ivano-Frankivsk region²

Features of the measure:

Local budget of Ivano-Frankivsk region received 5.5 million UAH of tourist tax from January to November 2020, which is 91% more than for the same period of the previous year.

Due to quarantine and closed borders, domestic green tourism in Ukraine is gaining popularity, especially in the Carpathian region. However, the development of tourism requires the construction of appropriate infrastructure.

That is why, in the second half of 2020, a number of measures were taken to develop the tourist infrastructure in Ivano-Frankivsk region, in particular:

- on December 24, Ukrzaliznytsia launched trains №5 / 6 Uzhhorod - Kherson and №149 / 150 Kharkiv - Vorokhta. Due to these trains, residents of the eastern and southern regions will receive a direct connection with places of winter and summer recreation;

- in addition to transport connections in Prykarpattia, several new tourist routes have been arranged. The Mateivtsi community in the Kolomyia region has completed the implementation of a project for the development of health tourism. As part of the initiative, three tourist routes with a total length of 41.5 km were developed in the villages of Pylypy, Trostyanka, and Kropyvyshche. 94 locations were marked on the project map, 12 information stands and 20 signs were installed. For convenience, the navigation system was integrated into Google Maps. In particular, cheese dairies, apiaries, a tile production shop and other places of interest were mapped;

- a new ecological trail "Ridge Kormitura" was created with a length of 10 kilometers on the territory of the National Nature Park "Hutsulshchyna". It is designed for experienced travelers, with a walk duration of 5 hours;

- As part of a joint project of the Ministry of Environment and Natural Resources of Ukraine and Google Ukraine, 6 natural and tourist sites of the Hutsulshchyna National Nature Park have been digitized; similar virtual tours will be created for Verkhovynsky and Karpatsky

² Investigated by: Blinov Oleh - Analyst of the NGO "Center for Public Monitoring and Research".

National Parks in the future. With digitization, millions of travelers will be able to view locations and plan their own trips;

- the boundaries of the Verkhovyna National Nature Park were increased. Another 1695.5 hectares of land were added to the already existing territory of the park (12022.9 hectares);

- to promote cycling on popular tourist routes in the Carpathians, recreation areas for cyclists are arranged. In particular, 2 bike points are created in Bovkoty in Dolyna region, in the city park of Dolyna in Kryvorivna, on the tourist route to Mykhalkiv mountain and in Yaremche - near the river Prut (near the waterfall Probiy).

In general, such changes are positive. The region is increasing the turnover of the tourist flow. However, the quarantine may end in the near future and then it will be harder to keep Ukrainian tourists. That is why it is necessary to quickly build a tourist infrastructure and service not worse than in neighboring Poland, Slovakia or Hungary, while such an opportunity exists.

Remarks:

Ivano-Frankivsk region has significant tourist potential for both summer and winter tourism. It is very good that public authorities and local governments are trying to facilitate it. Despite the fact that for a long time the transport connection was, in fact, frozen, they were able to increase the tourist flow again.

However, the development of tourism does not depend only on the development of infrastructure. Holiday prices are too high during a pandemic. In addition, this initiative needs to be implemented on a larger scale and faster. It is also unclear whether there is coordination of tourism development within the region or whether it is an autonomous initiative of local governments.

Scores: Quality [+2.5] Relevance [83.33%]

III. Implementation of the investment plan in the Berdyansk port³

Features of the measure:

Berdyansk is an important and large seaport of the Northern Azov. Today Berdyansk Sea Commercial Port is a [powerful state-owned enterprise](#) with significant amount of human resources, developed technology, necessary technical means and storage facilities for handling large loads. In addition, the company is a large taxpayer, which provides tax revenues to both the state budget and the budget of Berdyansk.

From January 2020, the seaport of Berdyansk increased the throughput for vessels on the approach canal and in the water area by 10 cm - up to 7.8 m. During the year, preparatory work continued. And on November 4-6, 2020, the first tanker (in the last five years) with imported diesel fuel (over 3,000 tons) was accepted at the Berdyansk seaport.

Restoration of passport depths allows to use the possibilities of port on processing of vessels; it makes cargo handling through Berdyansk more competitive.

One of the priority issues is to save roads from destruction by trucks carrying grain to the port. At the same time, the cost of transporting cargo by dump truck is currently much cheaper than transporting grain by rail.

To address this issue, Berdyansk Sea Terminal "AGRIA" in the 4th quarter of 2020 completed an investment project for the development of port infrastructure. The company has signed an agreement with Ukrzaliznytsia on the supply and removal wagon trains. Railway tracks were reconstructed to accept wagons with grain crops and their subsequent loading on ships in the port of Berdyansk.

Technological development of the port's capacity, in addition to increasing of its capacity, will help to reduce the share of cargo handling in the cost of grain. After all, the main cargo flow of the Berdyansk seaport (82%) is grain. With market approaches and comprehensive service, private port operators contribute to its growth.

³ Investigated by: Toponen Yulia - Community facilitator, Charity Fund Caritas Mariupol.

The change in logistics will significantly unload the city's roads and will solve a range of problems related to the destruction of the roadway and conflicts with city residents who complain about a truck noise.

The project was implemented through the reconstruction and re-equipment of machine-building facilities for the production of lifting and transport equipment in the transshipment complex, preparation of the territory for the sea terminal and meeting the needs of all project capacity in utilities and offices.

The equipment manufactured by PJSC "Berdyansk Lifting and Transport Equipment Plant" provides simultaneous accumulation of grain and grain cargoes up to 100 thousand tons; it brings the annual turnover to 2 million tons per year. The intensity of ship processing reaches 12 thousand tons per day. Private investment of \$ 5 million was attracted to implement this project.

Grain harvest forecasts show that the cargo base of grain exports in the region will be increasing by 10% annually. Therefore, the creation of a highly efficient cost-effective maritime terminal for transshipment of grain and grain cargo on the basis of existing berths of the Berdyansk seaport should meet the needs of grain traders and farmers to reduce export costs through transport logistics. Added value is created not only by the line of berths adjacent to the sea, but also by the region around the port.

In November 2020, the Cabinet of Ministers identified a project for the concession of the Berdyansk port. This is due to the fact that the port's revenues are constantly declining. In total, the approved list includes 103 priority investment projects that will be implemented by 2023. Investment decisions will increase the port's capacity, ensure the growth of transshipment, create new jobs, ensure the development of the entire grain cluster of the Azov region. And in the long run it will give a multiplier effect, which will positively affect the competitiveness of the port.

Remarks:

Berdyansk is a resort town with few budget-generating enterprises. The development of the port's infrastructure is very important because it will create conditions for the development of business and the agricultural sector of the economy, although it may not have a significant impact on society. Increasing the contributions of enterprises to the budget and creating new jobs should be one of the priority tasks of the state.

At the same time, the solution to the problem of destruction of roads by trucks with grain depends entirely on the position of Ukrzaliznytsia on freight tariffs. Transportation of goods by road is cheaper than by rail. Accordingly, it should be understood that the state railway carrier may not agree to reduce its tariffs. In this case, the problems of the residents will only get worse.

Scores: Quality [+2.17] Relevance [78.33%]

IV. Interactive panels for schools of Stanychno-Luhansk district⁴

Features of the measure:

On the last day of 2020, [EdPro](#) handed over 15 sets of interactive panels for eight secondary and specialized schools of Stanychno-Luhansk district (Valuyske village, Velyka Chernihivka village, Stanytsia Luhanska village, Nyzhnoteple village, Vilkhove village and Shiroky village).

The total cost of interactive panels is UAH 1.5 million. This includes the cost of equipment, as well as installation, delivery and training of teachers, who, upon completion of training, receive a certificate of advanced training.

Funds for the purchase were allocated from the district budget. The purchase was made through the [Prozorro](#) system.

The panels are equipped with software for interactive lessons and interaction with other equipment in the classroom. It includes more than 1300 3D presentations and more than 5,000 3D models, numerous photos, videos, illustrations, skills training tools, and a package of 100 e-textbooks from “Morning Publishing” to help combine online and offline learning.

Also, as part of this purchase, a 3-year activation of the mozaBook program was installed with unlimited access of teachers to all available materials of the system or those that will be created during the subscription period.

Elementary and high school students will be able to receive up-to-date, dynamic and interactive information directly in the program or on the website from browsers on their computers. Teachers, in turn, will use the Mozaik Education software to supplement the lessons with an interactive component.

EdPro interactive panels are used in more than 300 public and private educational institutions. From the company's experience, schools that have purchased interactive equipment for one classroom see the benefits of blended learning and are willing to provide all classrooms with such equipment.

⁴ Investigated by: Protsenko Yulia - Economist-analyst, ICPS.

Education is an important tool for population development and poverty reduction, health improvement, gender equality, peace and stability. Today, not only in Ukraine, but also all over the world, there is an issue of how, what subjects and areas to teach young people in order for them to acquire the necessary skills in accordance with the requirements of the time. The pandemic raised the question due to children spent many hours online. Therefore, it is now necessary to invest in the provision of new educational technologies and human infrastructure - digital skills of teachers and students. The combination of offline and online formats will allow more efficient allocation of time and resources, as well as improve the quality of the learning process.

Remarks:

Experts support budget investments in children's education. Education must be of high quality and interesting. Interactive complexes should not be something unique in schools. On the positive side, similar purchases have been made across the country over the past few years.

However, even such a positive government initiative may not seem very effective, as many students who study remotely do not have computers or gadgets or have problems with the Internet (especially during a deteriorating socio-economic situation in the country). In this case, they will not be able to take advantage of mozaBook. Also, there may be difficulties or resistance in mastering the technique by older teachers. These issues must be taken into account by the school administration and must be addressed in such a way that all students have free and equal access to quality education and teachers have sufficient opportunities to guarantee the quality.

Scores: Quality [+2.33] Relevance [72.5%]

V. Creation of a GIS portal in the Kherson region⁵

Features of the measure:

On December 11, 2020, the Kherson Regional State Administration signed a Memorandum of Cooperation with the public organization "Society of Researchers of Ukraine". Within the framework of this cooperation (project) it is planned to develop a GIS (Geographic information system) portal of the Kherson region and to provide access to public geographic information. The regional administration also said that this project will help to transform the social environment of the region into an open information society and will increase the region's recognizability in the world.

In general, the signatories plan the following results in the framework of future cooperation: accounting for natural resources and landscapes; assessment and forecast of socio-economic development of the region; improving the investment attractiveness of the region; development of methodical and software tools for analysis and forecasting of socio-economic development of the region; collecting information on geospatial objects of the region, compiling a database of geospatial data; forecasting the development of the territories of the region; increasing the controllability of the processes of development of the territory of the region as a whole and individual territorial communities in particular.

Geographic information technologies or GIS technologies are the technological basis for the creation of geographic information systems. At the same time, GIS is an information and computer system designed to capture, store, modify, manage, analyze and display all forms of geographic information. GIS is used by many researchers in the field of environmental problems to determine various indicators on a geographical network. In other words, this is something that should have been created at the level of regions and settlements a long time ago, because the availability of collected information in one convenient place and format affects investment attractiveness.

⁵ Investigated by: Bereza Alyona - Regional project coordinator, Head of the NGO "Women's anti-corruption movement".

Unfortunately, additional information about the introduction of GIS technologies in the Kherson region is hard to find due to limited publications in the regional media. Moreover, the additional information is not available on the official website of the Kherson Regional State Administration.

While signing the Memorandum, the contractors announced that the GIS portal will be created in five stages. These are such stages as information collection, data digitization, database creation, development of the GIS portal itself, implementation and training.

The executants promise that, as a result, it will be an interactive map of Kherson region, which will have the following thematic sections:

- general characteristics of the region;
- natural conditions and resources;
- population;
- economy;
- humanitarian sphere;
- ecological conditions;
- life safety;
- management and administration;
- spatial development.

It is not yet possible to assess the real state of implementation of the project and the first results of cooperation between the public organization and the regional state administration due to the Memorandum of Cooperation was signed in early December of 2020. However, the limited information on the outlined plans, unfortunately, leads to the formation of a large number of questions and raises doubts that there will be a truly unique map of Kherson or, as it was called by the executants, GIS portal. At the same time, the idea of creating such a product at the regional level is a positive idea and, in case of successful implementation, can be a good example to follow in other regions of Ukraine.

Remarks:

According to experts, the initiative is very good due to the GIS portal is the basis for making effective decisions based on the data. By implementing analytical e-solutions, communities receive tools with which they can: increase budget revenues, effectively manage their assets, solve environmental problems, monitor the environment, forecast the development of adverse events (erosion, landslides, flooding, etc.), manage social infrastructure network etc.

However, this is only a memorandum and there is no guarantee of project implementation. The description rightly points to the limited information on the terms of cooperation between the Kherson Regional State Administration and the public organization, as well as to the lack of specific tasks for their joint project. This fact does not allow to give high scores to the project. It is also important to know what information the GIS portal will be filled with, for how long and whether its promotion will be appropriate.

Scores: Quality [+2] Relevance [65%]

VI. Mykolaiv region: QR-codes for tourism development⁶

Features of the measure:

In December 2020, as part of the Mykolaiv Smart Route project, information plates with a QR code and NFC chip were installed on thirteen historical and architectural monuments. It will allow to create an innovative tourist walking guide with immersion in the history of Mykolaiv and information regarding interesting city objects. The service works in Ukrainian, Russian and English languages; informational messages are also duplicated in Braille.

The plates are made of aluminum composite, and their design has elements of the brand "Mykolaiv: a city on the wave."

The authors of the project believe that this will help citizens to learn more about the history and architecture of their hometown, as well as make it easier for tourists to get acquainted with new locations. They will be able to scan the code and to get detailed information about the historical monument or architecture without the help of guides and translators.

According to the authors of the initiative, tourists showed great interest in the project. After installing the first three plates in a short time there were more than 200 unique scans of QR-codes.

Currently, 13 information boards have been installed, which are located nearby:

- 1) Water tower of engineer Shukhov;
- 2) "Wild Garden" settlements;
- 3) Turkish fountain in the yacht club;
- 4) Mykolaiv astronomical observatory;
- 5) Dr. Koenigsberg Water Hospital buildings;
- 6) House of flagships and commanders;
- 7) Buildings of the Monte Theater - Mykolaiv Academic Art Russian Drama Theater;
- 8) Barracks of the naval crew - Mykolaiv regional museum of local lore;

⁶ Investigated by: Katolyk Iaroslav - Regional coordinator of the projects.

9) Gate of the Admiralty - a checkpoint of the Mykolaiv shipbuilding plant;

10) Buildings of the Insurance Society - Mykolaiv Regional Art Museum named after V.V.

Vereshchagin;

11) Ehrlich House - Children's Art School;

12) Stoyanov's House;

13) House of the Commander of the Black Sea Fleet - Museum of Shipbuilding and Fleet.

This initiative is realized by Agency of development of Mykolaiv - the municipal non-profit institution of the Mykolaiv city council created for development of the city and provision of analytical support in preparation of innovative projects. The project won in the competition "City of Innovations 2020", which is financially supported by the Mykolaiv Alumina Plant within the framework of the social partnership program signed between the enterprise and the city. The total grant fund of the competition is UAH 2 million.

Implementation of the project of installing information plates with QR-code and NFC-chip can help the development of the tourist industry of the city, which is currently one of the least developed in Mykolaiv due to the historical heritage of the city (it was closed center of the USSR defense industry). However, as noted in the city's tourism development program, Mykolaiv has all the prerequisites for the intensive development of domestic and foreign tourism: features of geographical location and relief, favorable climate, rich natural, historical and cultural and tourist-recreational potentials. Increasing the number of tourists and excursionists is defined as one of the expected results of the specified program; the improvement of available tourist potential is one of the purposes of Mykolaiv development strategy.

Reference

The Mykolaiv alumina plant works since 1980 and it is one of the largest enterprises of nonferrous metallurgy in Europe. The plant produces metallurgical alumina and commercial aluminum hydrate, while using bauxite as raw material, which is processed hydrochemically by the Bayer method. At the same time, in recent years, due to increased production, the plant has become the largest air pollutant in the region. Moreover, the head of the Black Sea Customs Oleksandr Shchutsky in April 2020 announced a possible environmental catastrophe due to a large amount of sludge (production waste), which is improperly stored: he even tried to block the inflow of bauxite raw materials to the plant.

However, the Mykolaiv alumina plant continues to "substitute a shoulder" for the municipality. In addition to financing city projects, in December 2020 a modern modular building (worth about UAH 155 million) was opened on the territory of the city hospital #5 for the treatment of patients with infectious diseases.

Remarks:

According to experts' assessments, this measure has received the lowest score. On the one hand, the initiative is necessary and provides an opportunity for tourists and residents to get acquainted with information about urban facilities and to increase the recognizability of the city within the development of information technology.

However, the availability of QR codes is not enough to achieve significant changes in the tourism and economic sectors. Also, experts noted that the advantages of the help provided by the Mykolaiv alumina plant to the municipality shouldn't be the lever during the assessment of its negative influence on ecology of the city.

Scores: Quality [+1.83] Relevance [44.17%]