

**UDC 656.07**

**DELIVERY OF HUMANITARIAN GOODS WITHIN MARTIAL LAW**

**Anastasiia Goncharova, Olena Shevchyk**

*National Aviation University, Kyiv*

*Supervisor – Klymenko V.V., PhD in Economics, Associate Professor*

Key words: Russian-Ukrainian war, humanitarian goods, logistics, transport.

Effective repulse of Russian invaders during the large-scale war between Russia and Ukraine largely depends on the ability of ministries to organize well-established logistics, promptly carry out all types of transportation in the required volumes, manage the supply chains of military and humanitarian goods to meet the needs of the Armed Forces of Ukraine and other established military formations, the economy and civilians [1].

The methodological basis of the study is analytical and abstract-logical methods, which were used to identify the changes in the structure of the transport and logistics market during the Russian-Ukrainian war. On the basis of systemic and synergetic approaches, the organization and procedure of humanitarian cargo delivery to Ukraine from abroad were determined.

According to the group of logistics companies ZAMMLER, with the beginning of the war, logistics in Ukraine have changed dramatically. The delivery of commercial goods has practically stopped, mainly humanitarian and military goods are transported. However, if the consignor is a volunteer organization, they are not always able to pay for the fuel. At the same time, not all carriers can bear these costs. In order to ensure the most operative receipt of humanitarian aid, 14 European countries have introduced unauthorized transit to Ukraine for carriers of humanitarian goods [2].

Currently, a simplified procedure is in place for the delivery of humanitarian goods from abroad to Ukraine. The order of transportation of humanitarian goods is regulated by two resolutions of the Cabinet of Ministers [3, 4]. And there is also a simplified system of transportation of humanitarian goods by the declarative method. A number of logistics hubs have also been set up in the western regions of Ukraine to facilitate the importation of humanitarian aid and its immediate distribution throughout Ukraine.

Quite a lot of humanitarian aid is delivered by air from other countries. For example, on April 15, Maximus An-124 Ruslan landed at Warsaw Airport, delivering 50 tons of humanitarian aid from the UAE to Ukraine. Also, with the support of Ivano-Frankivsk National Medical University, Prykarpattia received humanitarian aid from the people of Italy, which was sent to Poland and then to Ukraine.

Humanitarian aid is also coming in. Already on the 21st day of the war in Ukraine, Ukrzaliznytsia transported 986 freight cars of humanitarian aid and almost 6.2 thousand tons in

passenger trains. Ukrainian Railways already has a number of points from the EU where it is possible to transfer humanitarian aid from trains of other railways and trucks to Ukrzaliznytsia trains.

### **Conclusion**

In the context of a large-scale war between Russia and Ukraine, the effectiveness of the transport system will depend on restoring its integrity: passenger and freight routes, taking into account the demand for transport services and security needs, organizing multimodal cooperation, improving logistics and domestic transport in regions that were in combat zones.

### **References:**

1. War in Ukraine: economy, business, logistics, aid. URL: <https://trans.info/en/viyna-v-ukrayini-ekonomika-biznes-logistika-dopomoga-279148> (Last accessed: 31.03.2021).
2. European countries simplify travel for carriers of humanitarian aid to Ukraine. -URL: <https://mtu.gov.ua/news/33501.html> (Last accessed: 31.03.2021).
3. On Amendments to the Licensing Conditions for Carriage of Passengers, Hazardous Cargo and Hazardous Waste by Road, International Carriage of Passengers and Cargo by Road: Resolution of the Cabinet of Ministers of Ukraine №368 of March 25, 2022. -URL: <https://www.kmu.gov.ua/npas/pro-vnesennya-zmin-do-licenzijskih-umov-provadjhennya-gospodarskoyi-diyalnosti-z-perevezennya-pasazhiriv-nebezpechnih-vantazhiv-ta-nebezpechnih-vidhod-automotive-transport-368> (Last accessed: 31.03.2021).
4. On some issues of ensuring the safety of navigation in the waters of Ukrainian ports in the Danube region and transportation by rail: Order of the Cabinet of Ministers № 255-r of March 30, 2022. - URL: [https://www.kmu.gov.ua/npas/deyaki-pitannya-garantuvannya-bezpeki-sudnoplavstva-v-akvatoriyi-ukrayinskih-portiv-u-dunajskomu-regioni-ta-perevezen-zaliznichnim-transportom-255-\]](https://www.kmu.gov.ua/npas/deyaki-pitannya-garantuvannya-bezpeki-sudnoplavstva-v-akvatoriyi-ukrayinskih-portiv-u-dunajskomu-regioni-ta-perevezen-zaliznichnim-transportom-255-) (Last accessed: 31.03.2021).