

**PL-BY-UA
2014-2020**

Funded by
the European Union



**Cross-border Cooperation Programme
Poland-Belarus-Ukraine 2014-2020**



**Popularization of tourist sites
of the First Hungarian-Galician Railway**

**CONCEPT
for the preservation of common cultural
and historical heritage
by the development of new kinds of tourism**



NGO «Linia102.Ua»

The East European State College in Przemyśl

The West Ukrainian Resource Centre

CONCEPT

for the preservation of common

cultural and historical heritage

by the development of new kinds of tourism



2021





*Approved for publication by the decision of the NGO "Linia102.Ua" Board
(Protocol No 18 of November 22, 2021).*

CONCEPT for the preservation of common cultural and historical heritage by the development of new kinds of tourism / Under general editing by H. Soroka, PE "Akvarium Advertising Agency"; L'viv, 2021, 164 p.

This concept is made during realization of the project PLBU.01.01.00-UA-0964/19-00 "Promotion of the tourist objects of First Hungarian-Ukrainian Railway" of the Program of cross-border cooperation "Poland-Belarus-Ukraine 2014-2020". Every chapter of this program is filled by the valuable information gathered by the best scientists and experts in economy, tourism, railway transport, international law and history. The concept will be useful for all communities which want to develop tourism, especially railway tourism.

Computer typesetting and design: Halina Soroka, Yuliya Lesiv, Oleh Voznyak



Lead Beneficiary of the Project:

NGO "Linia102.Ua",
79052, I.Blazhkevych str., 12a, L'viv, Ukraine



Beneficiary 1 of the Project:

The East European State College in Przemyśl,
37-700, ul. Książąt Lubomirskich, 6, Przemyśl, Poland



Beneficiary 2 of the Project:

The West Ukrainian Resource Center,
79008, Lysenko str., 21, Lviv, Ukraine

Proceedings are printed by the PE "Advertising agency "Aquarium", Lviv, Zaliznyaka str., 13





CONTENT

INTRODUCTION.....	5
CHAPTER 1 GENERAL STATEMENT OF THE PROBLEM	
<i>Svyatoslav Tersky</i>	
1.1 Preservation of cultural and historical heritage sites. Relevance of the issue for Ukraine and Poland	11
<i>Karol Gajdzik</i>	
1.2 The first Hungarian-Galician railway: history and current state of cultural and historical heritage sites.....	14
<i>Dmytro Kadnichanskyi</i>	
1.3 Cultural and historical heritage sites in unpopular tourist areas: preservation experience	22
<i>Oksana Voznyuk</i>	
1.4 Railway tourism: historical aspect of development	29
CHAPTER 2 WAYS TO PRESERVE THE COMMON CULTURAL AND HISTORICAL HERITAGE	
<i>Mariana Senkiv</i>	
2.1 The cultural and historical heritage sites: ways, methods and means of restoration.....	37
<i>Yuliia Dashchuk</i>	
2.2 Tourism as a means of popularizing cultural and historical heritage sites	45
<i>Yuriy Zinko</i>	
2.3 Tourist routes along common and historical heritage sites. Principles of organization	52
CHAPTER 3 RAILWAY TOURISM AS A SPECIFIC TYPE OF TOURIST SERVICES	
<i>Serhiy Halchynskyy</i>	
3.1 Analysis of the legal framework of railway tourism in Ukraine.....	61
<i>Janusz Cheh</i>	
3.2 Analysis of the legal framework of railway tourism in Poland	77





<i>Janusz Cheh, Yaroslav Bolzhelarskyi</i>	
3.3 Analysis of the legal framework of international tourist traffic between Ukraine and Poland	85
<i>Volodymyr Kyshynets</i>	
3.4 Technical aspects of arrangement of tourist transportation by rail in Ukraine.....	98
<i>Vitalii Kovalchuk</i>	
3.5 Technical aspects of arrangement of tourist transportation by rail in Poland	107
<i>Oleksandra Orlovska</i>	
3.6 Methods for assessing the economic efficiency of tourist rail traffic.	117
CHAPTER 4 ROAD MAP OF RAILWAY TOURISM DEVELOPMENT	
<i>Hanna Sydorenko</i>	
4.1 Recommendations to local authorities for recovery of sites of common cultural and historical heritage	125
<i>Pavlo Telish</i>	
4.2 Recommendations to local authorities on popularizing of common cultural and historical heritage sites.....	131
<i>Yuriy Zinko</i>	
4.3 Development of tourist route options for sites of common cultural and historical heritage of the first Hungarian-Galician railway	137
<i>Vitaliy Kovalchuk</i>	
4.4 Determination of the cost of tourist traffic	144
CONCLUSIONS	153
ANNEXES	
Annex 1 A designed network of tourist thematic routes of the First Hungarian-Galician Railway	157
Annex 2 Legend to the map.....	158
Annex 3 Objects of cultural and historical heritage and local lore	159





INTRODUCTION

Ukraine occupies one of the leading places in Europe in terms of the number of cultural and historical heritage sites.

Today, tourism has become a part of modern culture and is characterized as one of the types of economic activity, it is able to accelerate the indicators of economic and social efficiency of underdeveloped regions. Among the types of tourism, we can distinguish Railway, which is currently not very developed.

In Ukraine, the development of railway tourism and related business areas has serious prospects, since the country has many recreational and health-improving resources and a well-developed railway network, which makes it possible to arrange various in form and content railway tours. Tourists may also be interested in the railway infrastructure, namely old railway station buildings, individual historical sections of the railway, rare elements of railway infrastructure and rolling stock.

The history of railway transport development, both domestic and worldwide, is closely connected with the development of specialized tourist services for railroad transportation of travellers of different personal purpose and private interests.

In the beginning, these were advertising and demonstration tourist routes for the future passengers traffic by the founders of the first railways to demonstrate the opportunities and advantages of a new mode of transport - rail. Gradually, with the growing demand for transportation, specialized passenger and travel companies began to be created that offered/provided a wide range of tourist travel/services – from exclusively tourist, relaxation, sports, educational, entertainment ... to targeted political, business, marketing, research ... areas.

From the very beginning of the strategic / military / commercial operation of the first newly built railways of western Ukraine (1861), its owners immediately began to improve stations, especially railway junctions, arranging large and medium – sized railway station complexes according to a single architectural stylistic principle – the station as a Palace - Palace of the city. Almost all stations of Ukrainian Railways, even





the middle class of that time (architecture of 242 of which preserved to this day), were built according to individual or standard projects with a spatial planning structure to ensure the prospects for development, comfort, sociability, presentability.

Traditionally, almost all railway stations necessarily had waiting rooms, hotels, a restaurant or a pantry, sanitary and amenity facilities, as well as service apartments, offices and technological premises. Travelers, depending on the category of passengers (I, II, III, IV classes), were provided with the necessary services.

The creation of this well-thought-out system of comprehensive passenger service across the entire railway network contributed to the mobility of the population, the desire to travel not only because of forced/mercantile needs, but also because of the opportunities to see the world, new and interesting things. Thanks to this, these railway station buildings have preserved their strategic and technological function to the present day and have become a significant part of the national historical heritage.

So, back in the XIX century, railway business and tourism in Ukraine began to form simultaneously.

During the Soviet period, the spread of forms of railway tourism in Ukraine began in the 70-80 years. The resources of the railways were used to create a well-coordinated system of mass tourist traffic throughout the country for the ever-growing social needs of all.

Material and technical, operational, service, and information equipment of railways was expanded due to:

- increase of passenger and traction rolling stock assigned to tourist destinations.
- formation of universal specialized routes-schedules of tourist trains at the level of high-speed passenger express trains.
- arrangement of bases / rail stops / stations for reception, maintenance, equipment, tourist trains and provision of sanitary facilities and amenities and recreation services for tourists.





- allocation of specialized units in the structure of railway management, railway enterprises for arranging tourist traffic to provide planned and additional orders of tourist agencies.
- development of information and marketing notification systems, advertising and souvenir support for users of the railway tourist service segment.
- creation of a flexible tourist tariff grid for paying for railway group tourist trips.
- inclusion in the system of service of railway tourists of trade, medical, food, resort and recreation, sports networks owned by railways...

For example, a specialized base for servicing tourist trains was built at Briukhovychi station, near L'viv. And at the station L'viv - specialized tracks for maintenance of individual passenger cars, lounge cars; re-equipped waiting and rest rooms for tourists and VIPs; the restaurant complex has been modernized; the development of parking areas for tourist buses to meet the needs of rail tourists.

The traditional (up to 18 units) tourist train consisted of up to 15 passenger cars and 2-3 dining and luncheon carriages. The profitability of the tourist railway activity was high and profitable for railways due to timely prepayment of estimated volumes of services, clearly planned traffic schedule, confident order, capacities of flexible use of rolling stock and useful additional loading of infrastructure.

The main focus of the railway tourist routes was designed for 1-2 day, mostly weekend visits of:

- historical, architectural and cultural centres.
- Olympiads, festivals, cultural and sports events, exhibitions, fairs...
- exchange of industrial, technical and agricultural experience.
- inter-sectoral meetings, congresses, celebrations...

During the period of Ukrainian independence, the volume of tourist traffic began to gradually decrease. But new forms of railway tourism were introduced – such as business, shopping, international...

Thus, the Ministry of transport of Ukraine together with the Polish colleagues organized an inspection, fact-finding, business tour for the Ukrainian business





logistic circles by the wide gauge (1520 mm) of Polish Broad Gauge Metallurgy Line LHS (Hrubieszów - Sławków).

Ukrainian Railways prepared quite decently, organized high-speed trains and performed peak traffic of tourists-fans during the European football championship in 2012.

But the political-economic-social-pandemic problems of recent years, the protracted state of war in the East, known to all of us, lead to the decay of the entire railway infrastructure, deaden its rolling stock, eliminate the level of qualified workers.

After analysing this development of railway tourism in Ukraine, the idea came up to write a concept that would help local communities, which now solve most issues independently, develop new types of tourism in their region, thereby popularizing the monuments of the historical heritage of the region.

Since the border territories of Ukraine and Poland are rich in historical and cultural heritage. We were interested in the historical and cultural heritage of the first Hungarian-Galician Railway, the railway infrastructure of which has been preserved to this day, needs to be popularized and may be of interest to tourists from all over the world.

During 2021, the project "Popularization of tourist sites of the first Hungarian-Galician railway" is being implemented in the Lviv region of Ukraine and the Subcarpathian Voivodeship of the Republic of Poland within the framework of the Poland-Belarus-Ukraine International Cooperation Program with the support of the European Union.

Facilities of the First Hungarian-Galician railway and objects adjacent to it (religious buildings, forts, railway station buildings, bridges, etc.) are a common cultural and historical heritage of the Ukrainian and Polish peoples, which are declining due to the low level of tourism development in the region.

The development of railway tourism in Ukraine and Poland is hindered by the insufficient level of development of technical, legislative and economic aspects of





this activity. To study this situation, the concept of preserving the common cultural and historical heritage through the development of new types of tourism was created.

This concept will serve as a roadmap for local authorities in preserving and popularizing the common cultural and historical heritage of the Ukrainian and Polish peoples.

The implementation of the concept will improve the tourism potential of the regions where the project is being implemented and will have an economic and social effect.

Today a very important issue is the preservation of cultural and historical heritage sites, especially in less popular tourist areas, the development of rail tourism, because the development of a new range of tourist services always causes a "WOW" effect, we need to understand how we can preserve and renew the attractions, popularize new tourist routes, what technical, legislative and economic problems may face the local authorities and what recommendations and options we can offer to resolve these issues. These questions can be answered in the "Concept of preserving the common cultural and historical heritage sites through the development of new types of tourism", which was written by scientists from the branches of tourism, economics, railway transport, and historical research.







CHAPTER 1 GENERAL STATEMENT OF THE PROBLEM

Svyatoslav Tersky
professor of Department of History, Museum Studies and Cultural Heritage
L'viv Polytechnic National University

1.1 Preservation of cultural and historical heritage sites.

Relevance of the issue for Ukraine and Poland

Historical memory occupies an important place in the human mind. It is the main component of national self-esteem, spiritual, economic and social capital of extremely high value. Cultural and historical heritage is an important element of the proper representation of our country at the international level.

Eastern European countries, in general, seriously lag behind the countries of Central and Western Europe in terms of preserving historical and cultural heritage. At the same time, in our time, progressive human intervention in the environment causes irreparable harm not only to nature, but also to important witnesses of our past. All this forces society to pay more and more attention to the historical and cultural heritage of Ukraine, which is often common to a number of peoples who created it for many centuries of peaceful cohabitation.

The restricted border security zone between Ukraine and Poland deserves special attention. For a long time, economic activity on the Ukrainian side of the border, and even more so, cultural activity in this zone, was strictly limited by the rules of the border zone. In this regard, during the Soviet era, employees of the few monument protection institutions at that time did not often visit here, and the monuments themselves were irretrievably destroyed. Over the past decades, in independent Ukraine, monument protection activities have gradually improved, and there is a continuous inventory of archaeological and architectural monuments and similar sites. However, the monument protection area of Ukraine is still far from the level that suits the EU countries.

In the distant past, the lands of the Eastern Carpathian region on the southern segment of the Polish-Ukrainian border, formed one Przemysl Principality of





Galicia, and later the Ruske (Lviv) Voivodeship, and during the Austrian Empire belonged to one province – the Kingdom of Galicia and Lodomeria. Consequently, these lands created a common cultural heritage and history. Poles and Ukrainians have lived peacefully in the same settlements of Galicia for centuries. Together they built public life, built joint fortifications around cities, and various engineering structures. Often they even buried the dead in a common cemetery.

The Curzon line, which from the middle of the XX century divided the once unified Galician society into two separate worlds, contributed to the oblivion of historical traditions, places of Honor, recreation, etc. common to Ukrainians and Poles.

It is known that the problems of cultural heritage protection are often at the intersection of opposite interests: the state that organizes the protection of monuments and interested public monument protection organizations and movements, on the one hand, and economic entities, on the other.

However, the rapid growth of such a social phenomenon as tourism during the XX - beginning of the XXI century opens up unique opportunities for a certain combination of interests of entrepreneurs in the field of Tourism and Monument protections institutions opens the way to mutual enrichment of cultures and rapprochement of different nations and peoples.

There is no doubt that any monuments should be in demand in society. But the undeveloped infrastructure, primarily transport, and sometimes the complete lack of communication routes, makes the most often quite unique historical and cultural heritage inaccessible. In the Polish-Ukrainian border logistics problems are complicated by the lack of a properly developed legislative framework for cross-border tourism. In particular, a legal solution requires the formation of joint Polish-Ukrainian "free" tourist zones with simplified border crossing by vacationers.

The railway infrastructure of the first Hungarian-Galician railway with the so-called Normal track (1435 mm), creates a unique opportunity to form a unique Polish-Ukrainian "free" tourist zone. The restoration of passenger traffic on all





sections of this railway, built in 1872, which loops between Poland and Ukraine with ancient lands on the border Lemkos land and Boykos land – this is a unique opportunity to combine well-developed resorts (for example, Ustrzyki Dolne) and Recreation routes (for example, Bieszczady Forest Railway) on the Polish side with rich historical and architectural monuments located in the Galician towns of Khyriv (huge complex of the Jesuit College, well-preserved railway station), Dobromyl (unique Market Square, railway station which requires urgent repairs), Felshtyn (a palace and Catholic church with a bell tower), and so on. The renovated complexes of the first Hungarian-Galician railway could be filled with new functions, in particular, mini-hotels or hostels, etc. [1].

A tangible boost to the idea of cross-border tourism can also be provided by the popularization of objects related to traveling by rail of the character of the famous satirical novel by Jaroslav Hašek – The Good Soldier Švejk.

Tourism along the half – forgotten paths of the Carpathians is the best holiday not only for young people of both countries. Knowledge of forgotten historical and cultural monuments of the region is combined with awareness of the unity of human with nature. Cross-border travels by the first Hungarian-Galician railway will cross the Unique International Biosphere Reserve "Eastern Carpathians" – the world's first three-way Biosphere Reserve, which is a part of the UNESCO program "Human and the biosphere" and includes three national parks and three landscape (natural) park and three countries: Poland, Ukraine and Slovakia.

Thus, the planned tourist trip by the first Hungarian-Galician railway should become an attractive tourist destination for travellers.

References:

1. Рочняк Юрій. Залізничні вокзали як частина архітектурної ідентичности краю // Historical and Cultural Studies Vol. 2, No. 1, 2015. С. 83-91; Чобан О. Я. Принципи модернізації та реконструкції залізничних вокзальних комплексів історичних міст // Вісник Національного університету "Львівська політехніка". "Архітектура". – Львів: Видавництво Львівської політехніки. – № 757, 2013. – С. 321–324.





Karol Gajdzik
railway historical heritage expert

1.2 The first Hungarian-Galician railway: history and current state of cultural and historical heritage sites

How small is 166 kilometres of railway track and how quickly can it be built? Will the construction of the 416-meter tunnel really take only four years? And can a change in the approach to transport and railway service affect the development of small Galician cities? I would like to get wise to you these and many other issues in this study.

In 1868, important decisions were made in Vienna, the capital of Austria-Hungary, which influenced the politics of all of modern Europe and the approach to transport and communications. It was already well known how the railway affected the development of Europe, a good example was the fact that in Europe from 1830 to 1875 almost 338 km to 158,810 km of Railways was added (here it should be noted that it was necessary to produce a sufficient number of tracks, so there was a powerful development of steel works and the iron and steel industry), and their operation required not only rolling stock, but also the appropriate railway infrastructure, as well as, most importantly, experienced personnel for railway servicing. Much more interesting was that the construction of facilities such as bridges, tunnels, viaducts required significant technical knowledge, so it required experienced engineers and technicians.

In just five years, the approach to transport in the Carpathians will change its significance. In 1868, railway traffic between Vienna and L'viv was carried out by the Karl Ludwig lines, due to the railway service between Krakow and Vienna, however, its location near the border with Germany and the destruction of the bridge in Bohumin with the occupation of the station in Auschwitz (circa 1866), which cut off the rest of Galicia from the monarchy, made the service unattractive from the point of view of strategy, so it was decided to build the first Hungarian-Galician railway line, which is considered in this study.





The very idea of this service follows from the need for a safe system of cargo conveyance to the south through the Carpathians, which was a problem for the authorities in Vienna and Budapest. The decision to build the Przemysl Fortress also affected, which meant that sooner or later the agreements of the Vienna congress of 1815 would be violated and there would be a conflict between the main parties to this understanding. For the construction of the railway line, bonds were issued to the market to provide capital for investment. The line itself was divided into four parts. In addition, for strategic reasons, the railway stations on this line were significantly expanded in terms of lay-over in order to secure places for trains with supplies for the Przemysl fortress. And most importantly: in 1884, the second railway track was completed along the entire line, which made it the first main railway line.

But back to the details on May 20, 1869, a concession document was issued in Vienna for the construction of the Przemysl-Lupkow track. The concessionaires were: Adam ks. Sapiecha, Karol ks. Jabłonowski, Konstanty ks. Czartoryski, Cezary hr. Maściński, Michał hr. Załuski, Paweł baron Sennyey, Edward hr. Karolyi i hr. Erdődy. In addition, four months later, on September 11, 1869, a second concession document was issued for the Sianets – Mihai section. In this case, the concessionaire was the Joint-Stock Company of the first Hungarian-Galician Railway.

The railway was put into operation on December 25, 1872 by the Austro-Hungarian authorities and had a length of 266 kilometers, although the Lupkow tunnel itself was completed only in 1874. The legal adviser for the construction of the Lupkow railway was Dr. Erazm Łobaczewski. Here we should also remember the most important railway stations: Sátoraljaújhely, Homona, Lupkow, Zagórz, Khyriv and Przemysl. On the Hungarian side, it joined the existing Sátoraljaújhely-Miskolc-Budapest-Keleti line. On the Galician side, it merged in Przemysl with the Galician railway named after Charles Louis, which has already existed since 1861, which for the first time in history provided a direct railway service between Budapest and Lviv. In addition, the railway station at Bakończyce was extended and designated as the main freight station of the Przemysl Fortress, and the length of the





unloading frames at the station was over 2 kilometres. Simultaneously with the annexation of this line to Przemyśl, the Bakończyce railway station was considerably enlarged and the necessary facilities necessary for functioning of a large railway junction were built there, i.e. two water towers (still intact), a turning platform and a maintenance building along the modern railway station, which housed the headquarters of the Przemyśl-Lupków Railway Department and, most important, 12 railway tracks. In addition, in 1897, a viaduct was built over the tracks along today's Zana Street.

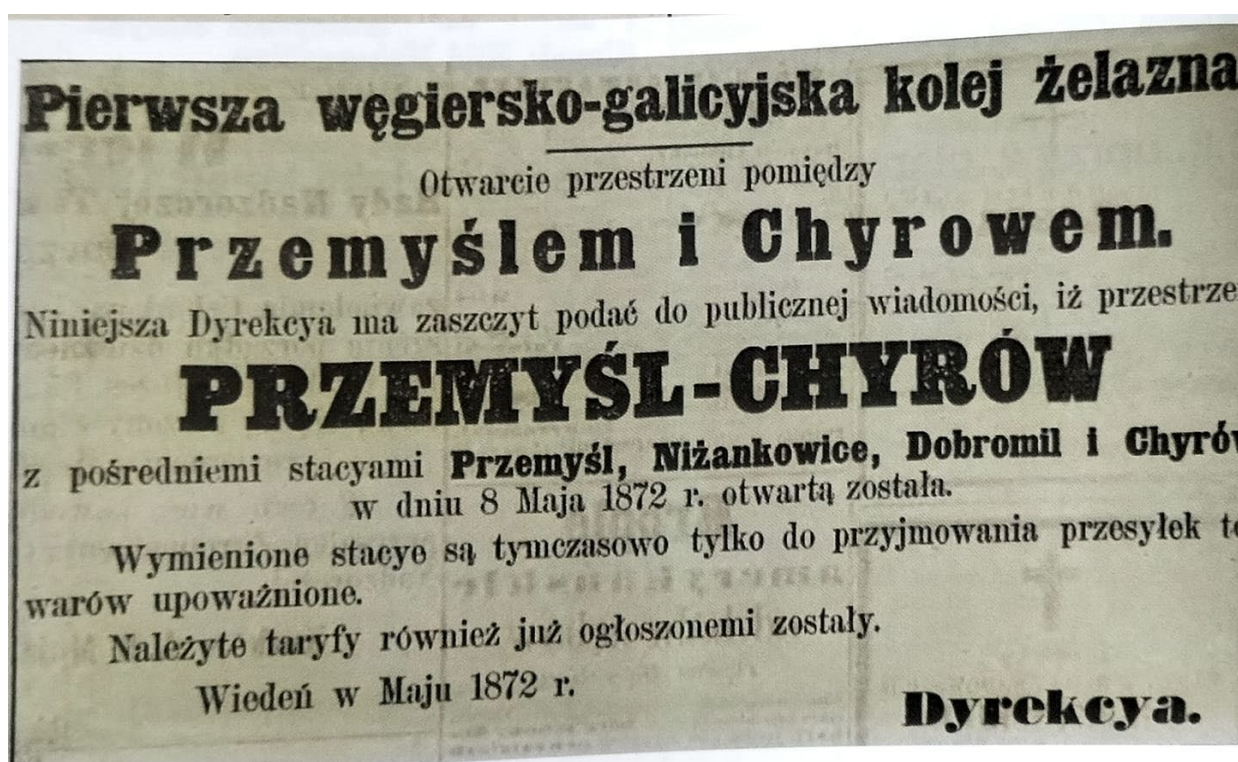


Fig.1 Announcement of the opening of the first section of the first Hungarian-Galician railway line (data from the archive of Przemyśl)

Construction calendar

Direction	Length (km)	End date
Przemyśl-Khyriv	33,19	May 13, 1872
Khyriv-Krościenko	19,40	July 1, 1872
Krościenko-Ustrzyki Dolne.	8,09	September 3, 1872
Ustrzyki Dolne-Komanča	70,26	November 12, 1872
Komanča-Lupków	13,75	December 18, 1872
Lupków tunnel	0,416	May 30, 1874





Ogłoszenie 75%

Przedsiębiorstwo budowy kolei Przemysko - Łupkowskiej zamierza rozdać w drodze ofert podziemne roboty (przekopy, nasypy i mosty) z wyjątkiem pomostowań żelaznych na przestrzeni, począwszy od Przemysła do Krościenka i podzielić takową na 4 losy, t. j.:

1szy los od dworca Przemyskiego l. prof. 0 do Niżankowice l. prof. 133. łącznie ze stacją w Niżankowicach i z mostem na rzece Wiarze.

2gi los z Niżankowice od l. prof. 133 do Rosenburgu - Pietnie l. prof. 270 wraz ze stacją w Dobromilu i z mostem na rzece Wyrwie.

3ci los z Rosenburgu-Pietnie od l. prof. 270. do Starzawy l. prof. 400. łącznie ze stacją w Chyrowie.

4ty los ze Starzawy od prof. 400. do Krościenka l. prof. 527. z dworcem w Krościenku lub Smolnicy.

Zwraca się uwagę, że oferty mogą być wniesione na jeden los, na dwa i trzy losy, lub też na wszystkie cztery losy pojedynczo, albo też w grupach 2ch, 3ch i 4ch losów.

Oferty mają być złożone na jednostki miary metrycznej w walucie austriackiej i mają zawierać ceny jednostkowe robót takich, jakie w wykazach się mieszczą, które to wykazy na żądanie każdemu z panów oferentów się udzielią.

Warunki budowy można począwszy od 1go do 7go maja r. b. w biurze naszego technicznego zarządu w Przemysłu przegladnąć, również przekroje podłużne wykazy mostów i t. p. robót podziemnych z wyjątkiem żelaznych pomostowań.

Każda oferta ma być zaopatrzoną marką stempową na 50 centów i odesłaną

z wadyum wynoszącym na 1szy los	4.500 zł. w. a.
" " " 2gi "	5.000 " "
" " " 3ci "	6.500 " "
" " " 4ty "	6.000 " "

dobrze opieczętowaną najdalej do 8. maja r. b. do naszego centralnego biura we Lwowie przy ulicy Mayera.

Panowie oferenci mają w tejże wyrazić, iż warunki w technicznym zarządzie w Przemysłu złożone czytali, dobrze zrozumieli, i że z temiz się całkowicie zgadzają.

Wadya na oferty, któreby nie zostały przyjęte, zostaną zwrócone w najkrótszym czasie panom oferentom, zaś wadyum oferenta, którego oferta się utrzyma, potrąconem będzie z kaucyi, przezeń złożony się mającej.

Zresztą zastrzega sobie przedsiębiorstwo zupełną wolność w ten sposób, że nie jest obowiązkiem przyjąć ofertę wedle cyfry najkorzystniejszą, lecz może nie przyjąć wszystkie oferty lub przyjąć ofertę tego, który wedle zdania przedsiębiorstwa daje największą gwarancję, gdyby nawet jego oferta co do cyfry była mniej korzystną.

Lwów, w miesiącu kwietniu 1870. (1038-1)

Przedsiębiorstwo budowy kolei Przemysko-Łupkowskiej.

dmachung.

Die Bauunternehmung der Przemysl - Łupkower Eisenbahnstrecke beabsichtigt den Unterbau (Einschnitte, Aufdämmungen und Brücken) mit Ausnahme der eisernen Brücken - Constructionen der Theil-Strecke Przemysl-Krościenko in 5 Loosen im Offertwege zu vergeben, u. zwar:

1tes Loos vom Przemysler Bahnhofs Prof. Nr. 0 bis Niżankowice Prof. Nr. 133 einschliesslich des gleichnamigen Stationsplatzes und der Brücke über den Wiar-Fluss.

2tes Loos von Niżankowice Prof. Nr. 133 bis Rosenburg-Pietnia Prof. Nr. 270 einschliesslich des Stationsplatzes Dobromil und der Brücke über den Wyrwa-Fluss.

3tes Loos von Rosenburg Prof. Nr. 270 bis Starzawa Prof. Nr. 400, mit dem Stationsplatze Chyrów.

4tes Loos von Starzawa Prof. Nr. 400 bis Krościenko Prof. Nr. 527 mit dem Stationsplatze Krościenko oder Smolnica.

Hiebei wird bemerkt, dass die Offerte auf 1tes Loos, auf 2 und 3 Loose, oder aber auf alle vier Loose einzeln oder gruppirt in 2 und 3 oder 4 Loosen eingereicht werden können.

Die Offerte sollen auf Einheiten im metrischen Maasse und in österr. Währ. lauten, und haben Einheitspreise für Arbeitsleistungen zu enthalten, deren Verzeichnis jedem Herrn Offerenten über Verlangen ausgefolgt wird.

Die Baubedingnisse können im Bureau unserer Bauleitung in Przemysl vom 1. bis 7. Mai l. J. eingesehen werden, dergleichen die Längsprofile, die Verzeichnisse der Baubjecte und sonstiger Unterbauarbeiten.

Jedes Offert ist mit einer 50 kr. Stempelmarke und mit einem Vadium im Baaren oder börsenmässigen Werthpapieren:

für das 1te Loos	à 4.500 fl. öst. W.
" " 2te "	à 5.000 " "
" " 3te "	à 6.500 " "
" " 4te "	à 6.000 " "

wohl versiegelt, längstens bis 8. Mai l. J. an unser Central - Bureau in Lemberg, Mayergasse zu übergeben.

Die Herren Offerenten haben darin ausdrücklich zu bemerken, dass sie die in der Bauleitung zu Przemysl erliegenden Bedingnisse gelesen und wohl verstanden haben, und dass sie mit denselben vollständig einverstanden sind.

Vadien für Offerte, die nicht angenommen werden sollten, werden in kürzester Frist an die Herren Offerenten zurückgestellt, hingegen wird das Vadium des Erstehers ihm in die zu leistende Caution eingerechnet werden.

Ubrigens behält sich die Bauunternehmung freie Hand in der Art vor, dass sie nicht verpflichtet ist, den ziffermässigen Bestbot zu genehmigen, sondern dass sie nach Einsicht auch keines der gemachten Offerte, oder den Anbot desjenigen genehmigen wird, der ihr nach ihrer Ansicht die meisten Garantien bietet, wenn dessen Anbot auch ziffermässig ungünstiger sein sollte.

Lemberg im April 1870.

Die Bauunternehmung der Przemysl-Łupkower Eisenbahnstrecke.

Fig. 2. Announcement of the tender for the first Hungarian-Galician railway line.

(data from the archive of Przemysl)

At the same time, a number of problems arose during construction, which led to a number of complications. First, it is mentioned that the Bakończyce station was built on the marsh and is located entirely on the embankment, which extends all the way to the station Nyzhankovychi. This can also be seen in the number of bridges and pipe-culverts on the route of the first Hungarian-Galician railway line. Additionally, it should be noted that the altitude levels of Przemysl station and Bakończyce station are different, so they need to be lowered. Secondly, the designers were forced to plan the second track (completed in 1888) already at the design stage,





and this required additional work. Third, there were problems with the geology of the soil during the construction of the Lupkow tunnel, but this was also solved. Additionally, it should be noted that in the city of Przemysl, entrances were laid to the mill in Sielec, to Zelinsky streets, to Mickiewicz Street and through Lubomyrskyi Park to Shpitalna Street (to military warehouses), which helped to increase the potential of warehouses in the fortress.

But let's get back to what the appearance of the First Hungarian-Halician railway line gave to our region. Here are some statistics: at the very beginning of 1874. The first Hungarian-Galician Railway had such a rolling stock: 11 locomotives, 24 passenger and 255 freight cars. But a year later, its rolling stock actually doubled and had: 21 locomotives, 50 passenger cars and 415 freight cars that served 255 kilometers of railway track. In 1876, the rolling stock was again increased to 29 locomotives, 61 passenger cars and 717 freight cars, and it can be seen that freight rolling stock played a very important role in transport (the Przemysl fortress was built). As for the number of passengers transported, in the first year of operation of the railway (1873) it carried 238 thousand passengers, in 1874-1880 there was a decrease of about 150-190 thousand annually, only since 1884 there was a breakthrough, and the number of passengers increased to 298 thousand, in 1887 to 339 thousand passengers. At the same time, passengers could choose from four travel comfort classes, and therefore the same number of fares. According to statistics, about 0.5-1.2% of passengers traveled in 1st Class cars, and from 8 to 12 in 2nd Class cars. In 1873-1878, the structure of trips of the 3rd and 4th classes was subject to significant fluctuations. In 1873, there were 30 and 52%, respectively – only a year later the proportions changed: 58% traveled in 3rd Class and only 17% in 4th Class. In addition, 6-18% of passengers traveled at a military fare. Since 1879, onwards, passengers who chose 3rd class were by far the largest group, accounting for 64% of all customers. Nine years later, this figure exceeded 82%. In 1881-1888, the military accounted for only 5.7-8.0% of travelers.





This clearly shows how the railway track was needed, and it is also interesting that most tickets were sold for third class, so the railway was very popular. At the same time, it can be noted that the railway needed people with training in railway transport who work on it, not only locomotive drivers, but also people to manage stations, signal cabin boxes and elements of railway infrastructure. In turn, freight transport itself has led to an increase in the range of goods that are delivered not only in bulk, such as timber or coal, but also in small-scale trading. Speaking about this, it should be remembered that the construction of the railway line itself was a huge investment and contributed to the development of the region. It was here that engineers and people who graduated in the field of railway transport worked. Today we can say that the railway that came to us in the 19th century was as much a step into modernity as the beginning of passenger plane flights in the 20th century. As for service with Vienna and Budapest, at first there were from two to three of them, and since 1910 their number has increased dramatically to nine per day.

The first Hungarian-Galician railway was born in Przemysl and provided connections to Vienna and Budapest. On the section of track in question, we have the following railway structures that are worth mentioning:

- Main palace of Przemysl. The railway station was built in 1895 after major repairs.
- Water tower. It is located on Charnetsky street in Przemysl (today privately owned).
- A locomotive depot that was destroyed by fire
- Viaduct over the tracks on Zana Street in 1897.
- Bakończyce railway station with water towers dating back to 1874 and a technical building.
- Pikulice station with traffic control office and tracks.
- The bridge over the Javor River 4819, 20.70 m long, with supports on the second track and fragments of the balustrade from the time of the fortress. Built in 1900, upgraded in 1962 with a riveted steel structure. Travel is carried out from the top.
- Security structure near the Hermanowice stream, until recently people lived there.
- Hermanowice station is owned by PKP. The real estate needs renovation.
- Malhowice station is owned by PKP. The real estate is in a ruined state.
- In addition, there are fourteen additional engineering structures on the Przemysl-Nyzhankovychi section, i.e. 11 massive culverts and three small bridges, of which





7,750 welded bridges from 1975 to 8,309 riveted bridges from 1910 to 10013 from 1910 to 10010.

- Nyzhankovychi station is located on the 13th kilometer out of Przemysl, at the disposal of Ukrzaliznytsia, in satisfactory condition.
- Bridge on the Viyar River in Nyzhankovychi, Ukrzaliznytsya.
- Nove Misto station, Ukrzaliznytsya, people still live in office premises, the first floor is destroyed.
- Dobromil station, Ukrzaliznytsya, in a destroyed state.
- Khyriv station, Ukrzaliznytsya, in satisfactory condition.
- Posada Khyrivska Station, Ukrzaliznytsya.
- Stariava Station, Ukrzaliznytsya.
- Krościenko station owned by PKP. The real estate needs renovation.
- Ustrzyki Dolne station (owned by city).
- The route discussed in the study also includes riveted girder bridge structures of late nineteenth-century and interesting culverts which should be explored separately.

The technical condition of the specified facilities is deplorable and requires urgent repairs in order to preserve this legacy for future generations and restore links with the South of Europe.

In conclusion, I would like to mention the amount for which the first Hungarian-Galician railway was built. In the Przemysl - Lupków section with a tunnel, 21,605,526 Rhenish guilders were invested, which amounts to 190,231 Rhenish guilders per kilometre. The construction itself lasted from April 1870 to December 18, 1872 (without the tunnel), who in our time could build so quickly?

But it was worth it.



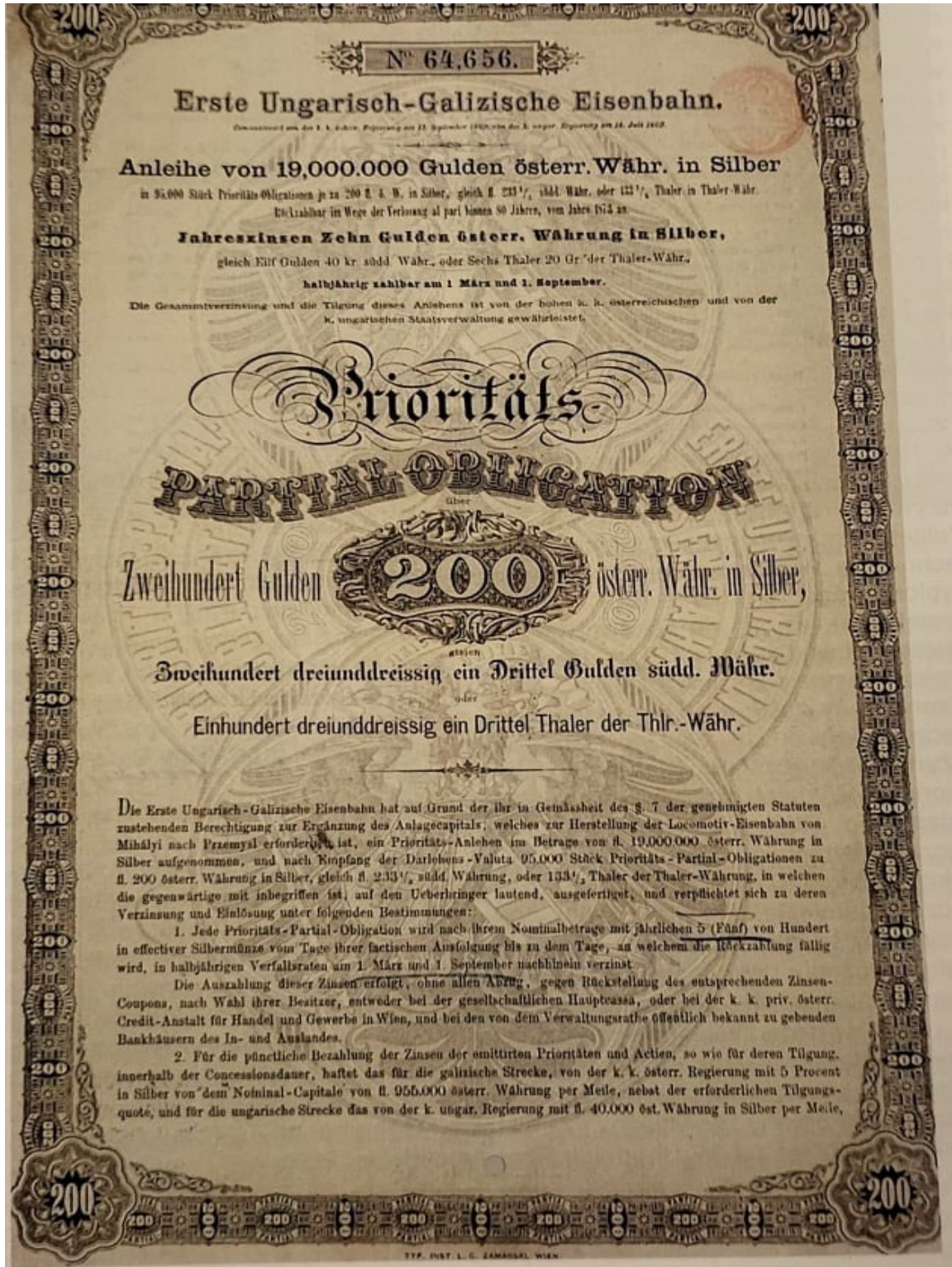


Fig. 3. Bond of the first Hungarian-Galician railway line
(data from the archive of Przemysl)





Dmytro Kadnichanskyi
Ph.D., associate professor,
Ivan Franko National University of L'viv

1.3 Cultural and historical heritage sites in unpopular tourist areas: preservation experience

The development of tourism in any territory is not possible without the availability of tourist resources - objects and phenomena of natural and anthropogenic origin that are used or can be used in tourist activities. Tourist resources are divided into three main groups: natural, historical, cultural, and socio-economic. The latter group is designed to ensure comfortable use of natural, historical and cultural resources by tourists. The basis of historical and cultural tourist resources is historical and cultural heritage - archaeological sites, structures and complexes of structures that have historical, cultural, and artistic value. For successful use of cultural and historical heritage sites in tourism, they must be in satisfactory, preferably authentic condition. Destroyed, altered, or distorted structures with modern materials are not of interest to tourists. However, the picturesque ruins of castles or other structures also attract visitors. It is often better to simply properly preserve ruins than to distort their authentic appearance with incorrect "restorations".

As a rule, in large tourist centers, the existing historical and cultural tourist destinations are in a fairly satisfactory, and sometimes even perfect condition (thanks to more funding). But in unpopular tourist areas, the state of historical monuments leaves a lot to be desired.

Ukraine and the Republic of Poland, including Sambir land and Przemysl land, have a significant number of cultural and historical heritage sites that are diverse in age and type. The inexorable timing and frequent mismanagement of human activities have left most of the structures in a sorry state, which consequently reduces their tourist attractiveness. A number of measures, such as the Law of Ukraine on the protection of cultural heritage [1], the inclusion of cultural and historical heritage





sites in the State Register of non-museum monuments of Ukraine [2] are aimed at preserving these sites. The presence of structures in this register should ensure their safety, since they are protected by the state. However, Ukrainian legislation in this area is not perfect, and there are not always legal levers to punish those responsible for the destruction or distortion of historical buildings.

The protection of cultural heritage determines organizational, legal, material and technical, informational and other actions for the identification, scientific study, classification of such facilities; prevention of their destruction, preservation, conservation, use, adaptation and museumisation.

What are the ways to preserve cultural and historical heritage sites? As a rule, these sites are the property of the state. Accordingly, local self-government bodies can attract state funds for the restoration and maintenance of such structures. The institution that owns the historical monument is also of great importance. Accordingly, industry funds or resources of public organizations may be raised. We should not forget about patronage and volunteer activities.

There is another way to maintain and preserve historical sites – a concession. This is the granting, in order to meet public needs, by an authorized executive authority or local self-government body on the basis of a concession agreement on a paid and fixed-term basis to a legal entity or individual of the right to create and manage the concession object, provided that the business entity assumes obligations to create and manage the concession object, property liability and possible business risk [3].

The concession, unlike the countries of the European Union, is not a common phenomenon in Ukraine at the moment, primarily due to the imperfection of legislation. One of the most successful examples of preserving a historical monument by transferring it to a concession is the St. Miklos Castle in the Transcarpathian town of Chynadiyove. In 2001 the castle was conceded to the artist Joseph Bartosz. He, holding Plein-air of artists, together with his wife Tetiana and like-minded people, actually saved the castle from destruction. To date, the interior





of the first floor has been restored. The castle often hosts international and local art events. Since 2012, the International Festival of medieval culture "Silver Tatosh" has been held annually in the courtyard of the castle [4]. But there are also negative examples of concession agreements, when concessionaires do not fulfill the terms of the agreement.

Therefore, it is better when the local community is engaged in the preservation of historical and cultural sites. But we should not forget that all work on historical and cultural monuments must be coordinated with monument protection organizations.

Along the Ukrainian segment of the first Hungarian-Galician railway, there are many historical and cultural sites. The structures selected within the project can be grouped as follows (see table. 1).

Each of these groups of objects has its own specifics and, accordingly, certain features of preservation and use in tourist activities.

Railway structures. These are usually railway stations or passenger buildings. For tourists traveling by narrow-gauge railway, these are the first structures that they will get acquainted with on the route. Accordingly, they should be brought in an authentic form, preferably with the placement of museum expositions both in the premises themselves and nearby. We have a very interesting example in v. Kolochava, in Transcarpathia. On the territory of the Skansen "Stare selo" (old village) there is a museum "Kolochava Narrow-Gauge Railway". This is a museum of railway business, which was of strategic importance for the region and its inhabitants. The museum is a train consisting of an operating steam locomotive and ten cars. In the cars of the Czech and Soviet periods there are unique exhibits that tell about the history of the development of narrow gauge railway not only Kolochava, but also the whole Transcarpathia. Here you can see passenger cars, which were used for transportation of loggers to work in the mountains, freight wagons for transportation of livestock and forests, various tools and devices used by railway workers and passengers [5].





Table 1 – Cultural and historical heritage sites of the Ukrainian segment of the first Hungarian-Galician railway (*additional objects are marked in italics*)

Railway structures		
1.	Nyzhankovychi station building	1872
2.	Nove Misto train stop building	1872
3.	Dobromyl station building	1872
4.	Khyriv railway station building	1872
5.	<i>Station building in village Stariava*</i>	
Public buildings (palaces, town halls)		
6.	Hrim family palace in Nyzhankovychi	XIX century
7.	<i>Pradlovsky Palace in the village Komarovychi</i>	
8.	City Hall building in Nyzhankovychi	1759
9.	Dobromyl town hall	XVIII century
10.	<i>Nove Misto town hall</i>	1910
11.	<i>Khyriv town hall</i>	
Defensive constructions		
12.	<i>Dobromyl Castle of Herburts</i>	XVI century
13.	<i>Mnisheks' Castle in the village Murovane (Liashky Murovani)</i>	XVI-XVII centuries
14.	<i>6 forts of the Przemyśl fortress in the village Popovychi,</i>	XIX century
Sacred structures (churches, catholic churches, chapels).		
15.	Church (Catholic Church) of St. Martyn in Nove Misto	1512 - 1639
16.	Church of the Transfiguration of the Lord in Dobromyl	1662
17.	Church of the Nativity of the Virgin Mary in Khyriv	1846
18.	Latyn Chapel of St. Nicholas in Pink (Rosenberg)	early XX century
19.	Catholic church of Holy Family in Hrabivnytsi	1909
20.	Church of St. Paraskeva surnamed "Friday" in Stariava (wooden)	1865
21.	Church of St. St. Andrew the First-Called in Patskovychi (wooden)	1728
22.	Church of Dormition of the Theotocos in Boroshevychi (wooden)	1852
23.	Church of the Nativity of the Most Holy Mother of God in Terlo (wooden)	1872
24.	<i>Church of the Presentation of the Holy Virgin in the Temple in Viliunychi (wooden)</i>	1918
25.	<i>Church of the Most Holy Trinity in Nyzhankovychi</i>	XVI century
26.	<i>Church of the Most Holy Trinity in Nyzhankovychi</i>	XVI century
27.	<i>Monastery of St. Onuphrius in Dobromyl</i>	1705
28.	<i>Jesuit College and St. Joseph's Chapel (convict)</i>	1883
29.	<i>Catholic Church of St. of Laurentius in Khyriv</i>	1710
30.	<i>village Skelivka (Felshtyn) church of St.Kuzma and Demian (wooden)</i>	1790
31.	<i>village Skelivka (Felshtyn) catholic church of St. Martyn</i>	XVI century
Engineering structures		
32.	<i>Nyzhankovychi, Railway Bridge on the Viar River</i>	
33.	<i>Smilnytsa, a railway bridge on a tributary of the Strvigor River (Strviash)</i>	

* примітка: курсивом відмічені додаткові об'єкти

Public buildings (palaces, town halls). Palaces, as residential buildings of the nobility, are very important for tourist routes. But, as a rule, palace complexes in the





provinces are in a neglected state, since educational or medical institutions are located in them. However, many of them are empty, or even in ruins. These are excellent sites for creating art and entertainment venues with museums and food and drink venues, hotel rooms. As an example, we can cite the Zbarazh Castle in the Ternopil region. The village Pidhirtsi, Stryi district is a home to the palace of the XIX century of Barons Brunytski. During the Soviet era, the palace was used as a warehouse for a fish farm, fry was bred in its basements and this resulted in its catastrophic state. However, the local public organization "Regional Development Center", initiated by the owners of the neighboring hotel and touristic complex "Pidhoretsky maetok"(estate), is trying to save the palace and park from further destruction and complete devastation [6].

Actually, the Hrim family palace in Nyzhankovychi can be an interesting object for business entities. I can be given to a concession in order to create an art and recreation complex.

Town halls are the main administrative structures of Galician towns. Therefore, they are very often the main architectural dominants. Their preservation is also plays important role for tourism. In many towns of Lviv region, local self-government bodies are still located in town halls, so funds are allocated for their preservation. But there are also examples when ancient town halls are not used for their intended purpose and are in poor condition.

The village Nove Misto houses the town hall, built in 1910 in modern style on the site of an old wooden one. Currently there are People's House Prosvita, shop, bar in Town Hall. In June 2010 Novomiska town hall received the status of an architectural monument. Now the building is being restored. It is planned to house a museum, an eldership, a tourist center, and places for travelers' recreation [7].

Defensive constructions. There are no defensive constructions in the main list of Project facilities with the exception of the forts of the Przemysl fortress in Nehrybka and Hermanovychi (Poland), However, in particular, on the territory of Ukraine near the railway there are two unique objects of fortification construction: Dobromyl Castle of Herburts and Bastion Castle of Mnisheks in the village. Murovane. Both are in ruins, but their remains are still impressive and can be





interesting tourist sites. It is necessary to carry out professional conservation of the ruins, make information boards and maintain them in proper condition [8]. Two defensive catholic churches can also be attributed to defensive constructions: St. Martyn in village Nove Misto and St. Martyn in village Skelivka (Felshtyn) (from the additional list). The Przemysl fortress, fragments of which are also preserved on the territory of Modern Ukraine (forts in the Popovychi district), is also a unique fortification complex that can become a good example of a cross-border tourist destination.

Sacred structures (churches, catholic churches, chapels). Christian churches are mostly used by religious communities. Communities carry out repairs at their own discretion, which cannot always be called restoration. Very often, during pseudo-restoration, materials that do not correspond to the era of construction of the structure are used: metal tiles, modern facade finishing materials, metal-plastic windows, etc. This leads to the loss of the monument's authentic appearance and, accordingly, tourist attractiveness.

But if it is much easier with stone churches, then there are certain problems with the preservation of wooden churches. Ukrainian wooden churches are unique. According to the conclusions of reputable scientists from different countries, our wooden church construction has no analogues in the world. Unlike the wooden architecture of other European peoples, in Ukraine churches were built in the log hut technique – when all parts of the building were made up of horizontally cut beams, well fitted to each other. V. Slobodian identifies the following features that distinguish Ukrainian wooden churches: triple compartment plan; original and unique solution of the roofs; coincidence of the internal space of the tops with the external contour (tops that are open in the interior); completion of each of the three main log huts with a separate top formed from quadrangles or octagons, which gradually decrease up, crowned with a dome; the presence of a canopy – canopy, supported by the profiled jogs of log hut's crowns, or girding – a closed gallery canopy on the columns that encircles the building [9].

However, the full use of wooden churches in tourism is hindered by a number of problems, among which the main one is their poor preservation. Recently, the so-





called “plastic – tin plague” has become widespread - wooden churches are covered with tin and plastic veneer, as a result of which temples lose their authentic appearance. The wood under these materials deteriorates, and churches may soon simply collapse. Many unique churches are forever lost due to the negligence of their owners – rural communities (fires, deliberate destruction for the construction of new stone churches).

A good example of high-quality and correct restoration of wooden churches is churches in such localities as: Zhovkva, Komarno and Klitsko Horodok district, Drohobych, etc.

A positive aspect in the preservation of wooden churches is their inclusion in the UNESCO World Heritage list. On June 21, 2012, at the 37th Session of the UNESCO World Heritage Committee, "Wooden churches of the Carpathian region of Poland and Ukraine" were included in the World Heritage List: 8 unique wooden churches located on the territory of Ukraine – 4 in the Lviv region, 2 each in the Ivano-Frankivsk and Transcarpathian regions, as well as 8 churches located in Poland [10, 11].

Engineering structures. Quite interesting tourist sites can be railway bridges over rivers: on the river Yavir (Poland), on the territory of Ukraine in the village of Nyzhankovychi (Railway on the Viar River) and the village of Smilnytsia (Railway on a tributary of the Strviazh River). They are as a rule in good condition. Access to them is limited, as they are strategic structures and are under protection. However, they can be successfully attracted to tourist routes.

References:

1. Закон України про охорону культурної спадщини. – [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/1805-14#Text>
2. Державний реєстр нерухомих пам'яток України – [Електронний ресурс]. – Режим доступу: http://mincult.kmu.gov.ua/control/uk/publish/officialcategory?cat_id=244910406
3. Юридичний словник – [Електронний ресурс]. – Режим доступу: <https://kodeksy.com.ua/dictionary/k/kontsesiya.htm>
4. Чинадіївський замок – [Електронний ресурс]. – Режим доступу: <https://www.karpaty.info/ua/uk/zk/mk/chynadiyev/sights/zamok/>
5. Музей «Колочавська вузькоколейка». – [Електронний ресурс]. – Режим доступу: <https://www.karpaty.info/ua/uk/zk/kh/kolochava/museums/vuzkokolejka/>





6. Палац Бруницьких в Підгірцях біля Стрия. – [Електронний ресурс]. – Режим доступу: <http://www.crk.in.ua/>
7. У старовинній ратуші на Львівщині облаштують хостел для туристів // Укрінформ. – [Електронний ресурс]. – Режим доступу: <https://www.ukrinform.ua/rubric-tourism/3142765-u-starovinnij-ratusi-na-lvivsini-oblastuut-hostel-dla-turistiv.html>
8. Каднічанський Д.А. Використання оборонних споруд Старосамбірщини у туризмі / Т.Б. Завадовський Д.А. Каднічанський, П.С. Теліш // Международная научно-практическая конференция «История и культура на стыке эпох и цивилизаций» (Минск, 25–26 сентября 2015 г.). – Мінськ, 2015. – С. 190–193.
9. Слободян В. Шедеври української сакральної дерев'яної архітектури // Вісник інституту Укрзахідпроектреставрація. – 1996. – Т. 4. – С. 52 – 59.
10. Slobodian V. Ukraińsko-polskie rekomendacje w sprawie wpisania ukraińskich cerkwi drewnianych na Listę Światowego Dziedzictwa UNESCO // Wspólnie dla ratowania pięknej przeszłości. Materiały z konferencji. – Kraków: Artcards, 2010. – S. 85-94.
11. Дерев'яні церкви Карпатського регіону України та Польщі. – [Електронний ресурс]. – Режим доступу: http://mincult.kmu.gov.ua/control/uk/publish/article?art_id=245264987&cat_id=245264015

Oksana Voznyuk
Ph.D., associate professor,
L'viv Branch of Dnipro National University of Railway Transport
named after academician V. Lazaryan

1.4 Railway tourism: historical aspect of development

Railway tourism as a type of tourism occupies a leading place in the transport industry, in which transport not only reflects the role of the economic aspect, but also ties between the peoples of different countries, knowledge of their history, culture, and traditions. Tourism is a multi-industry complex that creates conditions for travel and recreation. The main types of transport in tourism are: aviation, buses, cars, sea and river motor ships, railway trains. Railway tourism actually began with the emergence of the railway. With the development of the railway, tourism began to gain its importance as a social and economic phenomenon. Certain modes of transport do not function in isolation, they are components of a single transport system.

In the history of World railway transport, the following 5 stages are distinguished:





I-st (1825-1860) - the stage of initial development of Railways, their access to all continents of the world;

II-d (1860-1914) – a stage of rapid development of Railways around the world, the creation of the main technical means of railway transport;

III-th (1920-1930) - the period when railways were the main type of land transport, carrying out the main volume of cargo and passenger transportation;

IV-th (1945-1970) - a period of decline in the position of Railways in the transportation of cargos and passengers due to strong competition of other modes of transport;

V-th (1980s to the present) - the period of the rise of railway transport, the introduction of cutting-edge technologies.

The topic of formation and development of railway tourism is quite relevant. It is covered in various scientific studies, there is a lot of it in Internet sources and other types of data carriers. Among the works of national scientists who have studied the functioning and development of the tourist services market, the like of O. V. Arion [1], Yu.S. Barash [2], L.S. Holovkova [3], L. V. Martseniuk [4], O. M. Pshinko [5] and others are worthy of attention.

Compared to other modes of transport, railway tourism has advantages for the development of tourist routes. In addition to the economic factor, it plays an important role in preserving cultural heritage, since the railway can be attributed to the National Heritage. Strengthening the relationship between culture and tourism is based on the role of culture in implementing the needs that underlie tourism as a phenomenon, and the role of tourism in meeting cultural needs. The creation of a unified transport system that is convenient, fast and is the most outstanding achievement of the "railway era" of tourism.

Great interest in the idea of passengers' traffic by train for tourist purposes was initiated by the Englishman Thomas Cook. This happened in the middle of the XIX century, where for the first time a trip is organized by rail. The tourist transport service in this new format at that time (Railway services) receives its financial





benefits. Thomas Cook thus introduced novelty to the type of tourism, where for the first time he begins to use railway transport for travel. Noting the commercial prospects of mass tourism, he laid the ground for the modern tourism industry. Engineer Zh. Nagelmarkes in the 1870s put forward the idea of a Trans-European railway route that would connect the main European capitals, as well as Turkey. The Trans-European route was supposed to symbolize pan-European agreement. At the same time, for the first time, the idea of combining a long trip with a luxury vacation arises. The train consisted of: a restaurant car, a kitchen car and a car with service staff for high-ranking guests. The luxury train passed through the main cities of Europe: Munich, Budapest, Bucharest - and ended its journey in Istanbul (Constantinople), covering almost 3 thousand km in 76 hours.

1851 - Thomas Cook & son firm, which became the world's first commercial tourism enterprise; 1863 - was demonstrated pullmanivskih Pioneer Car; 1868 - firm T. Cook suggested a pilgrimage route in Holy Land; 1870s - engineer Zh. Nagelmarkes put forward the idea of a Trans-European railway route; 1883 - the first Orient Express run from Paris to Istanbul; the growth of European tourism was interrupted by World War II; 1947 - the former Orient Express route was restored; 1982 - the Orient Express departs from Paris to Budapest and Bucharest.

In our country, railway tourism actively began to develop during the time of the Soviet Union. Tourism in Ukraine during the Soviet era was developed because the presence of resorts and mountains, the Black and Azov seas, lakes, ancient churches, architectural monuments prompted residents of the country to go on tourist trips, including by rail; since the early 1980s, scheduled tourist trains were introduced, which followed a regular schedule, as well as trains intended exclusively for tourists. The Trans-Siberian railway was one of the grandiose projects launched in 1903, connecting Moscow with Vladivostok and Port Arthur (now Lüshun city or Lüshunkou). The first trips on long-distance tourist and excursion trains were organized by the Central Council for tourism and excursions together with the





Ministry of railways back in the 1960s. During the collapse of the USSR, the tourist flow in railway transport significantly decreased.

The need for tourists to return to the atmosphere of the "old railway" arose shortly after the end of the so-called "steam era". This is the name of the time interval when steam traction was exploited and was in the prime of its capabilities on railways all over the world, which began and consolidated visual representations of the good old romance of railway travel in the minds of society. But if we look at this topic in more detail, then the areas of this type of attraction are associated not only with steam locomotives. As an example, we can take the history of the Tiosovska Narrow-Gauge Railway (in the Novgorod region). During the "Khrushchev thaw" of the Soviet period, transport and track infrastructure began to develop in these places for the needs of local powerful peat mining. Tourists who are interested in this type of attraction it is interesting to travel by Authentic industrial Narrow-Gauge Railway, getting acquainted with the equipment of that time and listening to the history of this extremely interesting enterprise from the mouths of guides.

Aspects and prerequisites for creating such tourist lines or objects are different, because everywhere there is a historical trace – it can be either an abandoned section of railway with its own history or functions, or some atmospheric industrial object with its own aesthetics, history and area in the life of the city or region. If you look at the traditions of rail tourism in Britain, then their Steam and not only heritage (which they honor) often takes tourists to certain historically significant destinations, and in addition they recreate the culture of the express trains of that time that plied these destinations 60-80 years ago. St. Petersburg has also adopted these approaches, and now the Ruskealsky Express runs there on a permanent basis under steam traction. In our open spaces in the 90s, the travel company "Dzherelo" (Source) operated on a permanent basis, which was engaged in organizing retro train tours in western Ukraine, searching for and forming rolling stock units in the context of its attraction - and was in good demand among tourists, but in the early 2000s the further fate of this organization is unknown.





Train tours in the United States have their own attraction in Idaho, namely the the Rocky Mountains of Montana. The pioneer and the largest company in the world, which has more than a century of history and is still professionally engaged in railway tourism, is the International Company of Wagons-Lit, founded by the Pullman brothers in 1872 in the United States. The tours to the Rocky Mountains are proposed in Canada. The company also offers railway tours in Alaska. In Mexico, tourist trains are used to organize routes to the Sierra Madre mountains. This unique tour is called "tour to the Mexican sky". In Norway, tourist routes on a special train with a tour of the largest and most beautiful fjords in the world are popular. There are railway routes in India and Indonesia. For tourists visiting Indonesia, a unique tour "steam locomotives in Indonesia" with an overview of the world's largest collection of operating locomotives and narrow-gauge rail cars is offered. The most expensive train in Asia, which has been operating in India since 2010, the Maharaja Express brings a good income to the state.

The narrow-gauge railways in Austria, Romania, Slovenia are very popular among the tourists that travelling by railway. In Ukraine, narrow-gauge routes are laid in the Rivne, Lviv, Transcarpathia and Ivano-Frankivsk regions. Railway tourism on Narrow-Gauge Railways in the Carpathian region of Ukraine has quite broad prospects. For an example from history, it is worth mentioning the Narrow-Gauge Railway of the Gredel brothers-manufacturers (Skolivschyna), which during the time of Austria-Hungary, when the limit on the transportation of timber by narrow gauge was exhausted, changed its purpose, namely, the use of the track from manufacturing transportation to tourist transportation. The Gredels barons thought long and hard about the profitability of tourism: the Demnia - Korostiv line (41 km) was the first of all Narrow-Gauge Railways to receive permission for tourist routes. Architectural and industrial monuments of Skole were built, which served as a good infrastructure for the development of tourism.

The classification of railway tours is divided into 3 categories: one-day; short (2-3 days); multi-day (from 5 days or more). Tourism as a historical and cultural





area involves familiarizing tourists with new destinations, territories, peoples, architecture, life of the local population, religion, and so on. Tourists may also be interested in the railway infrastructure, namely old railway station buildings, individual historical sections of the railway, rare elements of railway infrastructure and rolling stock.

Today, Railway lovers ' clubs are becoming very popular, where interesting collections of old steam locomotives are created, and some are even equipped with rolling stock that has been preserved since the last century. Using such rare exhibits, travel companies organize walking trips on special trains with restaurant service, where you can enjoy a panorama of beautiful landscapes. Special tourist and sightseeing trains are also organized. Locomotive travel is the most popular among tourists. «Orient Express» which is stylized as the famous Warehouse of the early XX century, wins the championship among them. In Europe, there are also special sightseeing trains (Panoramic), the schedule of which is linked to the schedule of sea and river ships. For tourists abroad, there are various systems of benefits and discounts.

In Ukraine, there are recreational, health-improving resources and a well-developed railway network, which makes it possible to organize various in forms and content railway recreational and health-improving tours. The need for a highly developed railway is further enhanced by integration into the European and global economy, as the transport system becomes the basis for Ukraine's effective integration into the world community and taking a place in it that corresponds to the level of a highly developed state. On the example of the Hungarian-Galician Railway, the development of regional historical transport railway tourism based on the routes of the Galician - Hungarian railway is an extremely promising topic that will strengthen Ukrainian-Polish social and cultural ties and dialogues between peoples in the form of people's diplomacy. With the growth of passenger traffic, the preservation of national, cultural and historical heritage sites, new objects of tourist infrastructure will be formed. If there is demand, there will be supply





There can be ups and downs in any industry. This also applies to tourism. Due to the great decline in passenger traffic, which is associated with social and political factors, the efficiency of Railways has worsened. In recent years, the volume of railway transportation of tourists has significantly decreased.

Today, there is a wide branch of railway tourist routes in Western Europe. "Where there are rails, there will be a tourist" - serves as a comic motto for tour operators. For those who often travel by rail, it seems to have become a kind of competition, a hobby. Technological progress for the arrangement of high-speed railway traffic has created all the conditions between tourist and administrative-territorial centers. For the development of railway tourism in Ukraine, it is necessary to "discover" your country, your region to your own citizens. Integration of railway tourism with United territorial communities (UTC) that have a railway connection can achieve sustainable development of the regions. In addition to creating the tourist route itself, road infrastructure will be developed, which is the basis for the development of the regional economy, and the creation of a tourist service infrastructure on the route will play a role in providing jobs. So, railway tourism is one of the measures to attract consumers to railway transport. The level of development of the state's railway transport system is one of the most important signs of technological progress and civilization. The development of railway tourism in general will facilitate – improving the image of Railways, in parallel with the restoration of the railway –there will be the restoration of historical monuments, development of infrastructure, provision of –interesting vacation. Railway tourism as a social and economic basis for the development of the economic, tourist, historical and cultural factor of Ukraine requires the speedy introduction and implementation of projects for the revival and restoration of the railway industry together with the tourism industry.

References:

1. Аріон О.В. Організація транспортного обслуговування туристів : навч. посіб. / О.В. Аріон. – Київ : Альтерпрес, 2008. – 192 с.





2. Бараш Ю.С. Развитие железнодорожного туризма в Украине / Ю.С. Бараш, А.О. Кравченко, О.С. Яснецов // Зб. наук. пр. Дніпропетр. нац. ун-ту залізн. трансп. ім. акад. В. Лазаряна «Проблеми економіки транспорту». – 2014. – Вип. 8. – С. 7–11.
3. Головкова Л.С. Сукупний економічний потенціал корпорації: формування та розвиток : монографія / Л.С. Головкова. – Запоріжжя: КПУ, 2009. – 339 с.
4. Марценюк Л.В. Збереження історичної залізничної спадщини в контексті захисту національних інтересів України / Л.В. Марценюк // Економіка та держава. – 2015. – № 9. – С. 28–32. Електронний ресурс. Режим доступу: http://www.economy.in.ua/pdf/9_2015/8.pdf
5. Пшінько О.М. Перспективи розвитку залізничного туризму в Україні / О.М. Пшінько, Р.В. Вернигора, Р.Г. Коробйова // Українські залізниці. – 2014. – № 12 (18). – С. 38–42.





CHAPTER 2 WAYS TO PRESERVE THE COMMON CULTURAL AND HISTORICAL HERITAGE

Mariana Senkiv
Ph.D., Lecturer,
L'viv Polytechnic National University

2.1 The cultural and historical heritage sites: ways, methods and means of restoration

Post-industrial society is aware of the significant potential of cultural heritage, the need to preserve it and effectively use it as one of the most important resources in the global economy. Any loss of cultural heritage is irreparable and cannot be compensated either by modern culture or by creating new objects [2].

Cultural heritage is a rather complicated category. It combines both material and non-material components. Therefore, the ways, methods, and means of saving or restoring it can be diverse and depend primarily on the type of objects. The cultural heritage sites, in particular, its material component are sights, structures, complexes, their parts, related moving objects, as well as territories or water bodies, other natural, natural-anthropogenic or man-made objects, regardless of the state of preservation, which have brought to our time value from an archaeological, aesthetic, ethnological, historical, architectural, art, scientific or artistic point of view and have preserved their authenticity [1]. However, often even the most modest object can tell a lot about history, lifestyle, spatial arrangement, or social relations, and therefore deserves attention. It also explains the current enthusiasm for industrial tourism, sites of memory, public buildings and facilities, and places that are not monuments and were never intended for display. These are, for example, railways: even abandoned, they are an important part of the cultural heritage and silent witnesses of our industrial past [11]. For a comprehensive understanding of the cultural value of railways, they should be considered as a kind of cultural landscape,





the material elements of which are: stations, bridges, culverts, auxiliary buildings, natural and historical-cultural facilities nearby, etc. [19].

Thanks to an explanation of origin, history, functions, and contextual content (*interpretation*), objects of this kind acquire the status of monuments. Interpretation involves the use of various methods, in particular, expositions, exhibitions, special signs and routes (inscriptions, marking), lighting, and so on. Text interpretation is used during visits and events' holding, as well as in catalogs, on tablets, postcards, photographs, or on multimedia carriers: videotapes, CDs and laser disks, on the Internet, and so on. [7].

In the long run, the effective preservation of cultural heritage sites revitalizes the local economy and evokes a sense of identity, pride and national identity among residents. The preservation of cultural heritage sites should be a key element of urban renewal strategies. When developing these strategies, it is necessary to start with the formulation of a common goal and vision, which include the recognition of heritage sites as value-oriented and the implementation of this in public policy [2].

In general, activities related to the preservation of cultural heritage sites should be considered as a continuous and cyclical process – from studying a historical site to planning its preservation and intervention through projects. This process also includes measures to restore cultural heritage sites [13].

Exploring a historical site is an important first step to the correct practice of preserving cultural heritage. This is usually achieved through research and investigation. It is important to know what is the value of the heritage of a historical place, as well as its state, evolution over time, past and present significance for the community. The traditions and customs associated with the historical site and the relationship between the historical site, the environment and communities should also be taken into account. The research phase can be time-consuming and in some cases can run parallel to later stages as the understanding of the place develops and continues to influence the process. The information collected at this stage will be used in the conservation decision-making process and should remain available [18].





Cultural heritage is a key element of sustainable restoration of historical sites [6], so research also means those works that are aimed at studying heritage and obtaining data on its physical condition and the existence of any threat (threats) to its preservation [9]. In the context of preserving the cultural heritage of railways, at this stage it is advisable to carry out: identification / cataloging / inventory of various cultural heritage sites that can be evaluated (in particular, the creation of a database and a digital map); analysis of the territory and historical context; analysis and assessment of the current state of material values and the environment, etc. [11].

Creating a digital register of railway cultural heritage sites, which can potentially be expanded and supplemented as knowledge about these sites increases, is one of the most effective ways to protect and preserve them. Such a registry should be accessible to all user groups and contain various data formats (text, photos, infographics, etc.). In this context, it is advisable to study and borrow foreign experience in digitizing cultural heritage sites, in particular, in developed countries, where digitalization is very popular and for the preservation of cultural heritage, in particular, railways, various digital methods are used: digital surface model (DSM), photogrammetry, 3D laser scanning, spatial GIS data, 360-degree panoramic photography, etc. [19].

Special attention should be paid to the experience of the German land of Nordrhein-Westfalen, where 20 years ago they initiated the development of the KuLaDig (Cultural Landscape Digital; ww.kuladig.de), which enables all stakeholders (e.g. planners, politicians or the public) to obtain information about cultural landscapes. Each existing object with a link to the landscape and a clear spatial location can be integrated into KuLaDig. The system is able to display objects of various spatial levels – from individual elements (for example, buildings, monuments) to landscapes, settlements, or industrial complexes. Each object has the same strict structure. The main advantage of KuLaDig is the integrated Esri-Web-GIS (all objects are precisely located and displayed on the map). KuLaDig has open interfaces that allow integration with other systems. Therefore, other websites or





applications can use the large system structure of KuLaDig and not spend money on developing complex and expensive programs [14]. This system can already be successfully used for digitizing the cultural heritage sites of the first Hungarian-Galician railway (railway stations, forts, churches, palaces, etc.), which will contribute to its popularization abroad.

Planning – this is a mechanism that connects a comprehensive study of a historical site with interventions that respect its value. The preservation of the historical site, in particular, and cultural heritage sites is driven by modern needs, use and available resources [4]. Therefore, planning should take into account all factors that affect the future of the historical site, including the needs of owners and users, the interests of society, the possibility of environmental Impact, available resources and external restrictions. The most effective approach to planning and design is *holistic approach*, which combines heritage preservation with other planning and project goals and engages all partners and stakeholders at the early stages and throughout the whole process [18]. Persons with different specializations should be involved in planning, in particular: investor or tenant / beneficiary, architects and city planners, civil engineers, geomechanics, surveyors, geologists, preservers and restorers, archaeologists and art historians. Each of them will have their own vision of the solution, especially regarding the priorities, scope and procedure of necessary work [4].

The conservation planning process should be flexible. It is important to maintain a clear understanding of the place as a whole in the long term [18]. Regarding the planning of preserving the cultural heritage of railways, at this stage it is advisable to develop an optimal strategy (s) for: territorial planning (railway as the basis for new urban growth and sustainable mobility); determining the potential of the place (ideas and investment opportunities); active social and cultural revival (awareness and participation, joint interaction in the region, promotion); socialization of heritage (dissemination of knowledge obtained, familiarity, "musealization"), etc. [11]. Cultural heritage strategies should focus not only on





preserving cultural heritage, but also take into account the contribution of cultural heritage to the sustainable development and well-being of communities, as well as provide for the creation of public-private partnerships, promotion of crowdfunding or other means of financial support [3]. Good heritage conservation strategies require a better understanding of the value of heritage (both tangible and intangible) and integration of such strategies into broader territory planning and development processes [17].

Intervention in a historical site through projects for the purpose of conservation (preservation) – this is a set of scientifically based measures that allow protecting cultural heritage sites from further destruction and ensure the preservation of their authenticity with minimal interference with their existing appearance [5]. Interventions, depending on the strategy adopted at the planning stage, may include: *adaptations* - creating conditions for the modern use of a cultural heritage site without changing its inherent properties, which are the subject of protection of a cultural heritage site, including the restoration of elements that are of historical and cultural value; *rehabilitation* - restoration of cultural and functional properties of cultural heritage sites; *restoration* - restoration of lost or damaged elements of cultural heritage sites while ensuring their authenticity [18]. Each of these methods involves different levels of intervention depending on the state, form, function and intended purpose of the cultural heritage site [10].

In general, the state of preservation of many cultural heritage sites is affected not only by the environment, but also by household and industrial activities, as well as the level of cultural and environmental education of people. Therefore, the so-called *participative approach* is relevant in the process of implementing conservation projects, which explores ways in which community members from regions with corporeal heritage can be motivated to redefine their individual roles and responsibilities consciously and voluntarily. The new cultural heritage policy takes into account the active participation of the population in the preservation of their cultural heritage. In this context, the new participative approach to conservation





operates at three levels [16]: documentation and prevention through communication and information sessions, for example: interactive seminars and workshops, interviews, telephone conversations, email networks and voluntary agreements; research by including community members in interdisciplinary research groups and through innovative, integrative and collaborative methods of cultural and environmental education, analysis and exchange, the like of: collaborative learning and action, Living Lab 2 and ICT platforms, e-learning technologies and online applications (for survey, analysis and monitoring); storage and display: exhibitions using traditional and modern infographics, digital methods, augmented reality, cartography, etc. One of the ways to increase public participation in the process of preserving heritage is to encourage volunteer activities [3].

In the long term, projects for the preservation of cultural heritage sites: will raise public awareness of the social and economic benefits associated with regular inspections and preventive conservation measures; will involve society, in particular, the scientific and technical community, state bodies and institutions, as well as the conservation and restoration sector, in order to find a more effective and sustainable way to protect historical and cultural heritage; will involve the public at large in the process of preserving and mainstreaming heritage [8]. Informing people about the mainstreaming of cultural heritage, awakening consciousness and interest can be carried out, for example, by arranging heritage festivals, street performances, routes, awards, publishing newspapers, etc. [15].

The peculiarity of cultural heritage sites with their complex history requires the initiation of research and analysis in stages similar to those used in medicine: anamnesis, diagnosis, therapy and control, appropriate examination of the condition, identification of the causes of damage and destruction, the choice of therapeutic measures and monitoring the effectiveness of interventions. Thus, no actions should be taken without finding out the likely benefits and harms to these facilities [12]. Therefore, the task of preserving cultural heritage should be solved not only by monument protection bodies, but also by those structures that are responsible for city





planning and architecture, economy and industrial development, ecology, transport, landscaping, property complex, housing maintenance and utilities, legal services, etc. [2]. If cultural heritage is a common property of several countries, then the responsibility for its preservation is shared. An example of a successful international project in the field of cultural heritage is HeritageCARE, whose participants worked together to develop a systematic and integrated strategy that would optimize both the conservation and management of cultural heritage in Portugal, Spain and the south of France, ensuring sustainability in the future, as well as direct participation of society in the process of preserving the anthropogenic environment [8]. Similar experience could be gained by the countries of the first Hungarian-Galician railway (Hungary, Slovakia, Poland and Ukraine). Joint efforts would contribute to the effective support of the project by the European community, because the EU offers many programs for financing the preservation of cultural heritage (for example, "Creative Europe"), educational programs related to cultural heritage (for example, Erasmus+) and networks (for example, the European way of industrial heritage) [6].

Projects of so-called reuse or restoration should be an integral part of cultural heritage conservation activities. Modern experience in the protection of cultural heritage and the development of historical cities refutes the outdated concept of the costly nature of the restoration of cultural heritage sites. The analysis of the advantages of preserving these objects revealed a positive impact on economic growth in three areas of urban development: construction and restoration, real estate value, and tourism [2].

As for Railways, in general, there are three areas of their reuse: as vehicles, as places of tourism and trade, and as a public space. Successful examples of using abandoned railway stations as museums include, for example, the Museum Center in Cincinnati, USA, the North Carolina Transport Museum, USA, and the Musee d'Orsay in Paris, France. Former railway stations, with sufficient funding, can also become business incubators, coworking spaces, public libraries, and so on. As for railway tracks, it is most appropriate to turn them into tourist routes, such as Puffing





Billy in Australia – now one of the most famous and attractive tourist railway routes in the world. Interesting is the case of the Hejaz railway in the Middle East, which was restored as a tourist route that preserves an important part of Islamic culture, and historical museums and major tourist attractions were created along the re-purposed line [20]. In the case of the first Hungarian-Galician railway, it is advisable to apply all areas of reuse of cultural heritage sites with a special emphasis on tourism.

References:

1. Закон України Про охорону культурної спадщини [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/1805-14#Text>
2. Петербургская стратегия сохранения культурного наследия [Електронний ресурс]. – Режим доступу: <https://kgiop.gov.spb.ru/peterburgskaya-strategiya-sohraneniya-kulturnogo-naslediya/>
3. Built Cultural Heritage, Integrating heritage buildings into contemporary society, A Policy Brief from the Policy Learning Platform on Environment and resource efficiency, Interreg Europe, 2020, 19 p.
4. Čaušević, A., Rustempašić, N. Methodology for the restoration of heritage properties [Електронний ресурс]. – Режим доступу: https://www.researchgate.net/publication/259763514_METHODODOLOGY_FOR_THE_RESTORATION_OF_HERITAGE_PROPERTIES
5. Conservation of cultural heritage (definiton) [Електронний ресурс]. – Режим доступу: <http://uis.unesco.org/en/glossary-term/conservation-cultural-heritage?fbclid=IwAR3yEApSdvY3o-XSwqYZocgTR07CyTdcYo3buFU7VxCfgX-aEw423Ut1U34>
6. Cultural heritage in EU policies [Електронний ресурс]. – Режим доступу: [https://www.europarl.europa.eu/RegData/etudes/BRIE/2018/621876/EPRS_BRI\(2018\)621876_EN.pdf?fbclid=IwAR1YbCfyveCFCsIFlx1iBqToidMG0l7EbVjpsfk_UqvVkvRKutsR9lwcFkQ](https://www.europarl.europa.eu/RegData/etudes/BRIE/2018/621876/EPRS_BRI(2018)621876_EN.pdf?fbclid=IwAR1YbCfyveCFCsIFlx1iBqToidMG0l7EbVjpsfk_UqvVkvRKutsR9lwcFkQ)
7. European Rural Heritage Observation Guide [Електронний ресурс]. – Режим доступу: <https://rm.coe.int/16806f7cc2>
8. General methodology for the preventive conservation of cultural heritage buildings, (2017), Report of the Project Activity 1.2 (GT.1), 63 p.
9. Guidelines on Cultural Heritage – Technical Tools for Heritage Conservation and Management, 2012, 104 p.
10. Heritage Conservation & Regeneration [Електронний ресурс]. – Режим доступу: https://www.echc.eu/wp-content/uploads/2019/04/Position-Paper-FP9_RM_revised_low.pdf
11. Llano-Castresana, U., Azkarate, A., Sánchez-Beitia, S. (2013), The value of railway heritage for community development, WIT Transactions on The Built Environment, Vol 131, P. 61-72.
12. Lourenço, P.B. Conservation of cultural heritage buildings: Methodology and application to case studies, Revista ALCONPAT, Volumen 3, Número 2, Mayo - Agosto 2013, Páginas 98 – 110.
13. Mitja Guštin, Terje Nypan, (2010), Cultural Heritage and Legal Aspects in Europe, Institute for Mediterranean Heritage and Institute for Corporation and Public Law, Science and Research Centre Koper, University of Primorska, 208 p.





14. Schultheiß J., Senkiv M., Reiss M. Cultural landscapes of Ukraine in the context of sustainable development / Сталий розвиток: захист навколишнього середовища. Енергоощадність. Збалансоване природокористування: колективна монографія [Електронний ресурс]. – Режим доступу: <https://doi.org/10.23939/book.ecocongress.2020>
15. Shimray, Somipam R., Ways to Create Awareness on Cultural Heritage: An overview (2019). Library Philosophy and Practice (ejournal). <https://digitalcommons.unl.edu/libphilprac/2577>
16. Spiridon, P., Sandu, I., (2012), Conservation of cultural heritage: from participation to collaboration, ENCATC Journal of Cultural Management and Policy // Volume 5, Issue 1, P.43-52.
17. Srinivas, H., (2020), Heritage and Conservation Strategies: Understanding the Justifications and Implications, <https://www.gdrc.org/heritage/heritage-strategies.html>
18. Standards and Guidelines for the conservation of historic places in Canada (Second Edition), A Federal, Provincial and Territorial Collaboration Her Majesty the Queen in Right of Canada, 2010, 300 p.
19. Xiao, Li, Yanrong, ZHU (2021), Innovative Methods for Restoration and Digital Landscape Design of Abandoned Railway Ruins, E3S Web of Conferences 236, 05089.
20. Zhang, C., Dai, S. & Xia, H. Reuse of Abandoned Railways Leads to Urban Regeneration: A Tale from a Rust Track to a Green Corridor in Zhangjiakou. Urban Rail Transit 6, 104–115 (2020). <https://doi.org/10.1007/s40864-020-00127-2>

Yuliia Dashchuk
Ph.D., associate professor,
Lutsk National Technical University

2.2 Tourism as a means of popularizing cultural and historical heritage sites

The preservation and popularization of cultural and historical heritage sites, in modern conditions, is an important task of state and regional policies and, at the same time, an indicator of the maturity of society. The development of the intellectual and creative potential of present and future generations largely depends on the effectiveness of using their own heritage, reenvisioning and interpreting it.

World experience in the development of historical cities shows that tourism is the most effective and cost-efficient tool for using heritage sites. However, not every historical or cultural site that has a certain artistic value becomes in demand from tourists. So, for example, the famous Venice in Italy and the city of Vilkovo in Ukraine: numerous canals and boats, as the most popular means of transportation, are a common key feature of these territories. However, in the first case, millions of tourists from all over the world come to the city, in the second – a small number of people know about the special value of the object. Viaduct with railway tracks in the





Swiss village of Glenfinnan (from the Harry Potter movie) and the Ukrainian Plebanovka Viaduct, the Dead Sea in Israel and Lake Syvash in Ukraine, the tulip fields of the Netherlands and the Daffodil Valley, "Volyn Holland" in Ukraine, the famous fjords in Norway and the Buky Canyon in Ukraine. This list can be continued in the future, but the reality is obvious: some sites of natural, historical, and cultural heritage become world brands and attract thousands of tourists, while others turn into forgotten, unknown places, eventually collapse and disappear. In Ukraine, more than 147 thousand monuments are registered by the state [1], however, according to experts, less than half are used in tourism. At the same time, up to 70% of attractions can only potentially be considered as display objects, because they are in unsatisfactory condition and need to be arranged for the needs of tourism. In fact, the use of cultural and historical heritage sites in the tourism sector involves the implementation of a fairly wide range of tasks facing the authorities, the public, business, international partners and associations. Let's try to consider the main aspects of this activity through the prism of historical and cultural monuments of the route of the first Hungarian-Galician railway and offer a kind of "route map" of using the historical and cultural heritage of communities of cross-border territories of Ukraine and Poland and integrating it into the tourism sector. In our opinion, this process should include the following elements:

1. Allocating the uniqueness and authenticity of the heritage site. In order to present a tourist attraction on the tourist map of the country, first of all, in our opinion, it is necessary to find its key feature. We are talking about uniqueness, that is, what will distinguish a particular museum, park, castle, or temple from other similar objects in a country or region. This is a unique cultural and historical code and identity of a particular region, locality or facility, its identity. This can manifest itself through significant historical events or facts, architectural heritage and its features (the longest, highest, largest), achievements of creative geniuses of the community, its natural resources and is allocated by conducting scientific, historical, local history and art history research with special attention to local history. It is worth





noting that self-identification is often based on historical achievements, perceiving, rethinking which, the uniqueness and authenticity of each object, a separate region, the city, which is subsequently projected on a marketing strategy, are formed. The process of rethinking and allocating its own uniqueness is quite complex and requires qualified personnel. An example of a positive experience in identifying one's own identity is the activity of the Vyhoda Narrow – Gauge Railway Heritage Center [7], which helps guests and local residents to better understand the process of development of the area from the prehistoric period to the present, introduces the community of local residents - Boykos, helps to understand how their way of life was formed, what is the charm of their life and what is the place of the Narrow-Gauge Railway in this process.

2. Formation of an initiative group, a team of caring people. The most important element of integrating cultural and historical heritage sites into the tourism industry is human resources. Modern society, in the vast majority, is characterized by apathy and indifference to its own heritage. Lack of communication, poor awareness of the value of cultural and historical sites, and the lack of interest of residents themselves in the tourist development of the region are the reason for the inert attitude of the population to their material culture history. Insufficient funding, despair, confusion and lack of coordination in the development of a common strategy are the main cause of mismanagement and, as a result, the destruction of most historical structures in Ukraine. The outflow of active and experienced people further aggravates the problem of staffing in this aspect. However, there is also a positive experience, as an example of effective initiatives in this area is the activities of the charity foundation "Heritage.UA" [2], Charity Foundation "Sofos" [3] in Ukraine. These organizations aim to give the architectural pearls of Ukraine a new life, carrying out systematic and comprehensive revitalization, promotion of abandoned architectural monuments of Ukraine. Often, it is individual initiatives, the development and rescue of heritage sites initiated "from below" that become the key to the future development of monuments. Thus, the widespread involvement of





communities in the preservation of cultural heritage, the formation of powerful interested teams changes the field of concern of residents, the public sector, and businesses in relation to heritage objects from passive protection to active preservation and use.

3. Analysis of the target audience, selection of development prospects and type of tourism. Another important element of integrating heritage sites into the tourist plane is understanding which segment of tourists in the future will be most interested in visiting the tourism attraction. These aspects are most often determined depending on the characteristics and potential of the attraction, the specific territorial community, as well as tourist products that can be formed for a potential guest. We are talking about pilgrimage, sports, gastronomic tourism, family, individual, children's and so on. On the other hand, it is important to use the mode of transport that will make it most comfortable for tourists to explore and get acquainted with heritage sites: car tours, railway tours, hiking, cycling tours, etc. It is important to identify realistic types of tourism that will be interesting and necessary for the territorial community and will find the support of local residents. In this context, it is also necessary to understand what benefits and value visiting a heritage site gives the audience: salvation from boredom, a basis for national pride, an element of knowledge or learning, and so on. Depending on the selected target audience and the type of tourism, the promotion campaign is formed.

4. Communication strategy tools. Communication is important for the use of cultural and historical heritage sites in tourism. The main task of the latter is to ensure that, firstly, as many people as possible learn about the monument and the work that the team does; secondly, to visit it, because a live presence is the best way to get acquainted with the heritage. We propose to consider this element of the process of integrating historical and cultural monuments into the tourism sector from the point of view of several sub-items that, in our opinion, are of the most significant importance.





– *information resources* (official website, social media pages, You Tube channel). If information about the heritage site is not available on the Internet, we can assume that this attraction simply does not exist for a potential tourist. In the modern world of digitalization and information system development of society, all comprehensive information about the monument should be presented in a convenient format, be understandable and easily accessible to visitors. Most often, the material should answer the question: How to get there? What to see and do? Where can I park my car? Where to eat and at what price? Are there any special conditions for children and the elderly? What souvenirs can I buy? In our opinion, the State Historical and Cultural Reserve "Tustan" uses quite interesting methods of promoting heritage sites in its activities [8].

– *promotional materials* (video and audio clips, outdoor advertising, maps, booklets, souvenirs). The development and production of tourist and souvenir products, which can be distributed at exhibition and presentation events, as well as implemented at tourist information points, is an important component of the promotion of cultural and historical heritage sites and helps to reveal certain aspects and narratives of their development. High-quality branding, development of a logo, slogan and details of all elements of promotion allows to form a qualitatively new level of perception of the attraction and helps the visitor to understand its artistic, architectural or historical value in more detail. Modern audiovisual content with a combination of electronic music and video, mobile applications and virtual reality glasses will attract the widest possible range of potential visitors to the heritage, as well as unlock its potential for people with limited mobility and people with disabilities. In Ukraine, Skeiron has experience in digitizing and creating 3D models of cultural heritage sites [9], whose works can be used not only for promotion, but also for use by architects, sculptors and restorers in order to restore the original condition of facilities.

– *tourist Information centers*. In the practice of tourism business in Ukraine and Poland, the creation and operation of Tourist Information Centers (TIC) in large





cities is not an innovative solution, but rather the norm. At the same time, if we are talking about small towns, individual monuments or depressed regions that only plan to use cultural heritage as a tool for development, the activities of the TIC are reduced to zero, but, in our opinion, it is necessary. In this context, alternative partnerships of governmental authorities, religious organizations, businesses, museums or nature reserves should be sought to consolidate efforts and create a TIC. Due to the fact that a significant part of the objects of the route of the first Hungarian-Galician Railway, which make up the common cultural and historical heritage of the Polish and Ukrainian peoples, are temples and churches, it will be useful, in our opinion, to learn from the experience of the Tourist Information and Pilgrimage Center "Zhydychyn Center" at the Svyato-Mykolayivs'kyy Zhydychyns'kyy Monastyr, [4] in Volyn region and the pilgrimage and tourist center of the St. Yura's Cathedral Complex [5] in Lviv region. Such centers operate at architectural monuments of national significance and are aimed at organizing the reception of tourists, developing promotional materials, conducting scientific research and art events, attracting volunteers to their activities, becoming hotbeds of generating ideas, and so on. Objectively, such activities contribute to the popularization of the monument and are an example of positive experience in integrating heritage sites into the tourist plane.

– *cooperation with tour operators.* If we are faced with the task of developing organized tourism, obtaining an economic effect, and forming a flow of visitors, then constant communication and work with tour operators and agents is of paramount importance in ensuring this process. We are talking about comprehensive tourist products, special conditions for excursions, information packages for the guide, systematic promotions for the media, and so on.

– *visitors' engagement.* Classic sightseeing tours, as a tool for learning about heritage, are becoming a thing of the past. In modern conditions, to achieve the "wow" effect, it is necessary to constantly search for various ways to attract tourists to activities while visiting the attraction, in particular, through the senses (hearing,





smell, touch, contemplation). Such elements allow the tourist to feel the sites of cultural and historical monuments and thereby be imprinted in his memory.

5. Collaboration. In the process of integrating local facilities into the tourism sector, it is advisable to recall the experience of collaboration between regions in various spheres and sectors of the national economy. This process, in particular, between tourist and gastronomic sites for the first time in Ukraine, demonstrated its stability within the framework of the project of the ethnogastronomic route "Roads of wine and taste of Ukrainian Bessarabia", which is represented by winemakers, cheesemakers, eco-hoteliers, farmers of the region. An interesting experience of stimulating sustainable local economic development, attracting investors to the tourism sector of the community, and promoting local tourist infrastructure is presented in the framework of the project "Cowgirls – Ukrainian Wild West" [6]. Actually, cooperation, in which participants are ready to rethink the working process or its radical changes and raise the question of the extremely urgent need for cooperation on the basis of full trust, based not only on receiving funds, but also on the exchange of skills and abilities, is especially relevant for the development of historical and cultural heritage sites of the route of the first Hungarian-Galician railway.

It should be noted that in parallel with the above-mentioned aspects of integrating heritage sites into the tourism sector, the process of their renewal, restoration, adaptation to modern needs, and the formation of tourist infrastructure should be carried out on a permanent basis. Ultimately, the development of monuments should be aimed at the formation of economically self-sustainable and self-supporting structures that will be able to function independently in future periods and ensure their own systemic development and financial independence.

Thus, the "route map" for integrating historical and cultural heritage sites of the first Hungarian-Galician railway into the tourism sector should include measures to allocate the uniqueness and authenticity of heritage sites; form a team; analyze the target audience, prospects and types of tourism. Special attention should be paid to





the issue of communication strategy, in particular cooperation with tour operators, development of promotional materials, activities of tourist information centers, etc. At the same time, the sustainability of such a plan can be ensured only through mutually beneficial collaboration, that is, in-depth cooperation between subjects in various tourism-related fields. Based on this, the popularization of cultural and historical heritage sites through tourism activities can become one of the most promising areas of economic growth in cross-border regions of Ukraine and Poland and the key to their effective development.

References:

1. Офіційний сайт Міністерства культури України. URL: Режим доступу: <http://mincult.kmu.gov.ua/>
2. Офіційний сайт Благодійної організації Спадщина.UA. URL: Режим доступу: <https://heritage-fund.com.ua>
3. Офіційний сайт Благодійного фонду Софос. URL: Режим доступу: <http://sophos.net.ua>
4. Офіційний сайт Центру туристичної інформації та паломництва Zhydychyn Center URL: Режим доступу: <https://zhydychyn-center.business.site/>
5. Офіційний сайт Святоюрського паломницько-туристичного центру. URL: Режим доступу: <https://www.foundation-ugcc.com/svyatoyurskij-kompleks>
6. Офіційний сайт Проекту «Ковбойки: Український дикий захід». URL: <https://cowboyky.ua/>
7. Офіційний сайт Центру спадщини Вигодської вузькоколійки. URL: <https://www.facebook.com/VygodaHeritageCentre>
8. Офіційний сайт Державного історико-культурного заповідника «Тустань». URL: <https://tustan.ua/>
9. Офіційний сайт компанії SKEIRON. URL: <https://skeiron.com.ua/>

Yuriy Zinko

Senior lecturer,

Ivan Franco National University of L'viv

2.3 Tourist routes along common and historical heritage sites.

Principles of organization

Approaches to the organization of international thematic tourist routes. When developing thematic (tourist and cultural) routes and assessing their potential, information about the routes and sites placed on them is important. Mikos von Rohrscheidt (2010) recommends the development of information materials of





primary (questionnaires, interviews) and *secondary* (travel guides, booklets, online resources) *information* [8]. At the same time, the following stages of assessing the cultural and tourist potential are distinguished: collecting information, evaluating the tourist and cultural route, and the stage of analyzing and creating general conclusions and recommendations for planning or functioning the route. This study analyzes primary and secondary materials on the cultural and industrial heritage of the first Galician-Hungarian railway and historical and cultural sites of the adjacent territories of Ukraine and Poland. In particular, detailed interviews were conducted with local historians of this region and inventory lists of about four dozen historical and cultural sites were analyzed. In developing recommendations for the development of tourist routes for the cross-border First Hungarian-Galician Railway, international experience in the development of cross-border routes and heritage railroads in particular was widely used. The experience of tourist and educational events held by Ukrainian and Polish partner organizations Linia102.Ua and Linia102.Pl was also taken into account.

According to their thematic purpose, the proposed routes as part of the first Hungarian-Galician-Railway are related to cultural and educational tourism. It covers both classical cultural trips (for example, heritage sites), educational tourism (for example, themed trips), and industrial tourism (for example, industrial and technical facilities) [8].

When considering the problems of development and functioning of tourist routes (paths) of cultural and historical heritage covering several countries (international) or neighboring countries (cross-border), the main attention is paid to certain important aspects. They include: the thematic orientation of the route, its trajectory, the main sites to visit, and service support for passing the route. The European experience of functioning of historical and cultural heritage routes indicates their diverse themes (historical, religious, commercial, cultural and educational, geotourism, wine) and the corresponding attraction and infrastructure support. Among the most famous thematic trans-European routes are: via Regia





cultural path, Santiago de Compostela religious and cultural path, prehistoric rock art paths, European thermal path, heritage and thermal cities, olive tree paths, Itervitis - Vineyard Road in Europe, European Jewish heritage routes, cemetery path in Europe and others.

Among the cross-border routes of the Ukrainian-Polish-Slovak border with historical and cultural themes, the most popular are: “Green Rover” GREENWAY Eastern Carpathians (Poland-Slovakia), the path of the brave Soldier Schweik (Hungary-Czech Republic-Poland-Ukraine).

Within the framework of the program of cross-border cooperation Poland-Belarus-Ukraine and Ukraine-Romania, a number of projects were implemented that provided for the development of cross-border routes for both active tourism (hiking, cycling, water) and thematic areas (Geo-Carpathians, cross-border craft heritage network, cross-border pilgrimage route, Carpathian path of wooden architecture, cross-border path of wooden architecture, oil heritage of Ignacy Łukasiewicz's activities, the waterway "The Bug river unites us").

The development of cross-border historical and cultural routes using railway transport, which is provided for in this project, is to a certain extent innovative for the territory of Eastern Europe. The following important aspects can be identified in the implementation of this project:

- a) *The first Hungarian-Galician railway* as a basic site of research in the project, is a self-sufficient attraction of cultural and industrial heritage, suitable for thematic trips (heritage paths). This railway connected Galicia with Hungary (until the end of the 1880s it was the only trans-Carpathian Highway) [2]. The studied part of the railway began in Przemysl, and in Khyriv the Dniester railway branched off from this highway, which led to oil fields near Drohobych;
- b) at the same time, its cross-border nature creates opportunities for tourists of both countries to familiarize themselves with cultural and historical sites located near its reach. This makes it possible to use this historical railway with its infrastructure (railway stations and stops) in the future as starting points for





arranging local routes to the outstanding historical and cultural attractions of this border territory;

- c) on the other hand, there are prerequisites for the formation of a single tourist product “The first Hungarian-Galician Railway – the cultural heritage of the border UTC(United Territorial Community) of Starosambirshchyna (lands of Saryi Sambir), gminas of Przemysl and Ustrzyki Dolne”, which may be of interest to both domestic and foreign (including Polish) tourists.

International experience in arranging thematic railway tracks. As international experience shows, historical railways are an important component of tourist travel. On special sites you can get acquainted with the activities of "heritage railways" or "railway heritage", or railway routes serviced by old locomotives (mainly steam-driven trains) [6; 7; 9]. So, in the UK, the length of such Railways ranges from a few to 70 miles. Especially appreciated are “heritage railways” with a rich cultural and industrial heritage (ancient bridges, viaducts, railway stations, special museums of the history of railway transport), as well as those whose routes run through picturesque areas (mountain territories, coasts, river valleys).

A separate group of historical Railways consists of thematic railway tourist routes (educational-natural and educational-historical) laid in attractive areas (highlands, canyons), where trips are carried out by both ancient locomotives, diesel and electric trains. Many of the thematic railway tracks are fragments of former railway lines of permanent use.

The world and European experience of railway tourism shows that routes associated with historical railways and the use of ancient means of transportation and Narrow-Gauge Railways (Bieszczady Forest Railway, Vyhodska Narrow-Gauge Railway (Carpathian tram), etc.) are particularly popular. In particular, railway tracks the like of the railway track in Central Europe and the railway track in the Pyrenees represent the industrial and cultural group of trans-European routes.

At the same time, the foreign experience of functioning of historical and thematic tourist railways testifies to the significant role of public organizations and





local authorities in their revival and ensuring their use for tourist trips. In particular, public organizations often become initiators and responsible for the management of heritage railways.

The project "Popularization of tourist sites of the first Hungarian-Galician railway" [4] is aimed at arranging cross-border tourist routes to get acquainted with the industrial, technical, historical and cultural heritage of the first Hungarian-Galician railway and the adjacent border areas of Ukraine and Poland. To transform the research site – the first Hungarian-Galician railway – into a “railway heritage” with appropriate attributes, it is necessary to provide a detailed historical analysis of its development, assess the current state and develop a program for using the tourist potential of the railway itself and the adjacent territory on the Ukrainian-Polish border. From the point of view of the development of the tourist railway as a tool for representing historical, cultural and industrial heritage, the initial position is the fact of its long and long-standing operation (various segments were built during the second half of the XIX – early XX centuries [3]) and preserved monuments of a railway nature. The second strong point is its modern cross-border character (Ukrainian–Polish border) with the possibility of developing a European trans–regional route (Ukraine–Poland-Slovakia-Hungary). The third important component of this railway is the variety of historical and cultural heritage sites and tourist attractions related to modern economic activities (agrotourism and ecotourism sites). In general, there are objective prerequisites for creating an interstate tourist destination based on the segment of the first Hungarian-Galician railway (Przemysl–Nyzhankovychi–Dobromyl–Khyriv–Ustrzyki Dolne).

Principles of arranging thematic cultural heritage routes using historical Railways. Principles in scientific research (fundamental and applied) are considered as starting points or specific approaches to a particular phenomenon. Tourist routes are an important component of tourism as a phenomenon, and when developing them, it is important to use both general turismological (Tourism Science) Principles and specific ones related to the essence of planning and ways for implementing these





routes. The general principles that should be taken into account when designing paths include the principle of historicism, the principle of a systematic approach, the activity principle, the recreational principle and the cultural principle [5]. In particular, for planning tourist routes (paths) in the studied territory, it is important to find out the stages of development of the historical railway, sites of cultural and historical heritage and their use for tourist activities (historical principle), to assess the possibilities of using the historical and cultural heritage of the border region to meet various cultural needs (cultural principle).

Depending on the nature of the arrangement of tourist and educational routes, they are divided into real ones (marked and provided with information and advertising materials) and *visual effects* (suggested routes) *paths*.

When planning ways of cultural and cognitive plan, it is important to adhere to certain postulates (principles). In particular, A. Mikos von Rorscheidt (2010) highlights *the following principles of path planning* [8]:

- *the principle of cultural representativeness*, which provides for the selection of sites that reflect cultural traditions, the history of the region, as well as modern cultural life;
- *the principle of pronounced path thematization*, which is recorded in the path name and is aimed at potential groups of tourists;
- *the principle of path(s) compactness*, which provides for the possibility of visiting the proposed paths during the day, and the time of visiting the path does not take only transfer, but also includes visiting certain sites;
- *the principle of diversity of path sites* requires detailed selection of display sites using their various types (architectural, sacred, and industrial-technical);
- *the principle of uniqueness of sites* assumes that the planned path should be distinguished by a special theme or a peculiar concept;
- *the principle of balance of site types and functions* recommends that secondary sites do not predominate quantitatively over authentic sites in the path structure;





- *the principle of possible functioning of the path as a cyclical event*, which can, for example, predict a historic reenactment of a trip;
- *the principle of alternative ways to visit paths* (horse, railway, bicycle).

At the stage of implementing and ensuring the functioning of cultural and tourist routes, it is important to observe *the principle of cooperation* of local organizations, institutions, or firms, as well as the principles of developing additional services. From the point of view of promoting the offer of a tourist and cultural route, it is worth considering not only arranged trips, but also trips for individual tourists. From an advertising point of view, it is worth making extensive use of modern promotion tools and ensuring the duration and relevance of offers on the cultural and tourist route.

At the same time, specific principles related to the planning and marking of tourist routes intended for travel provide for such starting points as: directing tourists to interesting natural and historical and cultural attractions; assist travel companies in arranging tourist trips; tourist routes should be laid in such a way that their beginning and end were close to transport stops; and they are also divided into international, national, interregional, regional and Local [1].

It is important for the research territory to comply with logistics requirements (the beginning and end of the route must be connected to the railway stations of the historical railway), as well as to ensure the creation of a network of routes for the territory as a combination of international (cross-border), regional and local routes.

For the presented concept, it is important to provide approaches that will promote the popularization of tourist sites and recreational and tourist development of the first Hungarian-Galician railway and the adjacent territories of the Ukrainian-Polish border. Among the important approaches to planning this promising tourist destination, we highlight the following:

- 1) development of a network (system) of tracks, where its components will be different in importance (cross-border, regional and local) and in the mode of transport (railway, automobile, bicycle, hiking) tracks and different in subject





- and content elements (industrial-railway and historical-cultural heritage and recreation and agrotourism infrastructure);
- 2) in spatial terms, this network of tracks will be represented by a combination of a cross-border railway track with linear and circular automobile and pedestrian routes that will start from certain stations of the historical railway. This "framework" of the network will be supplemented and combined by "external" paths that will run from Sambir and Staryi Sambir;
 - 3) a variety of types of tourist attractions on both sides of the border (cultural and industrial, defense, sacred) allows you to arrange educational and cultural (historical and cultural, sentimental, local history) trips for tourists from neighboring countries;
 - 4) to popularize the first Hungarian-Galician railway as a linear tourist destination, it is necessary to organize trips for tourists on train trolleys and rail buses. These activities to attract tourists should be implemented in the near future as promotions on the Ukrainian part of the railway during the period of lack of its operation.

References:

1. ДСТУ 7450:2013 Туристичні послуги. Знаки туристичні активного туризму. Класифікація, опис і правила застосування. Зі зміною № 1 (2019). [Електронний ресурс]. – Режим доступу: http://online.budstandart.com/ua/catalog/doc-page?id_doc=86390
2. Велич і занепад станції Хирів або про залізницю, яку ремонтував Швейк / А. Лягушкін, Д. Янківський. – 07.07.2021. [Електронний ресурс]. – Режим доступу: <https://inlviv.in.ua/lviv/velych-i-zanepad-stantsiyi-hyriv-abo-pro-zaliznytsyu-yaku-remontuvav-shvejik>
3. Панюс М.В. Розвиток мережі залізниць Галичини австро-угорського періоду (1861-1918) / М. В. Панюс. – // Електронне наукове фахове видання “Історія науки і біографістика”. – 2012. – № 4. [Електронний ресурс]. – Режим доступу: http://inb.dnsgb.com.ua/2012-4/12_panus.pdf
4. Перша угорсько-галицька залізниця [Електронний ресурс]. – Режим доступу: <https://www.hungalrail.com/>
5. Туризмологія: концептуальні засади теорії туризму : монографія / В. К. Федоченко. В. С. Пазенок та ін. – Київ : Академія, 2013. – 368 с.
6. Heritage Railway Association [Електронний ресурс]. – Режим доступу: <https://www.hra.uk.com/>





7. Heritage Railway. The Complete Preservation News Magazine [Електронний ресурс]. – Режим доступу: <https://www.heritagerailway.co.uk/>
8. Mikos von Rohrscheidt A. Regionalne szlaki tematyczne: Idea, potencjał, organizacja / Armin Mikos von Rohrscheidt. – Krakow: Proksenia, 2010.
9. UK & Ireland Heritage Railways [Електронний ресурс]. – Режим доступу: <http://www.heritage-railways.com/>





CHAPTER 3 RAILWAY TOURISM AS A SPECIFIC TYPE OF TOURIST SERVICES

Serhiy Halchynskyy
Master
Legal expert

3.1 Analysis of the legal framework of railway tourism in Ukraine

The development of railway tourism in Ukraine is hindered by an insufficient level of development of legislative aspects of the activity, although Article 6 of Law of Ukraine "On tourism" defines exactly the "improving the legal basis for regulating relations in the field of tourism" as the first point of the main priority areas of state policy in the field of tourism.

Moreover, the very concept of "railway tourism" is absent from national legislation. Accordingly, the tour operator will not find the concept of "railway tourism" in Article 4 of the law of Ukraine "On tourism", which contains inexhaustible list of types of tourism with the clarification that "the specifics of the implementation of certain types of tourism are established by law."

By adding the concept of "railway tourism" to the list of types of tourism in Article 4 of the law of Ukraine "On tourism", the legislator officially recognizes the existence of this type of tourism in Ukraine and provides the executive authority with a legislative basis for implementing Article 6 of Law of Ukraine "On tourism" in the aspects of allocation of budget funds for the implementation of development programs, legislative regulation, licensing (a touristic activities are subject to licensing), and determination of safety fundamentals and qualification requirements in the field of railway tourism.

As practice shows, tourists choose railway transport for traveling at a distance of 500 to 1000 km. And a railway tourism in Ukraine has every chance for development from a technical perspective. According to the Ministry of infrastructure of Ukraine, the operational length of the main tracks of Ukraine is





19,787 km, electrified tracks – 9,319 km, track width – 1,520 mm, the inventory rolling stock of passenger cars is 4.32 thousand units [2].

At the moment, despite the lack of a definition of the concept of railway tourism in the legislation, participants in relations arising in the implementation of tourist activities involving railway transport are guided by the general norms of the laws of Ukraine regarding tourism.

In particular, the law of Ukraine "On tourism" defines that the main participants in legal relations in the field of tourism are citizens of Ukraine, foreigners and stateless persons in whose interests tourist activities are carried out, as well as legal entities and individuals who create a tourist product, provide tourist services or carry out intermediary activities for the provision of particular and related services.

Subjects of tourist activity are: **touristic operators** (hereinafter referred to as tour operators, as exclusively legal entities), **travel agents** (hereinafter referred to as agents, both legal entities and individuals), **other business entities, escort-interpreters, interpreters, sports instructors, guides and other specialists of tourist support.**

Article 6 of the law of Ukraine "On tourism" guarantees that tourism is one of the priority areas of economic and cultural development.

Among the main priority areas of the state policy in the field of tourism are: "creating favorable conditions for the development of tourism by simplifying and harmonizing tax, currency, customs, border and other types of regulation", which is stated in the same article 6 of the Law of Ukraine "On tourism".

The issues of determining the legal basis for regulating relations in the field of tourism, their improvement and adaptation with generally recognized norms of international law, as well as determining in the law on the State budget of Ukraine the amount of financial support for the tourism industry fall within the exclusive powers of the Verkhovna Rada of Ukraine.

Local tourism development programs are approved by Representative local self-government bodies. They, according to Article 8 of the Law of Ukraine "On





tourism", determine the funds of local budgets for financial support of local tourism development programs.

Article 9 of the law of Ukraine "On tourism" instructs the Cabinet of Ministers of Ukraine, in accordance with the Constitution and laws of Ukraine, carry out international cooperation in the field of tourism, adopt statutory instruments regulating relations in the field of tourism activities, as well as prepare and submit to the Verkhovna Rada of Ukraine proposals on the amount of budget funds for financial support of projects and programs for the development of tourism.

In Article 13 of the Law of Ukraine "On tourism" separately notes that the state also protects the legal rights and interests of foreign tourists.

The safety of citizens of Ukraine and persons permanently residing on its territory in the field of domestic railway tourism, as well as the safety of foreigners in the field of international inbound tourism is regulated by **Rules of safety of citizens on railway transport of Ukraine**, approved by Order No. 54 of 19.02.98 of the Ministry of transport of Ukraine as amended by Order No. 1059 of 22.11.2007 of the Ministry of transport and communications.

Article 15 of the Law of Ukraine "On tourism" establishes the obligation of tour operators and agents to provide financial support for their civil liability to tourists in the form of a guarantee from a bank or other credit institution.

Confirmation of financial support for the liability of the tour operator or agent is provided to cover their liability for losses that may be caused to the tourist in the event of circumstances of insolvency of the tour operator or agent or as a result of initiation of the proceeding of declaring them bankrupt, which are associated with the need to cover the costs of the tourist for his return to the place of residence (stay), reimbursement of the cost of unrendered services provided for in the contract.

It is important to note that "the minimum amount of financial support for the tour operator must be an amount equivalent to at least 20,000,00 euros. The amount of financial support for a tour operator that provides services exclusively for domestic and inbound tourism must be equivalent to at least 10,000,00 euros. The





minimum amount of financial security of the agent must be an amount equivalent to at least 2,000 euros."

The Law of Ukraine "On tourism" defines the requirements for compulsory insurance of tourists by entering into agreements with insurers as subjects of tourist activity, as well as tourists, as well as requirements for contracts for the provision of tourist services. The contract for tourist services is concluded in written or electronic form in accordance with the law. One of the forms of a written contract for tourist or excursion services that can be used in accordance with this law is a voucher.

Under the same law, any information provided by the tour operator (travel agent) must contain reliable information about the terms of the contract for tourist services.

Under Article 20 of the Law of Ukraine "On tourism", "the price of a tourist product can be changed no later than 20 days before the start of the tourist trip. At the same time, the increase in the price of a tourist product may not exceed five percent of its initial price. If the price of a tourist product is five percent higher than the initial price, the tourist has the right to refuse to perform the contract, and the tour operator (travel agent) is obliged to return the previously paid amount to him/her."

Other rights and obligations of tourism entities are defined in Article 24 of the Law of Ukraine "On tourism", and rights and obligations of tourists and tourists - in Article 25 of the Law.

Disputes concerning the provision of tourist services, under Article 34 of the Law of Ukraine "On tourism", are considered in accordance with the procedure established by arbitration courts and courts of general jurisdiction in the manner established by law. The amount of property liability of a tour operator, agent or other subject of tourist activity, under Article 32 of the Law of Ukraine "On tourism", may not exceed the losses actually caused to the customer due to the fault of the tour operator, agent or other subject of tourist activity.





Legal basis for international cooperation in the field of tourism, under Article 35 of the Law of Ukraine "On tourism", constitute international treaties of Ukraine concluded in accordance with the law of Ukraine "On international treaties of Ukraine". Moreover, in the same article, the Ukrainian state undertook to promote the expansion and strengthening of international cooperation in the field of tourism based on the principles and norms developed by the World Tourism Organization (WTO).

The international instrument governing international carriage by rail is the Convention concerning International Carriage by Rail (COTIF) in accordance with the text of the amendments of June 3, 1999. Ukraine joined the convention in 2003 subject to reservation by adopting the law of Ukraine "On Ukraine's accession to the Convention concerning International Carriage by Rail (COTIF)" (Vidomosti of the Verkhovna Rada of Ukraine (VVR), 2003, No. 39, Article 342).

COTIF is the main statutory document that regulates the transportation of goods and passengers. In the field of passenger transportation, the Convention regulates the right to travel, refusal of travel, establishes requirements for travel documents, the procedure for transporting hand luggage, animals, baggage, cars, liability of the parties for violation of obligations, issues of complaints and filing claims.

Property relations in the field of tourism, based on equality, autonomy of will and property independence of their participants, are regulated by the Civil and Economic codes of Ukraine, taking into account the specifics established by the Law of Ukraine "On tourism".

In particular, Article 2 of the Law "On tourism" provides for the application of the rules of an international treaty in the event that an international treaty of Ukraine, the consent to be bound by which was granted by the Verkhovna Rada of Ukraine, provides for rules other than those established by the law "On tourism".

Chapter 64 of the Civil Code of Ukraine (CCU) is dedicated to transportation, which regulates a wide range of rights and obligations of the carrier and the customer





of transportation services, using both direct and reference rules, as well as blanket methods of presenting legal provisions.

At the same time, the Civil Code of Ukraine, except for general provisions on transportation (**Article 908**), defines:

- requirements for passenger and baggage transportation contracts (**Article 910**), as well as to charter agreements (chartering), which are essential for the activities of tour operators in the provision of comprehensive tourist services and the absence of their own vehicles (**Article 912**);
- the rights of passengers, which, in turn, are additionally specified in transport codes (Charters), other statutory and regulatory enactments and rules issued in accordance with them (**Article 911**). In particular, the Law sets a minimum amount of rights that cannot be narrowed;
- ability to travel using a single transport document in direct mixed traffic (**Article 913**);
- the concept of transportation by public transport (**Article 915**) and establishes that such transportation is a public contract (the definition of a public contract is provided by **Article 633 of CCU**);
- compensatory nature of the contract of carriage in the form of mandatory collection of carriage fees, even if the amount of payment is not established by agreement of the parties (**Article 916**);
- the need for insurance of cargo, passengers and baggage, while a reference norm to the special legislation on insurance is used for insurance (**Article 927**);
- liability of the carrier for all types of damage that it may cause in the course of its activities using reference norms to special legislation. In particular, **Article 922** provides for the carrier's liability for delayed departure of the passenger and violation of the deadline for delivery of the passenger to the destination.

Economic code (ECU) it contains provisions regulating legal relations in the field of cargo transportation by business entities, and in issues related to passenger transportation, it refers to the Civil Code and special legislation. Since tourists rarely use cargo transportation services, a detailed consideration of the ECU provisions in this analysis is unfeasible.





In addition to the Law of Ukraine "On tourism", the Civil and Economic codes, legal relations in the field of railway transportation in Ukraine are regulated by:

- **The law of Ukraine "On licensing the types of economic activity",**
- **The law of Ukraine "On insurance",**
- **The Charter of Railways of Ukraine,**
- **Rules of transportation of passengers, baggage, cargo baggage and mail by rail of Ukraine,**
- **The law of Ukraine "On railway transport".**

Law of Ukraine "On licensing the economic activities" stipulates the mandatory obtaining of license for tour operator activities and transportation of passengers by rail accordingly in paragraphs 19 and 24 of the first part of Article 7 "List of types of economic activities subject to licensing".

Law of Ukraine "On licensing the economic activities" defines the license conditions, procedure, terms, and authorized bodies that issue licenses and monitor the implementation of legislation.

Obtaining a license for carrying out tour operator activities is regulated in detail by **License conditions for carrying out tour operator activities** approved by resolution of the Cabinet of Ministers of Ukraine No. 991 of November 11, 2015. The document contains 9 appendices that must be reviewed and executed in order to obtain the appropriate license. **License conditions for carrying out tour operator activities** developed in accordance with the laws of Ukraine "On licensing the types of economic activity", "On tourism", "On consumer rights protection", establish:

- Personnel requirements for carrying out tour operator activities,
- Organizational requirements for carrying out tour operator activities,
- Technological requirements.

In general, the license conditions define an exhaustive list of requirements that must be met by licensees engaged in tour operator activities, and an exhaustive list of documents attached to the application for obtaining a license.

Transportation of passengers by rail also requires the business entity to obtain an appropriate license. It is issued in accordance with **Licensing conditions for**





carrying out economic activities for the transportation of passengers, dangerous goods and hazardous waste by rail, approved by resolution of the Cabinet of Ministers of Ukraine No. 1168 of December 9, 2015. The mentioned conditions contain an exhaustive list of documents required for obtaining a license, personnel and organizational requirements for the business entity, as well as 3 appendices of sample applications for obtaining or reissuing a license and a description of the documents to be attached to the application.

An administrative service for obtaining a license can be obtained by submitting an application and necessary documents to the licensing authority on purpose, by mail with contents inventoried and in electronic form in accordance with the procedure established by the Cabinet of Ministers of Ukraine. An online license can be obtained using the Unified State Portal of Administrative Services.

Law of Ukraine "On insurance" defines general rules regarding insurance, rights and obligations of the insurer and policyholder, requirements for the insurance contract and liability for non-performance or violation of obligations by the parties to this agreement. Paragraph 31 of Article 7 of the Law of Ukraine "On insurance" provides for mandatory "insurance of liability of subjects of tourist activity for damage caused to the life or health of a tourist or his/her property", and paragraph 9 of the same article – "insurance of civil liability of land vehicle owners".

Law of Ukraine "On insurance" does not contain specific provisions regarding any particular type of tourism, but it is inadvisable to supplement this statutory instrument with a provision on railway tourism, since the impact of the law provisions applies to all types of tourist services and transportation services.

General regulation of railway activities is carried out by the **Charter of Railways of Ukraine**. The document defines and specifies all the norms that are used in the implementation of transportation, operation of railway property, and other legal aspects. The concept of tourism is not applied in this statutory instrument. And amendments to **Charter of Railways of Ukraine** the provisions on tourism are





inadvisable, since there is other specialized legislation that can more effectively regulate railway tourism.

In particular, there are **Rules for transportation of passengers, baggage, cargo and mail by rail in Ukraine**, where all the norms for regulating transportation by rail are spelled out in detail.

The rules define the terms and regulations for passenger service at railway stations, registration of travel documents, priority seats for passengers, reservation of seats for organized groups, which is especially interesting **for railway tourism tour operators**. The same statutory instrument establishes the rules of passenger transportation, the rights and obligations of the passenger and carrier, the liability of the parties for non-performance or violation of obligations, the features of passenger transportation, the algorithm of actions in case of accidents with passengers, passenger fares, requirements for insurance and insurance charge, rules for the transportation of baggage, hand luggage, animals and birds and establishes a number of other specialized norms that are subject to use in certain cases, but their analysis in the context of railway tourism is inadvisable.

According to the **Law of Ukraine "On railway transport"**, the establishment of tariffs for the transportation of goods, passengers, baggage, cargo baggage by rail (with the exception of suburban passenger transportation) within Ukraine is carried out on the basis of budget, price and tariff setting rules in accordance with the procedure determined by the Cabinet of Ministers of Ukraine. In particular, the current tariffs on the transportation of passengers, baggage and cargo baggage by rail in domestic traffic is currently approved by Order of the Ministry of infrastructure of Ukraine No. 184 of 20.04.2018 (the order was registered with the Ministry of Justice of Ukraine on May 10, 2018 for No. 577/32029). However, these rates do not include Value Added Tax and insurance charge.

At the moment, Ukrzaliznytsia JSC is a monopolist in the field of railway transportation within Ukraine, and this creates a certain problem of regulating the setup of tariffs for railway transportation carried out by a monopolist.





Also, unlike freight traffic, at the moment it is not regulated in any way and there is no possibility of using passenger cars of private companies. It is only possible to rent cars of Ukrzaliznytsia JSC, the cost of which is calculated according to the internal instructions of the JSC, which are not freely available. Taking into account the cost of renting rail cars offered by Ukrzaliznytsia JSC, it is more profitable for tour operators to carry out only the purchase of tickets for regular train runs of Ukrzaliznytsia JSC for their customers.

As for the prospect of a single ticket for traveling on several railway routes, the experience of the European Union and Great Britain is useful here, where the creating and provision of a comprehensive and high-quality railway tourist route is popular among consumers. For example, a tour operator in England and Scotland provides a comprehensive service for hotel accommodation and providing railway transport for access to hard-to-reach places in the country.

The construction and/or operation of Railways by a private company can currently be carried out in the form of a public-private partnership, as defined in the **Articles 40f of the Law on public-private partnership.**

The only case when a railway track can belong to a business entity, regardless of the form of incorporation – is that such a track belongs to the access roads, the definition of which is given in **Rules for servicing railway access roads** approved by the Order of the Ministry of transport of Ukraine No. 644 of 21.11.2000.

At the time of preparation of this analysis a **new version of the law of Ukraine "On railway transport"** is not accepted, and this makes it impossible for private carriers to access the infrastructure, and accordingly **organization of full-fledged railway tourism**, not simple rail passenger transportation.

The draft of the new version of the law was submitted in 2019 under the number 1196-1 by deputies Kisel Yurii Hryhorovych, Skichko Oleksandr Oleksandrovych and Tishchenko Mykola Mykolaiovych and received the approval of relevant committees, in particular, the committee on integration of Ukraine with the European Union.





The committee's conclusion states that this draft law contains provisions that "will allow adapting the legislation of Ukraine in accordance with the main provisions of EU legislative acts in the field of railway transport, the implementation of which is provided for by the association agreement between Ukraine, on the one hand, and the European Union, the European Atomic Energy Community and their member states, on the other hand (hereinafter referred to as the association agreement). In addition, the draft law is aimed at bringing the conditions of the railway industry closer to the rules of the European Community in order to integrate the Ukrainian railway system into the EC railway system."

The conclusion also specifies a number of EU guide-lines and regulations, the implementation of which Ukraine assumed when concluding the association agreement. Separately, it should be noted that the EU's goal is transition to significantly greater use of Railways for long-distance travel.

In particular, **the "White Paper"** [15], which is not a legislative act, but outlines the fields of activities of EU institutions and legislative bodies in the long term, the "route map to a single European transport space – To a competitive and resource-efficient transport system" in relation to railway transport sets the following tasks:

- thirty percent of the volume of freight traffic over a distance of more than 300 km should be reallocated to other modes of transport, including rail and water, by 2030;
- the creation of a pan European high speed railway network should be completed by 2050;
- most medium-distance passenger traffic should be carried out by rail by 2050.

In my opinion, the adoption of the new law on railway transport will allow us to achieve the goals that are common to Ukraine and our European partners faster and more efficient.

After all, according to the UK government statistics provided in the Williams-Schaps plan [16], railway privatization and private companies' access to railway operation have had a positive impact on the development of the UK railway network.





It has managed to raise **more than £1 billion of private equity** for the development. In addition, the presence of a large number of companies operating the railway creates healthy competition and reduces the cost of travel for the end user.

Tariffs for transportation of passengers and baggage in suburban traffic are set by JSC Ukrzaliznytsia JSC in coordination with local executive authorities. If the level of tariffs that does not ensure the commercial viability of these transportations, losses are compensated from local budgets.

Development of transportation tariffs for **passengers**, cargo, cargo baggage by rail in international traffic, including transit, is carried out by Ukrzaliznytsia JSC. At the same time, tariffs for transit transportation are set by Ukrzaliznytsia JSC in accordance with international agreements and legislation of Ukraine.

Payments for works and services related to freight traffic, traffic of **passengers**, baggage, cargo baggage, mail, the state regulation of tariffs thereof is not carried out, are performed at **open-market fares**, which are determined by agreement of the parties in a manner that does not contradict the legislation on the protection of economic competition.

To protect the interests of certain categories of citizens in passenger transportation, including suburban ones, there may be provided for **preferential tariffs**. Losses of public railway transport from their use are compensated at the expense of the state or local budgets, depending on which body decided to introduce the corresponding benefits.

The Cabinet of Ministers of Ukraine annually sets a State order to Ukrzaliznytsia JSC for the transportation of passengers and cargo, the introduction of new capacities, modernization of technical equipment, the procedure and amount of allocation of funds necessary for these needs from the state budget of Ukraine.

Article 22-¹ **Law of Ukraine "On railway transport"** defines the obligations of the passenger and the carrier when transporting a passenger in an international railway connection. In particular, the passenger must have properly executed documents necessary for entry into the destination state, states of coursing, and





present them to the carrier at his request. The carrier, when transporting a passenger in an international railway connection, in addition to the obligations provided for in Article 22 of this law, is obliged to check before starting such transportation whether the passenger has a passport document certifying the identity of the holder, or a document that replaces it, and refuse transportation to the passenger who did not present the necessary documents at his request.

Refusal of the carrier from the contract of international railway carriage of a passenger who, at his request, did not present the documents specified in part two of this article, does not entail the carrier's obligation to compensate the passenger for the damage caused in this regard.

For non-fulfillment of the obligation to check the documents specified in part two of this article before starting transportation of a passenger in an international railway connection, which led to transportation or attempt to transport a passenger across the state border of Ukraine without the necessary documents, the carrier is liable, provided for by law.

Currently, a number of international agreements on cooperation in the field of tourism have been concluded with foreign partners, in particular with EU member states: Greece (1996), Estonia (1994), Latvia (2000), Poland (1994), Slovakia (2001), Hungary (2001), Finland (2000), Lithuania, Austria (2004). The full list of interstate agreements concluded or in which Ukraine participates in the field of tourism is freely available [17].

Bilateral agreements of Ukraine on cooperation in the field of railway transport with foreign partner states are listed in the list "Bilateral cooperation" [18].

In accordance with Chapter 16 of Section V of the association agreement between Ukraine and the EU, cooperation in the field of tourism is carried out to increase the competitiveness of the tourism industry.

The Law "On tourism" took into account the provisions of Directive 90/314 / EEC of 13 June 1990 "**On organized tourist trips, full-service vacations and comprehensive tours**" [19], mandatory civil liability insurance of tour operators is





also provided for reimbursement of expenses for the return of tourists to their place of permanent residence.

In 2017, the Cabinet of Ministers of Ukraine approved the strategy for the development of tourism and resorts until 2026. And now systematic work is being carried out to adapt the tourism legislation to the relevant EU directives and standards.

Since June 1, 2017, three national standards of Ukraine, harmonized with international and European regulatory documents, have come into force in the tourism sector, namely:

- Standard ISO 17679:2016 **Tourism and related services – Wellness spa – Service requirements;**
- Standard ISO 17049:2013 **Accessible design – Application of braille on signage, equipment and appliances;**
- Standard ISO 23599:2012 **Assistive products for blind and vision-impaired persons - Tactile walking surface indicators.**

One of the areas of cooperation with the European Union in the field of tourism is the project TACIS "**Support for local development and tourism in the Carpathian region**", which is implemented on the territory of Chernivtsi, Ivano-Frankivsk, Lviv and Transcarpathian (Zakarpattia) regions.

Today, only one tourist railway route "Carpathian tram" operates in Ukraine, although the Cabinet of Ministers of Ukraine was aware of the need to create tourist routes on the railway back in 2003. In particular, the route "Carpathian tram" was included in the list of measures for the development of foreign and domestic tourism, which was approved by the order of the Cabinet of Ministers of Ukraine of June 27, 2003 No. 390-R (clause 28), namely: "28.To facilitate the attraction of investments, including on concession principles, for the implementation of the following priority projects: the creation of a tourist route "Carpathian Tram" on the basis of the network of narrow-gauge railways of the Carpathian region. Carpathian tram LLC, 35731260 EDRPOU (Unified state register of enterprises and organizations of Ukraine), date of registration - 12.02.2008". According to the order, this project was planned to be





implemented on concession principles, however, according to the project's website, at the moment the operation is carried out by Uniplit LLC and Carpathian tram LLC.

CONCLUSIONS AND RECOMMENDATIONS

Ukraine needs a strategically oriented state policy, defining railway tourism as one of the main priorities of the state, introducing economic and legal arrangements for successful tourism business, investment vehicles for the development of tourist infrastructure, information and marketing measures to form the tourist image of Ukraine. To do this, it is necessary to:

- Implement the concept of railway tourism in Ukrainian legislation, define state policy in this area, taking into account the opinion of business entities, the population, activists, initiative groups and other representatives of civil society;
- Provide additional legal regulation of private companies' access to railway infrastructure;
- Introduce a single ticket that allows you to travel on several railway lines for a certain period of time, as is successfully used by foreign colleagues;
- Specify in the legislation the nuances of insurance related to the provision of services in the field of railway tourism;
- Introduce special legal regulation of the activities of tour operators providing services in the field of railway tourism, including regulation of minimum standards of comfort and safety of both the rolling stock used and related services, such as food, hotel accommodation, etc.;
- Introduce a state promotion campaign to promote the image and accessibility of Ukrainian railway tourism for foreign tourists.

References:

1. Закон України «Про туризм». Відомості Верховної Ради України (ВВР), 1995, № 31, ст.24. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/324/95-%D0%B2%D1%80#Text>
2. Статистичні дані про Українські залізниці. [Електронний ресурс]. – Режим доступу: <https://mtu.gov.ua/content/statistichni-dani-pro-ukrainski-zaliznici.html>
3. Правила безпеки громадян на залізничному транспорті України. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/z0193-98#Text>
4. Протокол від 3 червня 1999 року, що стосується змін Конвенції про міжнародні залізничні перевезення (КОТІФ) від 9 травня 1980 року. [Електронний ресурс]. – Режим доступу: https://zakon.rada.gov.ua/laws/show/998_220#Text
5. Закон України «Про приєднання України до Протоколу від 3 червня 1999 року, що стосується змін Конвенції про міжнародні залізничні перевезення (КОТІФ) від 9 травня





- 1980 року. Відомості Верховної Ради України (ВВР), 2006, № 2-3, ст.44. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/3091-15#Text>
6. Цивільний Кодекс України. Відомості Верховної Ради України (ВВР), 2003, №№ 40-44, ст.356. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/435-15#Text>
 7. Господарський кодекс України. Відомості Верховної Ради України (ВВР), 2003, № 18, № 19-20, № 21-22, ст.144). [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/436-15#Text>
 8. Закон України «Про ліцензування видів господарської діяльності». Відомості Верховної Ради (ВВР), 2015, № 23, ст.158. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/222-19#Text>
 9. Закон України «Про страхування». Відомості Верховної Ради України (ВВР), 1996, № 18, ст. 78. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/85/96-%D0%B2%D1%80#Text>
 10. Статут залізниць України. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/457-98-%D0%BF#Text>
 11. Правила перевезень пасажирів, багажу, вантажобагажу та пошти залізничним транспортом України. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/z0310-07#n16>
 12. Закон України «Про залізничний транспорт». Відомості Верховної Ради України (ВВР), 1996, № 40, ст. 183. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/273/96-%D0%B2%D1%80#Text>
 13. Правила обслуговування залізничних під'їзних колій. [Електронний ресурс]. – Режим доступу: <https://zakon.rada.gov.ua/laws/show/z0875-00#Text>
 14. Проект Закону про залізничний транспорт України. [Електронний ресурс]. – Режим доступу: https://w1.c1.rada.gov.ua/pls/zweb2/webproc4_1?pf3511=66737
 15. White paper – Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system. – Р. 9. [Електронний ресурс]. – Режим доступу: <https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:en:PDF>
 16. Great British Railways: The Williams-Shapps Plan for Rail (web version). [Електронний ресурс]. – Режим доступу: <https://www.gov.uk/government/publications/great-british-railways-williams-shapps-plan-for-rail>
 17. Міжнародні договори у галузі туризму. [Електронний ресурс]. – Режим доступу: <https://mtu.gov.ua/files/%D0%A3%D0%B3%D0%BE%D0%B4%D0%B8%20%D0%B2%20%D0%B3%D0%B0%D0%BB%D1%83%D0%B7%D1%96%20%D1%82%D1%83%D1%80%D0%B8%D0%B7%D0%BC%D1%83.doc>
 18. Двостороннє співробітництво. [Електронний ресурс]. – Режим доступу: <https://mtu.gov.ua/content/dvostoronne-spivrobitnictvo-1.html>
 19. Туризм. – Євроінтеграційний портал. [Електронний ресурс]. – Режим доступу: <https://eu-ua.kmu.gov.ua/evrointehratsiia/turyzm>
 20. Заходи щодо розвитку іноземного і внутрішнього туризму удосконалення нормативно-правової бази. [Електронний ресурс]. – Режим доступу: <https://www.kmu.gov.ua/npas/1328145>





Janusz Cheh
Master
expert an international rail transport

3.2 Analysis of the legal framework of railway tourism in Poland

Since its foundation, the railway has been inextricably linked with people traveling for various purposes, including tourist ones. The beginning of the construction of the first railway lines in Poland dates back to the period when our country was ruled by three governors. One of the first lines built was the Warsaw-Vienna Railway, which was established in 1845 in the Russian part. Warsaw residents used it to travel for tourist purposes, for example, to Hrodziska and Skierniewice. On the other hand, in Prussian directions Sunday picnic trains were popular among local communities. Trips were organized from Poznan and Bydgoszcz, and trips lasted up to a maximum of several kilometers.

The restoration of independence by Poland in 1918 is the beginning of Polish railways. Tourist transport passed along tracks of different widths,

many organizations were involved in the organization, such as the Bydgoszcz County Railway, the Żnin County Railway, and the Bieszczady Forest Railway. The property acquired after the invaders and experienced personnel, in many cases citizens of the Second Polish Republic, became invaluable capital for the possibility of creating a national carrier. On September 24, 1926, President Ignacy Mościcki signed a decree that became the legal basis for the creation of the Polish state railway enterprise. This event has become an important driving force for the development of the railway industry. Following the developed economy of Western Europe, in the late 1920s, the heads of the Ministry of transport decided to develop railway tourism.

In 1929, the implementation of plans for financially affordable travel for tourist groups began, and these actions were actively supported by the then-recent media. The trains to attractive regions of Poland with great tourist potential were set in motion. In 1932, for the first time, a tourist train left Poland for France (Warsaw – Paris route). There were also ambitious plans to purchase locomotives and railcars





for the needs of tourist railways, which developed rapidly, but in fact these plans were interrupted by the outbreak of World War II. After the end of hostilities, the priority for railway transport was the restoration of the country and the national economy. To a small extent, tourism was supported thanks to the Narrow-Gauge Railway.

In the 1950s, the model was taken from the USSR, more precisely from Tbilisi, narrow-gauge Yard Railways, also called Children's railways, were built in Poland. Only two of them have survived to this day in Poznan and Chorzów (Chorzowie). In the seventies and eighties of the twentieth century, attempts were made to carry out tourist traffic using PKP Narrow-Gauge Railways, such as: Pomeranian suburban railway, Znin suburban railway, Gryfice suburban railway. This was one of the biggest successes in passenger transport. In particular, in the Bieszczady Forest Railway (not part of the PKP structures), which conveyed about thirty thousand people a year in the seventies of the last century. In 1945-1989, tourist passenger transport on ordinary tracks did not exist. Colonial trains were launched, which resembled tourism. During summer holidays, they were used to transport children and teenagers to attractive regions of Poland and to socialist countries, most often to the German Democratic Republic and the Czechoslovak Socialist Republic. The railway was also used as the main means of transporting patients to very popular resort towns in the Polish people's Republic.

The systemic transformation in Poland, which began in 1989, ended with a state monopoly in many spheres of life. Thus, the principles of functioning of the economy and social and political relations have changed. Citizens also had the opportunity to unite in accordance with the provisions of the law. Since the beginning of the 90s, numerous associations of railway enthusiasts began to emerge on the territory of the Republic of Poland, which in many cases sought to purchase railway rolling stock, infrastructure and railway facilities necessary to achieve their statutory goals. In many cases, such activities have helped save very valuable technical landmarks and railway infrastructure from destruction.





Polish Public Joint Stock Company Railways (PKPSA) was commercialized and restructured in accordance with the Law of 2008. On the basis of Art. 18a The national carrier could transfer free of charge to the local self-government body the railway lines that do not have a national rank. The transfer of the right of use took place in the form of ownership or use in accordance with the content of the contract concluded on the basis of the Civil Code. The self-government that received railway lines was obliged to manage the real estate obtained in this way in accordance with the original purpose and maintain communication with the railway network. Thus, most of the existing narrow-gauge railways were transferred to local governments at various levels. 12 Narrow-Gauge Railways with a length of 968 kilometers were taken. For example, the former Grójec railway, with the exception of part of the property (some railway stations, buildings for various purposes), was also transferred to four local self-government bodies. The acquired railway property was distributed in the following proportions: gmina Piasecno 68%, gmina Grójec 30%, gmina Belsk Duży 1%, and was jointly owned by the above-mentioned local self-government bodies in accordance with the Civil Code. Then the administrative units transferred the received railway property to the Piasecno-Grójec Narrow-Gauge Railway Association (PGTKW). Part of the rolling stock used was owned by the gmina Piasecno, which is borrowed by PGTKW, and the rest was owned by the association. PGTKW was both a manager and an operator in accordance with the provisions of the Railway Transport Act. This is possible because it carries out its transportation on a narrow track. This type of dual role of railway infrastructure manager and operator contradicts the desire for competitiveness on European Union Railways. The Narrow-Gauge Railway is separated from the EU railway network, and in this case these two functions can be combined. At the same time, this situation imposed a wide range of obligations on PGTKW, which derived from the current railway regulations in Poland.

The manager of the railway infrastructure operates, constantly maintains the infrastructure in proper technical condition and repairs it (Article 5, Part 1 of the





Law). In addition, as an operator (railway carrier), PGTKW must have a safety certificate (Art. 19) and the rolling stock that is used must have the necessary documents that allow rail traffic, this also applies to personnel (locomotive drivers, rolling stock inspectors). The act in accordance with Art. 44 of Section. 1 and 2 exempts entrepreneurs from the obligation to hold a license for railway transportation of persons who carry out activities only on local and regional narrow-gauge railways or on private lines, including on railway sidings. But this does not apply to railway infrastructure (local, tourist and historical) and railway transport (historical, tourist and local) in accordance with the Provisions of the Law specified in articles 23 – 23b, articles 23ca-23e, articles 23fa and articles 23 h - 23 k.

The website of the Railway Transport Authority (UTK) contains information for entities that intend or carry out tourist traffic, in particular legal instructions and ways to obtain specific documents along with templates of forms. The president of UTK in Poland is the central authority of the government and oversees security to the extent specified in Article 10 of the Law.

Another important aspect of the entities involved in railway tourism is the ownership or lease of rolling stock, railway infrastructure and buildings that represent a national treasure and are listed in the Register of landmarks. The scope of activities for which a permit is required from the local competent regional Cultural Heritage Conservation Authority is defined in accordance with the Law Article 36 Section 1. Very often, for example, the implementation of repairs requires the preparation of additional documentation, the use of specialists, the use of specific materials, which significantly increases the investment costs. To do this, the user of the heritage site can use state funding, mainly from the ministry responsible for national heritage, provincial authorities responsible for Heritage conservation and local self-government bodies that have local jurisdiction. Partial compensation for maintaining heritage sites in proper condition is an exemption from taxation in accordance with Article 7, Section 6 of the Law.





Tourist transport on railway lines with a width of 1435 mm is subject to the provisions on passenger transportation. The head of most of the 19,200 km (as of December 31, 2018) is PKP Polskie Linie Kolejowe. The specified entity does not provide transport services, as it does not allow combining the functions of an operator with a manager on the EU network of railroads. On its website, UTK publishes and updates the current legislative provisions in Poland, with a distinction between national and European legislation. In addition, we can get acquainted with court decisions, consideration of complaints and appeals that relate to the decisions of the UTK President. An up-to-date list of railway carriers licensed for passenger transportation can be found on the website. The portal, where we can find out about railway rules and procedures in Poland, is also very useful.

The arrangement of railway tourism by a legal entity (company, tourist office, association) using an external carrier is most often carried out by concluding civil contracts for specific services. Of course, the carrier must comply with the railway regulations in accordance with the trip made. An excellent example of arranging tourist trips in this way is the railway tourist office TurKol.pl. Ten years of experience and a brand recognized not only in Poland, but also in other European countries. TurKol.pl arranges long-term tourist trips to attractive regions of Poland, as well as trips to major cities such as Wrocław. Locomotives and wagons in historical colors are most often used for trips. Train traffic is carried out through railway carriers: Cargo Master, Sp. z o.o. ARRIVA, LOTOS Kolej and Locomotive Depot in Volshtyn cultural institution of the Greater Poland region. One of the extra fun things is selling cardboard tickets for trains that have their individual names, the tickets are controlled by train workers in historic uniforms.

Railway tourism in Poland is most often found in the following options:

- individual or group trips organized by individuals on the basis of public or hybrid passenger rail transport using passenger rail transport in combination with other modes of transport, such as road;





- group trips organized between entities on the basis of railway services provided by railway carriers;
- group trips arranged entirely by rail carriers using their own or leased rolling stock and most often using tracks less than 1,435 mm wide, i.e. narrow gauge railways.

There is no definition of railway tourism in the Polish legal system.

A detailed description of the organization of tourism in Poland and abroad by registered tourist agencies in the territory of our region is specified in the relevant law. It should be noted that, in addition to the rules in force in the field of tourism, it also includes the exceptions set out in Article 3. They allow, in particular, to arrange a tourist event with related services, the duration of which should not exceed 24 hours and may not include an overnight stay. Therefore, the arrangement of a tourist trip lasting several hours by rail is possible by entities that are a legal entity and are not a tourist enterprise. In addition, the arrangement of single and independent tourist trips (without accommodation) by rail is possible within a few days and this does not contradict the provisions of the law. This type of legal structure makes it possible to arrange tourist trips by rail, in particular, by associations, which most often conclude relevant civil law agreements with railway carriers regarding the provision of services related to the transportation of passengers.

Conclusions

Railway tourism is inextricably linked with the use of the railway as the main mode of transport for moving along selected railway routes, visiting sites of diverse natural, historical and cognitive values. The current rules on tourism and railways in Poland relate to specific areas of social and economic life.

The creation of a separate act on the regulation of railway tourism is unlikely. Safety is given a lot of attention on the railways, which is considered entirely legitimate due to the numerous accidents and disasters. Therefore, no simplifications are possible, since railway tourism through the prism of generally accepted railway





rules is the transportation of passengers without the need to determine the destination.

The current legal status in Poland allows entities that have the status of a legal entity to effectively carry out railway tourism, as shown in the examples given. On the other hand, in tourism, the train is only a mode of transport, so there is probably no need to define railway tourism. In addition, some of the most important principles of a free market economy are guaranteed, such as freedom, competitiveness, and various forms of incorporation. Railway tourists can take advantage of the rich, diversified and broad offer in the Polish market of services provided in this sector.

The text is a contribution to discussions and further study on railway tourism in Poland and opportunities for its development, also in the border zone.

References:

1. Bebenow F., *Turystyka kolejowa w Polsce*, Bogucki Wydawnictwo Naukowe, Poznań 2015.
2. Ciechański A., Bebenow F., *Turystyka oparta na dziedzictwie kolei – czy bariery formalne i finansowe skutecznie blokują jej rozwój?* [w:] *Technika Transportu Szynowego* 7-8/2017 s. 46-54.
3. Pokropiński B., *Kolej grójecka*, Wydawnictwa Komunikacji i Łączności, Warszawa 2021.
4. Ustawa z dnia 24 listopada 2017 r. o imprezach turystycznych i powiązanych usługach turystycznych (Dz. U. 2017 poz. 2361) – dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20170002361/U/D20172361Lj.pdf>
5. Ustawa z dnia 23 kwietnia 1964 r. Kodeks cywilny (Dz. U. 1964 Nr 16 poz. 93) – dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU19640160093/U/D19640093Lj.pdf>
6. Ustawa z dnia 7 kwietnia 1989 r. Prawo o stowarzyszeniach (Dz. U. 1989 Nr 20 poz. 104) – dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU19890200104/U/D19890104Lj.pdf>
7. Ustawa z dnia 23 lipca 2003 r. o ochronie zabytków i opiece nad zabytkami (Dz. U. 2003 Nr 162 poz. 1568) – dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20031621568/U/D20031568Lj.pdf>
8. Ustawa z dnia 8 września 2000 r. o komercjalizacji i restrukturyzacji przedsiębiorstwa państwowego „Polskie Koleje Państwowe” (Dz. U. 2000 Nr 84 poz. 948) – dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20000840948/U/D20000948Lj.pdf>
9. Ustawa z dnia 28 marca 2003 r. o transporcie kolejowym (Dz. U. 2003 Nr 86 poz. 789) – dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20030860789/U/D20030789Lj.pdf>
10. Ustawa z dnia 23 lipca 2003 r. o ochronie zabytków i opiece nad zabytkami (Dz. U. 2003 Nr 162 poz. 1568) – dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20031621568/U/D20031568Lj.pdf>
11. Rozporządzenie Parlamentu Europejskiego i Rady (UE) Nr 1315/2013 z dnia 11 grudnia 2013 r. w sprawie unijnych wytycznych dotyczących rozwoju transeuropejskiej sieci transportowej i uchylające decyzję nr 661/2010/UE – dostęp: http://publications.europa.eu/resource/cellar/f277232a-699e-11e3-8e4e-01aa75ed71a1.0019.01/DOC_1





12. Ustawa z dnia 12 stycznia 1991 r. o podatkach i opłatach lokalnych (Dz. U. 1991 Nr 9 poz. 31) – dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU19910090031/U/D19910031Lj.pdf>
13. Akty prawne Rzeczypospolitej Polskiej i Unii Europejskiej w zakresie kolejnictwa, UTK – dostęp: <https://www.utk.gov.pl/pl/akty-prawne-i-orzecznictwo/akty-prawne>
14. Rozporządzenie Prezydenta Rzeczypospolitej z dnia 24 września 1926 r. o utworzeniu przedsiębiorstwa „Polskie Koleje Państwowe” (Dz. U. Poz. 567 i 568) – dostęp: <http://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU19260970568/O/D19260568.pdf>
15. Piaseczyńsko-Grójeckie Towarzystwo Kolei Wąskotorowej – dostęp: <http://www.kolejka-piaseczno.pl/stowarzyszenie>
16. Gmina Piaseczno – dostęp: <https://piaseczno.eu/>
17. Narodowy Instytut Dziedzictwa (Rejestr zabytków) – dostęp: https://www.nid.pl/pl/Informacje_ogolne/Zabytki_w_Polsce/rejestr-zabytkow/
18. Ministerstwo Kultury i Dziedzictwa Narodowego – dostęp: <https://www.gov.pl/web/kultura>
19. Urząd Transportu Kolejowego – Koleje Turystyczne – dostęp: <https://utk.gov.pl/pl/sekcja/1086,Koleje-Turystyczne.html>
20. Urząd Transportu Kolejowego – dostęp: <https://utk.gov.pl/>
21. Cargo Master Sp. z o.o. – dostęp: http://www.katalogkolejowy.pl/firmy_det/419
22. ARRIVA – dostęp: <https://arriva.pl/>
23. LOTOS Kolej – dostęp : <https://www.lotokolej.pl/>
24. Parowozownia Wolsztyn Instytucja Kultury Województwa Wielkopolskiego – dostęp: <https://www.parowozowniawolsztyn.pl/>
25. Licencjonowani przewoźnicy kolejowi, UTK – dostęp: <https://www.utk.gov.pl/pl/rejestry/licencjonowani-przewozni/17781,Wykaz-przedsiębiorców-posiadających-licencje-przewoźnika-kolejowego-wydana-przez.html>
26. Dopuszczenie do eksploatacji pojazdów kolejowych, UTK – dostęp: <https://utk.gov.pl/pl/interoperacyjnosc/jednolity-portal-cyfrow/dopuszczenie-do-eksploa/15847,Pojazdy.html>
27. Jednolity Portal Cyfrowy, UTK – dostęp: <https://utk.gov.pl/pl/interoperacyjnosc/jednolity-portal-cyfrow>
28. Winek Włodzimierz, "Turystyka kolejowa", czyli o początkach turystyki kolejowej w Polsce. Rynek Kolejowy – dostęp: <https://www.rynek-kolejowy.pl/mobile/turystyka-kolejowa-98240.html>
29. Bieszczadzka Kolej Leśna, historia kolejki – dostęp: <https://kolejka.bieszczady.pl/historia-kolejki/>





Janusz Cheh
Master

expert an international rail transport

Yaroslav Bolzhelarskyi

Ph.D, senior lecturer

*L'viv Branch of Dnipro National University of Railway Transport
named after academician V. Lazaryan*

3.3 Analysis of the legal framework of international tourist traffic between Ukraine and Poland

Despite the significant potential of domestic tourism, tourist traffic in the minds of most people is associated with international traffic, that is, with trips that involve crossing the border. After all, it is visiting other countries with a different culture, language, history, with a different mind set of residents that is the twist of tourist trips.

International tourism is one of the form of incorporation of Tourism. It includes: inbound tourism – travel within the state of persons who do not permanently reside on its territory, and outbound tourism - travel of citizens of the state and persons permanently residing on the territory of the state to another state [1].

International tourism accounts for a significant part of the country's income and most countries contribute to its development in every possible way. A significant share of international tourists are residents of neighboring countries. This is especially true for European countries, including Ukraine and Poland.

The total share of tourism in Poland's GDP in 2018 was 4 percent. Tourist spending in Poland amounted to 62.2 billion PLN. Such pre-pandemic data are given in the report [34] of the Polish Institute of Economics. Tourism accounted for 1.4 percent of Ukraine's GDP in 2019 [35], which is too little for the country's potential and value. Therefore, the relations between the two countries in this area have extremely great opportunities for development. In 2005, the Government of the Republic of Poland and the Cabinet of Ministers of Ukraine signed an Agreement





[10] regulating relations between its Parties. The principles of tourism organizations in Poland are regulated by law [33]. Ukraine also has a relevant Law [1], which describes in detail the functioning of this sector of the national economy.

Like any field of activity, international tourist traffic requires legal regulation. The issue of legal regulation of international tourism has been considered by a number of Ukrainian and foreign scientists, among which the work [2], in which the author provides a list of basic international laws and statutory instruments in the field of international tourism, deserves attention. Among them, we should highlight the UNIDROIT Convention (International Institute for the unification of private law) on tourist contracts. Poland is one of the 63 members of this organization. Another important document is Directive 82/470/EEC "On measures to promote the effective exercise of freedom to establish and provide services for the activities of self-employed persons in certain services related to transport and travel agencies, as well as in the field of storage and warehousing" [3] and Directive 90/314/EEC "On package travels, recreation and tours" [4].

Ukraine and the Republic of Poland have ratified the tourism Charter [5], The Hague Declaration of the Inter-Parliamentary Conference on tourism [6] and the Global Code of ethics for tourism [7]. The author in [2] notes the all-planetary significance of these documents and their dissemination to the development and regulation of domestic and international tourism in all countries. At the same time, intergovernmental agreements between neighboring countries regulating international tourism activities and related border crossing issues are of great importance.

The beginning of modern cooperation between the two subjects of international law, which is the Republic of Poland and Ukraine, dates back to the nineties of the twentieth century. Poland was the first European country to recognize Ukraine's sovereignty on December 2, 1991, after the collapse of the Soviet Union. Both neighboring countries have begun to establish mutual relations and cooperation in many areas. Obviously, one of the main was and remains transport.





Currently, the legal framework between Ukraine and the Republic of Poland includes 144 existing international treaties and regulates the vast majority of areas of Ukrainian-Polish cooperation [8].

In the Treaty [9], which is the basic document of Ukrainian-Polish cooperation, it is noted that on the territory of both states, representatives of both nations who have lived there since ancient times make a significant contribution to the development of cultures of both peoples and Europe as a whole.

In Article 6 of the Treaty, Ukraine and the Republic of Poland declared their mutual interest in multilateral regional cooperation. This point is significant, since tourism is an important component of regional cooperation.

Article 7 of the Treaty declares the promotion of all types of mutually beneficial economic cooperation between states and the implementation of appropriate international legal regulation.

Cooperation between administrative units that are directly adjacent to the border, as well as the convenience of crossing the border, is important for the development of international tourism. In view of this, Ukraine and Poland declared assistance in developing cooperation between border administrative-territorial units, increasing the number of checkpoints across the state border and improving the technology of their operation.

Article 12 of the Treaty declares the promotion of contacts in the field of tourism.

On the basis of the Treaty [9], the Cabinet of Ministers of Ukraine and the Government of the Republic of Poland signed an Agreement on cooperation in the field of tourism [10]. It is crucial that the Agreement declares awareness of the importance of international tourism as a factor of improving mutual understanding, showing goodwill and strengthening relations between the Polish and Ukrainian peoples.

The Agreement notes that Ukraine and Poland will strengthen and encourage cooperation in the field of tourism, and declares compliance of these measures with





international treaties to which states are parties. In particular, assistance will be provided to establish and expansion of relations between organizations and entrepreneurs operating in the tourism field. Moreover, this applies to both group and individual tourism, as well as the exchange of specialized groups.

Important is the obligation to inform citizens about the current legislation of a neighboring state, which regulates the procedure for entry, stay and exit of foreigners (Article 6 of the Agreement [10]). For this purpose, Tourist Information Centers of the other party's state are being opened on the territories of states.

The Agreement provides for the development of cooperation within the World Tourism Organization and other international tourism organizations, as well as the creation of a working group on tourism issues.

International tourism is considered as a component of economic cooperation between states, as noted in Article 2 of the Agreement [11], and interregional cooperation, as noted in Article 4 of the Agreement [12].

The possibility of making tourist trips for the purpose of tourism is regulated by:

- for citizens of Ukraine when traveling to the Republic of Poland (within the framework of the visa – free regime) - by Decision [13];
- for citizens of the Republic of Poland when traveling to Ukraine and for citizens of Ukraine when traveling to the Republic of Poland (in case of introduction of a visa regime) – by Agreement [14].

The agreement [14] separately notes the obligation of citizens to comply with the legislation of this state while staying on the territory of another state.

The Basic Rules for visa-free travel of Ukrainian citizens to the Republic of Poland for tourism purposes are as follows:

- availability of a biometric passport;
- stay in the territory of the Schengen countries is allowed for no more than 90 days during a 180-day period (this period does not include Stay on the basis of national visas);





- availability of a hotel or other accommodation reservation and / or other documents confirming the purpose of the trip and ensuring living conditions;
- availability of sufficient funds to cover expenses (for Poland – 300 zloty if the period of planned stay does not exceed 4 days) or 75 zloty for each day of planned stay for a longer period. At the same time, if a Ukrainian citizen does not have a return ticket, he/she has to pay 200 zloty more to return to Ukraine;
- availability of health insurance in the amount of at least 30,000 euros purchased from one of the companies that meet the necessary criteria. A list of such companies is provided on the website of the Polish Ministry of Foreign Affairs [15].

The Basic Rules for visa-free travel of citizens of the Republic of Poland to Ukraine for tourism purposes are as follows:

- stay on the territory of Ukraine is allowed for up to 90 days during a 180-day period;
- a citizen of Republic of Poland must have a passport or a temporary passport for travels
- entry is allowed provided that there is no decision of the authorized state body of Ukraine on banning the citizen to enter Ukraine;
- confirmation of the purpose of the planned stay.

In addition, a citizen of the Republic of Poland must have sufficient financial provision, the amount of which is determined by the Formula [16]:

$$FP = ((20 \times S_{min}) : 30) \times (ND+5),$$

where FP — sufficient financial provision; S_{min} — subsistence minimum for one person per month; ND – the planned number of days of stay on the territory of Ukraine.

The amount of the subsistence minimum per person is established by the law on the state budget of Ukraine [17], which is adopted annually and as of October 2021 is 2379 UAH. Thus, for example, for a trip lasting 7 calendar days, the amount of funds must be

$$FP = ((20 \times 2379) : 30) \times (7+5) = 19032 \text{ UAH.}$$





The specified financial provision is checked in accordance with the procedure given in [18]. It should be noted that a travel voucher is one of the forms of confirmation of financial provision.

The rules of entry and stay of foreigners in Ukraine are summarized on the official website of the Ministry of Foreign Affairs of Ukraine [19], which also contains links to relevant regulatory documents.

Another important component that must be taken into account when arranging international tourist trips and individual tourist trips is the rules for crossing the customs border. Ignorance of these rules can lead to trouble for travelers, which will bust up such a long-awaited vacation.

It should be noted that the rules for exporting goods from the country and the rules for importing goods into the country are different. When arranging an individual or group trip, you should pay attention to the information posted on the official websites of the relevant state services [20], [21] and be severe on the information located on other resources, since it may not be relevant.

Please note that in each specific case, the customs officer makes decision on his own on the thoroughness of the inspection and often does not pay regard to small deviations (for example, the presence of one or two sandwiches with meat products, etc.). At the same time, travelers make the wrong conclusion that deviations from the rules are possible, this information is sounded off during communication in social networks, on forums, etc., which leads to unpleasant consequences for other travelers. Based on a detailed analysis of the regulatory framework in the field of customs control, our own experience of crossing the border and information received from travelers, we will present the basic essentials that you should pay attention to when crossing the customs border.

1. The total value of items that are imported or exported is limited. The specified import or export price varies. Things should be clearly identified as personal and not intended for their further implementation. For example, the presence of the same type of products, items, goods with labels in the production packaging will raise





questions. The procedure for determining the value of things is not clearly spelled out, customs officers establish it at their own discretion. At the same time, they may require documentary support of the value of things that were not in use.

2. Restrictions on the import of alcohol and tobacco products to the Republic of Poland also apply to those items that are purchased in duty-free shops at the border - the so-called DUTY FREE. It should also be noted that goods purchased in these shops are not intended for re-import into Ukraine.

3. Restrictions on tobacco products are determined by the number of cigarettes, cigars or weight of tobacco, and not by the number of packs. There are packs that contain more than 20 cigarettes and this should be paid attention to.

4. Import of meat and dairy products is restricted in any form, including sandwiches, sliced, unpacked, etc. Quite often, customs officers make allowances for this requirement and do not pay attention to a small amount of meat or dairy products, which leads to a false idea that this practice is acceptable.

5. When transporting alcohol, it should be taken into account that it is allowed to be transported by persons over 17 years of age.

6. Please note that the owner of the product must be clearly identified. The following explanations are unacceptable: "We have 5 people in the car, we have 10 packs of cigarettes that are in one bag and 10 bottles of strong alcohol that are in another bag." It is not the total quantity of goods in the vehicle that is checked, but the quantity of goods that belongs to a particular traveler.

7. Transportation of seed material, including raw potatoes and live plants, is not allowed.

8. Transportation of animals is regulated by separate regulatory documents. At the same time, the presence of an international veterinary passport in the established standard form and a rabies vaccine is mandatory.

9. The amount of fuel in the vehicle tank is limited (full tank, but not more than 200 liters) and, in addition, not more than 10 liters in a metal canister. It is forbidden to drain fuel from the tank. When crossing the border, the vehicle's mileage is also monitored, and if the mileage and amount of fuel consumed do not match, you will need to provide an explanation in substance.





10. The number of items allowed for transportation, as well as money, varies for different modes of transport. For example, when travelling by air, it is allowed to transport more tobacco products and cash. In addition, the permissible cost of items may vary depending on the length of stay in the country.

11. There is a strict ban on the transportation of weapons, drugs and certain medicines, and certain art objects.

The general recommendation is that when crossing the border, you should respect the work of customs officers and avoid jokes and breezy conversations with them, as this may lead to a decision on a strict personal inspection and inspection of the vehicle.

The common border between Poland and Ukraine is on land and has a length of 535.18 kilometers. Border infrastructure in both countries is inherited from the previous political system, which was not friendly to the free crossing of borders by its citizens and foreigners. Thus, the common border required significant investment. Of course, in terms of developing cooperation between the two countries, the emphasis was on expansion and modernization, as well as on the construction of new border crossings. To this end, an Agreement [26] between the Government of the Republic of Poland and the Government of Ukraine was concluded in Warsaw on 18 May 1992. In addition, with the consent of the relevant border authorities of both countries, in accordance with Article 9, it is possible to apply for a border crossing permit at checkpoints that are not designated for this type of traffic or outside the border crossing points. The presence of this item can play a key decision in the organization of tourist trips.

Actually, the procedure for crossing the border is regulated by a number of joint agreements between the Republic of Poland and Ukraine, among which the following should be highlighted:

- Agreement between the Government of Ukraine and the Government of the Republic of Poland on state border checkpoints [22], which defines state border checkpoints;





- Agreement between Ukraine and the Republic of Poland on the legal regime of the Ukrainian-Polish state border, cooperation and mutual assistance on border issues [23], which defines the status of border authorised officer and the scope of their responsibility in resolving conflicts that may arise when crossing the border;
- Agreement between the Government of Ukraine and the Government of the Republic of Poland on cooperation and mutual assistance in customs affairs [24] and agreement between the State Customs Committee of Ukraine and the chairman of the Main Customs Administration of the Republic of Poland on communication in the field of mutual assistance [25], which define the dimensions of interaction between the customs authorities of Ukraine and the Republic of Poland in various areas – from mutual informing the parties about changes in customs legislation to the procedure for joint investigation of its violations.

The development of international tourism is impossible without the development of international transport links, which is declared in Article 8 of the Treaty [9].

International road transport, which also includes tourist traffic by road, is regulated by the agreement [26]. In this Agreement, the area of international tourism is covered by Article 4, which defines the basis for irregular passenger traffic. The article stipulates that if a vehicle carries the same group of passengers on the same route without passenger exchanging or passenger drop-off during the trip, this does not require obtaining permits from state governments.

Similarly, international carriage by rail is regulated by Agreement [27]. The Agreement separately defines the order of train movement on the sections adjacent to the border of other states, and also indicates that the running of Polish through passenger trains on the section of railways of Ukraine (state border - Nyzhankovychi - Khyriv - Starzhava - state border) is determined separately by an interstate Agreement.

With regard to air transport, it should be noted that both Poland and Ukraine have a developed network of airports that serve international traffic. Currently, legal





relations in this area are regulated, in particular, by the Convention [28] and the bilateral Agreement [29]. Moreover, the status of an incomplete act has been granted to the Agreement [30] between the countries of the European Union (including the Republic of Poland) and Ukraine. Tourist transportation is carried out by regular and charter (in some cases) flights. The Polish Civil Aviation Authority is responsible for issuing relevant permits to aviation organizations in Poland [31]. The relevant aviation authority in Ukraine is the State Aviation Service of Ukraine [32].

If we consider maritime transport, then both Poland and Ukraine have access to their own seaports, which serve international passenger services (Baltic, Black, and Azov Seas). Due to geographical and economic conditions, they are not used for tourism purposes between the above countries. There is no information in the literature on this topic about examples of tourist cruises between Polish and Ukrainian seaports.

Thus, since Ukraine gained independence and its recognition by the Republic of Poland (which, it should be noted, made it the first of all countries in the world), a significant regulatory framework has been developed that regulates various aspects of international tourism – from the activities of tour operators to the specifics of border crossing by tourist groups. In addition, Ukraine and the Republic of Poland have ratified a number of international agreements in the field of tourism, which is a reason to expect high quality of tourist services.

It is also recommended that when arranging group tourist trips, provide participants with a memo that will reflect the following information::

- general rules for crossing the border;
- links to the official websites of the competent authorities;
- rules for transportation of personal items;
- monetary support requirements;
- contacts of embassies (consulates) and authorized bodies of Border and Customs Services.

The implementation of these recommendations will allow us to provide high-quality tourist services in the arrangement of international traffic.





Reference

1. Закон України «Про туризм» [Електронний документ] Режим доступу: <https://zakon.rada.gov.ua/laws/show/324/95-%D0%B2%D1%80#Text> || Ustawa Ukrainy o turystyce ((Відомості Верховної Ради України (ВВР), 1995, № 31, ст.24), dostęp: <https://zakon.rada.gov.ua/laws/show/324/95-%D0%B2%D1%80#Text>
2. Лютак, О. Особливості нормативно-правового регулювання міжнародних туристичних зв'язків України. / О.М. Лютак // Причорноморські економічні студії. Випуск 12-1, 2016. стор. 27-30. [Електронний документ] Режим доступу: http://bses.in.ua/journals/2016/12-1_2016/8.pdf
3. COUNCIL DIRECTIVE of 29 June 1982 on measures to facilitate the effective exercise of freedom of establishment and freedom to provide services in respect of activities of self-employed persons in certain services incidental to transport and travel agencies (ISIC Group 718) and in storage and warehousing (ISIC Group 720) (82/470/EEC) . [Електронний документ] Режим доступу: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:31982L0470&from=EN>
4. COUNCIL DIRECTIVE of 13 June 1990 on package travel, package holidays and package tours (90/314/EEC) [Електронний документ] Режим доступу: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:31990L0314&from=EN>
5. Хартия туризма [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/995_640#Text
6. Гагская декларация Межпарламентской конференции по туризму [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/995_904#Text
7. Глобальный этический кодекс туризма. [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/983_001#Text
8. Договірно-правова база між Україною та Польщею. Офіційний сайт Посольства України в Республіці Польща. [Електронний документ] Режим доступу: <https://poland.mfa.gov.ua/spivrobotnictvo/233-dogovirno-pravova-baza-mizh-ukrajinoju-ta-polysheju>
9. Договір між Україною і Республікою Польщею про добросусідство, дружні відносини і співробітництво. [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_172#Text
10. Угода між Кабінетом Міністрів України та Урядом Республіки Польща про співробітництво в галузі туризму [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_068#Text || Umowa między Rządem Rzeczypospolitej Polskiej a Gabinetem Ministrów Ukrainy o współpracy w dziedzinie turystyki, sporządzona w Gdyni dnia 30 czerwca 2005 r. (MONITOR POLSKI 2006 R. NR 79, POZ. 785), dostęp: <https://dziennikustaw.gov.pl/M2006079078501.pdf>
11. Угода між Кабінетом Міністрів України та Урядом Республіки Польща про економічне співробітництво [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_063#Text || Umowa między Rządem Rzeczypospolitej Polskiej a Gabinetem Ministrów Ukrainy o współpracy gospodarczej, sporządzona w Kijowie dnia 4 marca 2005 r. (MONITOR POLSKI 2006 R. NR 59, POZ. 628), dostęp: <https://dziennikustaw.gov.pl/M2006059062801.pdf>
12. Угода між Урядом України та Урядом Республіки Польща про міжрегіональне співробітництво [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_171#Text
13. REGULATION (EU) 2017/850 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 17 May 2017 amending Regulation (EC) No 539/2001 listing the third countries whose nationals must be in possession of visas when crossing the external borders and those





- whose nationals are exempt from that requirement (Ukraine) [Електронний документ] Режим доступу: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ%3AL%3A2017%3A133%3AFULL&from=EN>
14. Угода між Кабінетом Міністрів України та Урядом Республіки Польща про умови поїздок громадян [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_043#Text || Umowa między Rządem Rzeczypospolitej Polskiej a Gabinetem Ministrów Ukrainy o zasadach ruchu osobowego, podpisana w Kijowie dnia 30 lipca 2003 r. (MONITOR POLSKI 2003 R. NR 56, POZ. 878), dostęp: <https://dziennikustaw.gov.pl/M2003056087801.pdf>
 15. Сайт Міністерства закордонних справ Польщі [Електронний документ] Режим доступу: <https://www.gov.pl/web/dyplomacja/wizy>
 16. Постанова Кабінету Міністрів України від 4 грудня 2013 року №884 «Про затвердження Порядку підтвердження достатнього фінансового забезпечення іноземців та осіб без громадянства для в'їзду в Україну, перебування на території України, транзитного проїзду через територію України і виїзду за її межі та визначення розміру такого забезпечення» Польщі [Електронний документ] Режим доступу: <https://zakon.rada.gov.ua/laws/show/884-2013-%D0%BF#Text>
 17. Закон України «Про Державний бюджет України на 2021 рік» [Електронний документ] Режим доступу: <https://zakon.rada.gov.ua/laws/show/1082-20#Text>
 18. Порядок підтвердження достатнього фінансового забезпечення іноземців та осіб без громадянства для в'їзду в Україну, перебування на території України, транзитного проїзду через територію України і виїзду за її межі та визначення розміру такого забезпечення. Затверджений постановою Кабінету Міністрів України від 4 грудня 2013 р. № 884 [Електронний документ] Режим доступу: <https://zakon.rada.gov.ua/laws/show/884-2013-%D0%BF#Text>
 19. Правила в'їзду та перебування в Україні. Офіційний сайт Міністерства закордонних справ України. [Електронний документ] Режим доступу: <https://mfa.gov.ua/podorozhni/vyizd-ta-perebuvannya-inozemciv-v-ukrayini/pravila-vyizdu-ta-perebuvannya-v-ukrayini>
 20. Сайт Державної фіскальної служби України [Електронний документ] Режим доступу: <http://sfs.gov.ua/baneryi/mitne-oformlennya/viiidjayuchi-z-ukraini>
 21. Сайт уряду Республіки Польща [Електронний документ] Режим доступу: <https://www.gov.pl/web/dyplomacja/informacje-dla-podrozuujacych>
 22. Угода між Урядом України і Урядом Республіки Польща про пункти пропуску через державний кордон [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_004#Text || Umowa między Rządem Rzeczypospolitej Polskiej a Rządem Ukrainy w sprawie przejść granicznych, sporządzona w Warszawie dnia 18 maja 1992 r. (Monitor Polski 2003 nr 37 poz. 530), dostęp: <http://isap.sejm.gov.pl/isap.nsf/download.xsp/WMP20030370530/O/M20030530.pdf>
 23. Договір між Україною і Республікою Польща про правовий режим українсько-польського державного кордону, співробітництво та взаємну допомогу з прикордонних питань [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_208#Text || Umowa między Rzeczpospolitą Polską a Ukrainą o stosunkach prawnych na polsko-ukraińskiej granicy państwowej oraz współpracy i wzajemnej pomocy w sprawach granicznych, sporządzona w Kijowie dnia 12 stycznia 1993 r. (Dz.U. 1994 nr 63 poz. 267), dostęp: <http://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU19940630267/O/D19940267.pdf>





24. Угода між Урядом України і Урядом Республіки Польща про співробітництво і взаємодопомогу у митних справах [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_017#Text
25. Угода між Державним митним комітетом України та Головою Головного митного управління Республіки Польща про зв'язок у сфері взаємодопомоги [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_020#Text
26. Угода між Урядом України і Урядом Республіки Польщі про міжнародні автомобільні перевезення [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_167#Text || UMOWA między Rządem Rzeczypospolitej Polskiej a Rządem Ukrainy o międzynarodowych przewozach drogowych, sporządzona w Warszawie dnia 18 maja 1992 r. (Monitor Polski 2002 nr 6 poz. 125), dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WMP20020060125/O/M20020125.pdf>
27. Угода між Урядом України і Урядом Республіки Польща про залізничне сполучення через Державний кордон [Електронний документ] Режим доступу: https://zakon.rada.gov.ua/laws/show/616_002#Text
28. KONWENCJA O MIĘDZYNARODOWYM LOTNICTWIE CYWILNYM, podpisana w Chicago dnia 7 grudnia 1944 r. (Dz.U.1959.35.212), dostęp: <https://sip.lex.pl/akty-prawne/dzu-dziennik-ustaw/konwencja-o-miedzynarodowym-lotnictwie-cywilnym-chicago-1944-12-07-16784302>
29. UMOWA podpisana w Kijowie dnia 12 marca 2013 r. między Rządem Rzeczypospolitej Polskiej a Gabinetem Ministrów Ukrainy o transporcie lotniczym (M.P.2017.4), dostęp: <https://sip.lex.pl/akty-prawne/mp-monitor-polski/ukraina-polska-umowa-o-transporcie-lotniczym-kijow-2013-03-12-18555326>
30. UMOWA O WSPÓLNYM OBSZARZE LOTNICZYM między unią Europejską i jej państwami członkowskimi, z jednej strony, a Ukrainą, z drugiej strony (Dz.U.U.E.L.2021.387.3), dostęp: <https://sip.lex.pl/akty-prawne/dzienniki-UE/ukraina-unia-europejska-umowa-o-wspolnym-obszarze-lotniczym-kijow-2021-10-12-69491325>
31. Urząd Lotnictwa Cywilnego, dostęp: <https://www.ulc.gov.pl/pl/>
32. Сайт державної авіаційної служби України [Електронний документ] Режим доступу: <https://avia.gov.ua/>
33. USTAWA z dnia 24 listopada 2017 r. o imprezach turystycznych i powiązanych usługach turystycznych (Dz. U. 2017 poz. 2361), dostęp: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20170002361/U/D20172361Lj.pdf>
34. Branża turystyczna w Polsce. Obraz sprzed pandemii / Łukasz Czernicki, Paula Kukołowicz, Maciej Miniszewski // Polski Instytut Ekonomiczny, Warszawa, maj 2020 r.
35. Сайт UkraineInvest. Туризм. [Електронний документ] Режим доступу: <https://ukraineinvest.gov.ua/uk/industries/tourism/> || Strona UkraineInvest. Українська туристика, dostęp: <https://ukraineinvest.gov.ua/uk/industries/tourism/>





Volodymyr Kyshynets
MBA, expert in international rail transport and logistics

3.4 Technical aspects of arrangement of tourist transportation by rail in Ukraine

3.4.1 Analysis of works and relevance of the section

Systematization and coverage of the accumulated problems of Ukrainian railway transport is increasingly reflected in the works of well-known domestic scientists, managers, and specialists [3] [12] [13] [14] [16] [17] [20] [21]. The authors are highlighted in the "list of sources used" of this section of the concept.

A notable feature of these works is the increasing activity of not only railway scientists, but also other related branches of activity, especially in the social and tourist and recreational areas.

The procedure of actions of tourist operators, legal-contractual and technical aspects/nuances, remain traditional and well - known, which is comprehensively covered in the works [12] [13], which analyse the current state of tourism business in Ukraine and provide practical/detailed recommendations on the arrangement of railway tourist transportation - from idea to implementation.

The conclusions of the research collective work [3] show ways and methods of finding effective areas for the development of tourism, both on the Railways of Ukraine, and in integration with European railways, which can help in the development of new practical/progressive actions for the arrangement of modern efficient railway tourist transportation on the basis of existing and newly created enterprises of Ukrzaliznytsia and tourist companies.

Railway restrictions on the volume and destinations of passenger traffic are accumulating every year. The discrepancy between the growing cost of railway tickets and the income of the majority of the population leads to a significant decrease in demand for passenger rail transportation in all destinations.

The bulk of passenger and traction rolling stock (cars, locomotives) is obsolete, which accelerates their reduction in the working rail car fleet of Ukraine [17].





Actual transportation of Ukrainian tourists by rail remains at the transfer level – delivery by regular passenger trains, mainly to places of rest and work.

Isolated attempts to arrange mass tourism using railway transport have mostly negative consequences and lead to a further decline in this area of tourist activity.

The only positive realities in passenger transportation by Ukrainian Railways over the past 10 years can be considered the arrangement:

- routes of 10-12 high-speed trains such as Intercity, Intercity+, Express service from Kyiv railway station to Boryspil Airport.
- purchase of tickets via the internet and related Information service.
- transportation of private passenger cars by special cars as a part of passenger trains.

But the search for new types of railway tourism continues.

An example is the arrangement of passenger transportation on such restored narrow - gauge (750 mm) Railways of Western Ukraine as Polissia, Haivoron, Vyhoda, Borzhavs'ke. These railways were created almost simultaneously with the first Hungarian-Galician railway in the XIX century and have a comparable historical, political, technical and economic perspective.

Special attention should be paid to the transformation of the Vyhoda Narrow-Gauge Railway into the "Carpathian tram" within the framework of the project "Carpathian Narrow-Gauge Railways" of the ENPI (European Neighbourhood and Partnership Instrument) cross-border cooperation program "Hungary-Slovakia-Romania-Ukraine" [19].

The joint actions of railway tourism activists, the public, industrialists, the authorities, and private investors managed to preserve a unique section of the regional railway (7 km) thanks to the combination of technologies for cargo transportation of wood from the mountains and modern tourist routes of the Boykos region in its use.





Synergy from such a public-private partnership is gaining active forms of economic and social development, despite the pandemic corona - virus problems, in all areas of activity around the village of Vyhoda of Dolyna District of Ivano-Frankivsk region - creates a kind of hub of national and international tourist attractiveness [18].

To coordinate such current and long-term functioning, the Vyhoda Narrow-Gauge Railway Heritage Center was established (in 2015). Tourist, health resort and hotel services, museum, various service and souvenir workshops, natural eco-schools (following the example of Finland [18]) are united and expanded around it, and other entrepreneurs accompanying the attractiveness, charm and image of the region.

This is an example of how the technical capabilities of the retro railway can be effectively used to popularize the existing natural-architectural-historical-cultural-economic features of the region and achieve the implementation of the development of modern types of tourism at the local and state levels [1, Task No. 166].

3.4.2 Railway rolling stock for tourist transportation

Railway rolling stock suitable for passenger and tourist transportation and for informational purposes can be divided into the following groups:

- Universal – the one used in existing passenger trains for bulk regular traffic of passengers:
 - Passenger cars with parlor seats, dining and luncheon carriages, cafeteria cars, mail and baggage cars for intercity and other long-distance traffics.
 - Motor-car (electric, diesel) trains for suburban traffics.
 - Rail diesel buses of regional traffics.
 - Passenger road engine.
- Special working – one that is used for technological, repair and monitoring and check-out works in the maintenance of railway infrastructure:
- Retro working - cars and rail-road engines built before 1950, which are preserved and suitable for limited/demonstration short-term tourists traffic on isolated sections of Railways.





- Retro museum (not working) – a variety of railway equipment of previous years, which is not used and permanently installed as a historical exhibit-memory-monument of railway equipment in specially equipped and stylized places.

The main types of universal passenger cars of the working rolling stock, which are traditionally used for arrangement of tourist trips for the number of parlor seats, depending on the possibility of using the train hosts' rest compartment (PCs.):

- Sleeping cars (36/38-40/42)
- First class salons (18/20-20/22)
- First class salons of RIC dimensions (22/24-33/35)
- Cars with reserved seats (54/56-58/60)
- Diner-lounge cars (5/7-9/11)
- Cafeteria/Club cars (16/18)

More detailed characteristics and diagrams of passenger cars and trains of the working rolling stock are supported on the public website of Ukrzaliznytsia www.uz.gov.ua.

Depending on the model of the tourist route and all the requirements for providing tourist groups, their number and specifics, the optimal solution for railway traffic is selected [13]: in terms of speed, comfort, intension and level of service...

The arrangement of thematic transportation of tourists using working retro rolling stock is carried out by prior immediate direct contractual agreement with Ukrzaliznytsia JSC.

Taking into account the limited total working rolling stock of passenger cars, for the creation of new tourist trips, the most likely today is to use salon cars, the technical/sanitary condition of which is maintained at a high level and a convenient rail traffic system is also guaranteed as part of passenger trains and lay-over and service at railway stations of destination.

3.4.3 Serving arranged tourist groups at railway stations and destination stations

When using rail traffic of tourists, the tourist operator must take into account the specifics of this type of transport and especially:





- Safety and security requirements.
- Comfort, convenience, mobility.
- Informational clarity and concreteness.
- Sociability.
- Partnership relations, support and assistance in cooperation with railway personnel.

The basic requirements/rules for tourists traveling by rail are the same as for ordinary passengers [15].

Operating railway stations have a typical set of premises and equipment for passenger service, which can also be used by tourists.

To serve arranged tourist groups, the railway facilities involved have allocated places/halls/rooms for pre-gathering, waiting, informing, eating, and staying tourists before/after their transportation on passenger trains. Also, by prior agreement with the station administration, additional services can be provided to tourists for: temporary storage of personal belongings; hotel services in lounge rooms, additional reserving/booking of tickets, approval for railway-themed excursions on railway facilities, and so on.

Recently, offers from private companies that rent railway station/railway station forecourt to organize and provide a variety of services for travellers.

At the railway stations of junction passenger stations there are specially equipped platforms for:

- railway lay-overs for tourist passenger trains or individual cars.
- car parks/transfers for tourist or transfer buses.

3.4.4 Arrangement of tourist trains

The main criteria for arranging the traffic of tourist trains are:

- Safety-Speed-Comfort-Environmental friendliness (as a single basis) of transportation.
- Convenient departure/arrival and transportation time (night hours).
- Cost-effectiveness.

Therefore, tourist train schedules are drawn up similarly to those of passenger trains, the like of – Night Express (NE), night hotshots (NH) (according to the 2011





classification, MIU Order No. 586 to [15]). Passenger cars in such trains are selected according to their technical characteristics to ensure a maximum speed of 140/160 km/h and a journey speed of 50/70 km/h. This allows you to use flexible modes of departure of tourist trains in the late evening hours and arrival at destination stations in the early hours.

For the scale of Ukraine, this is quite relevant and allows you to use useful daytime directly for tourist purposes.

The composition of a tourist train by the number and type of cars is selected initially by the Tourist Company and varies between 5-18 cars. After approval with the railway, all parameters, modes, schedules, and travel times are approved and used for the final filling/calculation of all components of the tourist route.

When using a limited number of tourist passenger cars (up to 5), the principles of operation of Railways with trailing cars that follow regular trains according to approved train sheets and schedules are used.

The possibility of high-speed delivery of tourists by new types of passenger cars by regional trains, especially rail buses, is gaining popularity. Some travel companies successfully apply the possibilities of combined transportation of tourists by various modes of transport to comprehensively provide international travel to sea recreation areas – Regional Express / Rail Bus / airport / autotransfer.

The diesel motor car, as an autonomous single vehicle for transporting passengers on railway tracks, is used on low-density lines of Railways with a limited capacity of seats in the range of up to 50-100 units. Rail buses have equipped driving compartments for locomotive drivers on both sides, which simplifies shunting work, especially on dead – end receiving and starting tracks.

Ukrainian and Polish operators already have experience in using such types of mini-trains:

- Ukrzaliznytsia JSC on the Route ‘Boryspil Express’ and directly in the regional branch ‘Lviv Railway’ on the route Lviv – Vorokhta and other destinations, uses rail diesel buses of Polish production of various modifications "Pesa" on the track of 1520 mm.





- Uniplit LLC, under the Carpathian tram project, uses a Mercedes rail bus in the Dolina District of Ivano-Frankivsk region for narrow-gauge excursions from the village of Vyhoda deep into the Carpathians.
- And others. It is worth mentioning, for example, the Luxtorpeda high-speed rail buses that were used in Galicia in the 1930s of the last century [5].

The EU countries, including Poland, comprehensively contribute to the development of rail buses as mini passenger trains, which provide significant advantages in terms of Ecology, traffic safety, comfort, economy, flexibility and prompt response to social and economic needs [10] [11]. Ukraine can confidently use these best practices and experience for the development of domestic passenger traffic, especially at the local/interregional level, to solve transport problems of cross-border communication.

The arrangement of the above-mentioned regular service will allow travel companies to use the existing timetables of mini-trains for designing and calculating the filling of tourist routes, creates convenience and comfort for travelers, contributes to the promising creation of passenger-tourist-recreational flows and destinations to impact the level of demand, specifically for individual groups of tourists, additional rolling stock.

3.4.5 Conclusions and suggestions in the application to railway of this Project

The criteria for estimated financial and time costs are shown in Figure 2.

Ukrainian and Polish railways have accumulated considerable experience in cooperation and support in ensuring interstate traffic [9]. Both sides have the necessary technical, technological and physical resources for this purpose. Therefore, the implementation of the necessary routine and renewable works of this infrastructure of Railways in Poland and Ukraine, the opening of train traffic and its customs and border support depends only on the joint solution of financing and mutual settlements problems by both sides.

The initiative to preserve and modernize the unique railway transport structure in the region belongs to the territorial communities of the cities of Dobromyl and





Khyriv – this is extremely necessary for the existing economic/social situation and the search for new progressive activities to ensure the steady development of subordinate depressed territories.

Track MM	Distance KM	Station	Distance KM	Infrastructure updates* Tracks/structures/landscaping Million UAH (01.09.21)	Trains traffic volume *** Pairs / day	Consumption of time month	
1435	0	Przemysl - Terminus	12,9	The Polish side confirms full funding for the renewal of track No 102 on demand subject to adequate joint actions of Ukraine		2 - 4	1-2
	2,9	Przemysl - Bakonchice					
	4,6	Przemysl - Pykulychi					
	9,1	Hermanowice					
	11,5	Malhowice					
	12,3	PL / UA					
	12,9	Nyzhankovychi					
1520 / 1435 Dual Gauge	16	Borshchovychi		367	218 130**	6-7	
	21	Nove misto					
	23	Bonevychi					
	26	Dobromyl					
	27	Pozheve					
	32,9	Khyriv-Posada	210**				
	35,4	KHYRIV	59,9				149 80**
		Zarichchia	56,2				
1435		Stariava	51,8	367	218 130**	6-7	
		UA / PL	44,5				50**
		Krostsienko	41,1				
		Ustrzyki Dolne	33,1				
		Ustianova	25,1				
		Vilshanytsia	16,7				
		Uhertsi	13,4				
		Uhertsi-Tunnel	12,2				
		Yankivtsi	9,0				
		Zaluzhzhia	4,5				
		ZAHIRIA (ZAHUZH)	0				
				The Polish side confirms full funding for the renewal of track No 108 on demand subject to adequate joint actions of Ukraine		2 - 4	3-4

* data from presentations:

~ " Operation of railway tracks 1435 mm and 1520 mm Khyriv-Starzhava-State Border, Khyriv-Nyzhankovychi-State Border " / Ukrzaliznytsia JSC Regional Branch 'Lviv railway " / 2021

~ " Route map' for the restoration of the Ukrainian part of the international cross – border railway service Zagórz (Poland) - Khyrov (Ukraine) / Foundation for the development of public organizations 'West Ukrainian Resource Center', EU4USociety project, 2021

** the scope of infrastructure renewal work is taken into account only on the 1435 mm track.

*** a train is a one-or two-section unit of a rail bus.

Figure 2 – Technical and economic characteristics of the border sections of the Ukraine / Poland railways between Przemysl-Khyriv-Zagórz stations with conditions' criteria for resuming passenger traffic





References:

1. Розпорядження Кабінету Міністрів України, № 321-р, від 07.04.2021 р., ‘План заходів з реалізації Національної транспортної стратегії України на період до 2030 року’.
2. Лист, Міністерство Інфраструктури України/Генеральний директор Директорату залізничного транспорту О. Г. Федоренко, № 9741/47/10-21, від 30.07.2021 р., щодо програми розбудови колії 1435 мм на території України...
3. Туризм як стратегічний напрям розвитку залізничного підприємства: монографія / О. М. Гненний, Л. В. Марценюк, Т. Ю. Чаркіна, О. В. Орловська, В. М. Проценко; Дніпров. нац. ун-т залізн. трансп. ім. акад. В. Лазаряна. – Дніпро: Журфонд, 2020 р. – 188 с.
4. Наказ Міністерства Транспорту та Зв’язку України № 507 від 31.05.2005 р., ‘Про затвердження Інструкції з руху поїздів і маневрової роботи на залізницях України’.
5. Павло Солодько, ‘Швидкісні рейкові автобуси на Галичині у 1930-их’, інтернет-сайт-видання ‘Історична правда’, 05.04.2012 р.
6. Rail Baltica: Bialystok – Kaunas route set to open for rail passenger transport in June. Think Railways. 10 May 2016. Архів оригінали за 20 September 2016 р.
7. Угода між Урядом України і Урядом Республіки Польща про залізничне сполучення через Державний кордон/ від 18.06.1993 р.
8. Угода між Урядом України і Урядом Республіки Польщі про пункти пропуску через державний кордон/ від 18.05.1992 р., Постанова КМ України №223 (223-93-п) від 25.03.93 р.
9. Договір між Україною і Республікою Польщею про добросусідство, дружні відносини і співробітництво/ від 18.05.1992 р., ратифіковано Постановою ВР України №26-XII (2611-12) від 17.09.1992 р.
10. Rozporządzenie (WE) NR 91/2003 Parlamentu Europejskiego I Rady/ z dnia 16 grudnia 2002 r. w sprawie statystyki transportu kolejowego/ Dziennik Uzędowy Unii Europejskiej, s. 4.
11. Rojek A.: Tabor I trakcja kolejowa, PKP Polskie Linie Kolejowe, Warszawa 2010 r.
12. Організація транспортних подорожей і перевезень туристів: навчальний посібник / В. Г. Герасименко, А. В. Замкова; Міністерство освіти і науки України, 2010 р.
13. Визначення та класифікація залізничного туризму / А. О. Дергоусова; електронний журнал ‘Ефективна економіка’ №2 / Українська державна академія залізничного транспорту, м. Харків, 2012 р.
14. Туризм як національний пріоритет: колективна монографія / під редакцією І. М. Писаревського; ХНАМГ, розділ 1.7. Залізничний туризм як перспективний напрямок розвитку залізничного транспорту й туризму в Україні, О. В. Познякова; Харків, 2010 р.
15. Правила перевезення пасажирів, багажу, вантажобагажу та пошти залізничним транспортом України (зі змінами станом на 01.09.2021 р.) / Наказ Міністерства транспорту та зв’язку України №1196 від 27.12.2006 р.
16. Розвиток туристичних залізничних перевезень в Україні / Ю. О. Юхновська; Мукачівський державний університет/ Економіка і суспільство, Випуск # 13 / 2017 р.
17. Комфортні залізничні перевезення: виграють не лише пасажирів / О. Красноштан; Interfax Ukraine; Колонка автора 21:17, 19.08.2020 р.
18. Euukrainescoop (2018-10-17). How EU helps to make tours more interesting / EU in Ukraine (en).
19. Виконані проекти / ТАІФ, taif.org.ua (ua) / 2020-04-25.
20. Інноваційний розвиток пасажирських компаній шляхом організації залізничного туризму /
- Л. В. Марценюк; Дисертація на здобуття н.с. ДЕН / Дніпров. нац. ун-т залізн. трансп. ім. акад. В. Лазаряна. – Дніпро: 2018 р.
21. Розвиток залізничного туризму в Україні / Ю. С. Бараш / Вісник Дніпров. нац. ун-т залізн. трансп. ім. акад. В. Лазаряна. – Дніпро: Вип. 8, 2014 р.





22. Створення «готелів на колесах» - шлях до зниження вартості туристичної подорожі / Л. В. Марценюк / Дніпров. нац. ун-т залізн. трансп. ім. акад. В. Лазаряна. – Вісник ЖДТУ: N 3, (73) 2015 р.
23. Типові проекти середніх вокзалів України другої половини XIX – першої третини XX ст.: історія, просторово-планувальна структура та художньо-стилістичні особливості / І. Студницький / Львівська національна академія мистецтв - Вісник, Вип. 35. 2018 р.

Vitalii Kovalchuk

*Doctor of Technical Science, associate professor
L'viv Branch of Dnipro National University of Railway Transport
named after academician V. Lazaryan*

3.5 Technical aspects of arrangement of tourist transportation by rail in Poland

3.5.1 General provisions of harmonization of norms of Ukraine and Poland in the context of railway tourist traffic

A promising task of the transport and railway industry of Ukraine is the arrangement of international tourist traffic, that is, the creation of an efficient transport system with neighboring states while attracting innovative technologies. Therefore, the introduction of tourist rail traffic between Ukraine and Poland requires the development of new standards aimed at ensuring mutual compatibility (interoperability) of domestic rolling stock and infrastructure with Polish ones. Work on the harmonization of technical requirements and adaptation of railway transport for its integration into the Polish transport system is currently an urgent task for both countries.

For the introduction of tourist rail traffic, two levels of interoperability can be distinguished: organizational and technical [1]. Where technical interoperability implies the ability of the railway infrastructure and rolling stock of Ukraine and Poland to function together, and organizational interoperability is the ability of people to work together purposefully. Interoperability levels are shown in Fig. 1.



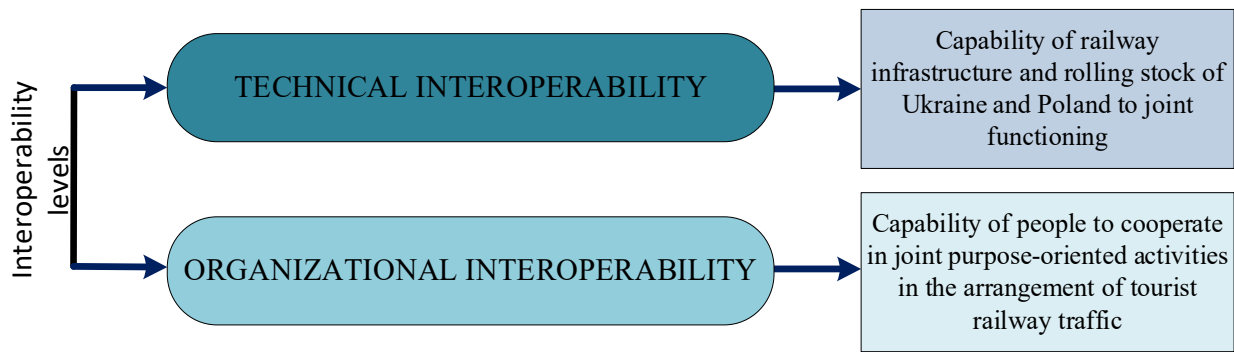


Fig. 1- Interoperability levels for implementation of tourist rail traffic between Ukraine and Poland

Technical interoperability requires the development of technical requirements for the infrastructure and rolling stock of Railways, and organizational – the creation of clear strategies between participants in tourist traffic and the management bodies of Railways of Ukraine and Poland regarding the development of tourist rail traffic.

The NEOS/ERA contact group held a joint meeting in 2006 [1] on the analysis of technical parameters of the upper track structure, power supply devices and SIGNALS AND INTERLOCKING, rolling stock of Railways of countries with track widths of 1,520 mm and 1,435 mm. As a result of the discussions, it was established that the main parameters of the 1,520 mm track system of EU and non-EU member states can be set out in accordance with the structure used in the EU TSI, and become a prerequisite for continued cooperation between OSZ (operational compatibility of railway system) and ERA (European Railway Association).

In May 2014, the second meeting of the OSZ/ERA Contact Group was held in Warsaw [1]. It reviewed the version of the developed working document "Analysis of parameters that are crucial for maintaining the technical and operational compatibility of the 1,520 mm and 1,435 mm railway system on the CIS – EU border.

The Contact Group separately put forward technical requirements for railway rolling stock, the block diagram of which is shown in Fig. 2 [1].



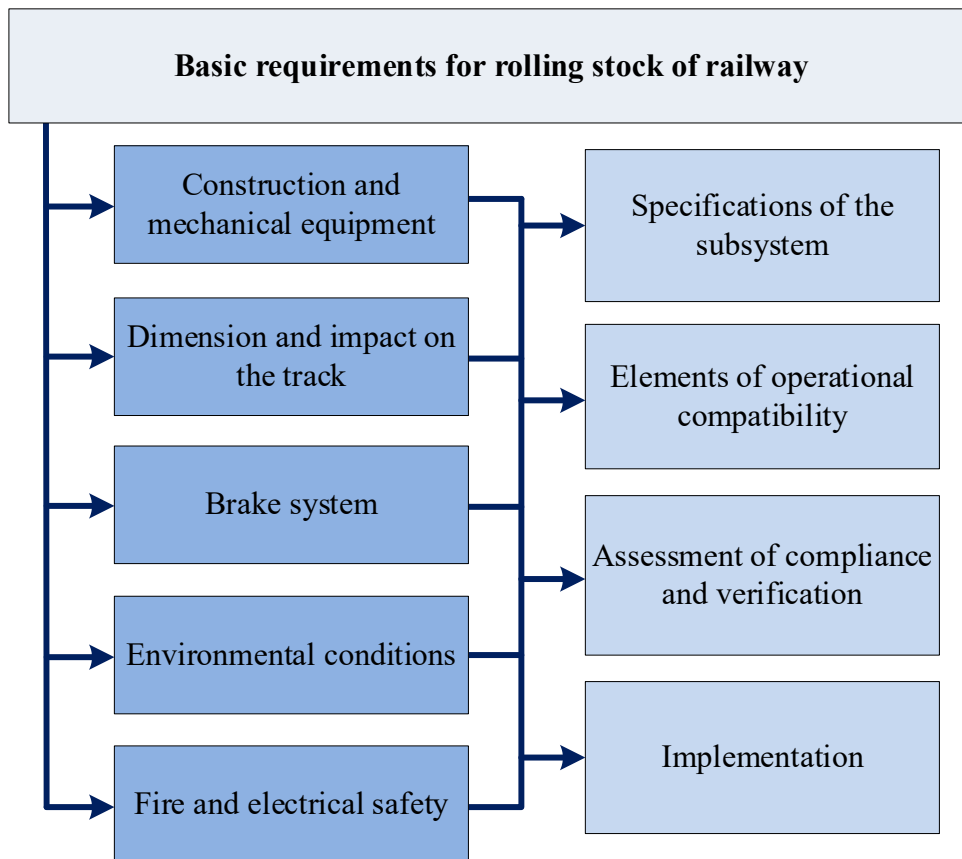


Fig. 2 – Block diagram of rolling stock requirements

From fig. 2 we see that the subject of analysis and discussion of the Working Group was the following technical parameters of rolling stock: dimensions and their impact on the track; design and mechanical equipment of rolling stock and braking system; environmental impact of railway transport and safety of passengers and employees.

It should be noted that for the introduction of railway tourist transportation between Ukraine and Poland, the specified technical parameters of rolling stock must be operationally compatible with railway tracks of both 1,520 and 1,435 mm.

3.5.2 Technical indicators of Polish railways and prospects for the development of tourist rail traffic

Since the Polish railway infrastructure has border crossing points with Ukrainian Railways on the Medyka – Mostyska and Dorohusk – Yahodyn sections, the most favorable area for arranging tourist traffic is to use the existing infrastructure of Polish Railways.





The Polish railway infrastructure (Polskie Koleje Państwowe PKP SA) mainly has two track widths of 1,435 mm and 1,520 mm [2]. At the same time, more than 19 thousand km of railway track length has a width of 1,435 mm. The railway track with a width of 1,520 mm operates on the Izov – Hrubieszów – Slawkow Southern section (Katowice) (fig. 3) and on sections bordering Ukrainian Railways.

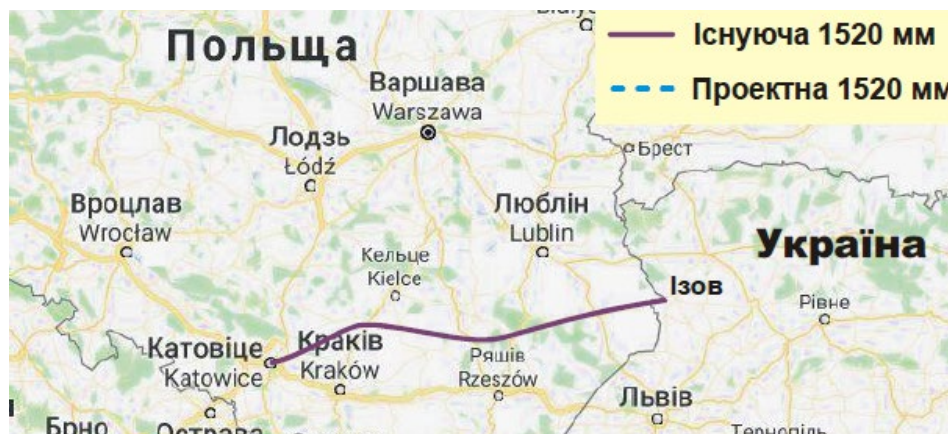


Fig. 3 – Operating track with a width of 1520 mm on the site Izov - Hrubieszów - Slawkow Southern (Katowice) [2]

From the Ukrainian side, a 1,520 mm track enters the territory of the European Union to the city of Katowice in Poland, which is a promising area of arrangement of railway tourist traffic by Polish railways, since the existing major railway junctions and stations on Polish railways such as Warsaw, Olsztyn, Krakow, Wroclaw, Gdansk, Lublin also includes Katowice. From Katowice, you can further arrange tourist destinations to other cities in Poland and European countries using the track width of 1,435 mm.

In general, according to statistics [2, 3], the length of Polish railway lines is 19,290 thousand km, of which there are 4,235 km of main tracks, 10,551 km of the first category (primary), 3,815 km of the second category (secondary) and 2,561 km of local sections. The share of operational work on main tracks is 43.6 %, primary – 48.6 %, secondary – 6.4% and local – 1.4 %.





Traffic control on Polish Railways is carried out by means of computer systems and they are equipped with 17 railway stations with 312 track switches, 2,108 km of main tracks and 95 grade-crossings.

The rolling stock of Polish Railways [2] is about 92 thousand freight cars, including 68.9% gondola cars, 13.2% covered cars, 15.2% platforms and a small number of refrigerated cars and oil cars. The coach yard contains 5,917 units. At the same time, there are 1,263 freight electric locomotives in the locomotive fleet, 507 passenger locomotives, and 2,062 diesel locomotives.

The maximum technical speed of rolling stock of Polish railways and the share of operational work performed, respectively, are: over 120 km/h (7.6%), 120 80 km / h (65.8%), 79 50 km/h (21.2 %), less than 50 km / h (5.4 %).

The analysis performed shows that the share of electrified railways in Poland, on average, is 61.6 %.

According to paper [4], Polish Railways perform the main share of transportation in the domestic market, as well as develop infrastructure with border countries, which is also a promising area for the development of tourist traffic by Polish Railways.

It should be noted that today Polish railways have plans to build high – speed Warsaw – Lodz – Poznan-Wroclaw lines, the project of which includes 450 km of new track, territories with more than 4.5 million inhabitants [5].

Comparing the load capacity of the railway network of Ukraine and Poland, it was found that the load capacity in Poland is 3 times less compared to the load capacity in Ukraine. This is due to the fact that Polish railways are mainly focused on passenger and transit service. The potential for further growth of passenger traffic in Poland is associated with the development of mixed service with Eastern European countries. This is the key to improving the efficiency of tourist rail traffic. The main quantitative indicators of the operation of Polish Railways "Polskie Koleje Panstwowe" are given in Table. 1.





Table 1- Performance indicators of Polish Railways [2]

Indicator	Value
Population, million people.	38,4
Operational length of Railways, km	19 210
Length of electrified Railways, km	11 831
Share of electrified Railways, %	61,6
Passengers traffic performed, million pass.	2 92,5
Passenger turnover, billion passenger kilometers	19,181
Network density by area, km/1,000 km ²	61,4
Network density by population, km/1 million people.	500,3
Load capacity, mln T × km / km	3,6

From the analysis of technical performance indicators of Polish railways, it was established that the national railway companies of Ukraine and Poland – Ukrzaliznytsia JSC and Polskie Koleje Panstwowe Spolka Akcyjna (PKP SA) – have similar features and problems. First of all, they mainly operate outdated rolling stock and infrastructure. It should be noted that the Railways of Poland and Ukraine are limited by differences in equipment, technologies, signaling, safety rules, braking system, traction current, as well as speed. Due to differences in technical requirements for rolling stock and railway tracks, a number of technical issues need to be resolved when arranging tourist traffic. Some issues related to infrastructure and rolling stock are regulated in the TSI, while others are regulated in the UIC and OSZ.

3.5.3 Technical parameters of Polish railway infrastructure

Technical requirements for the parameters of the Polish railway infrastructure are taken from the paper [6]. In Poland, there are no differences between the 1520 mm and 1435 mm line categories. The division of Railways into categories and their operational requirements is given in Table. 2.

Table 2 - Division of railway lines into categories on Polish Railways

Dividing railway lines into categories	Working - capacity T [mln.t / Year]	Maximum driving speed, V _{max} [km / h]	Maximum speed of freight trains, V _t [km / h]	Axle weight limits, P [kN]
Main trucks (0)	$T \geq 25$	$120 < V_{max} \leq 200$	$80 < V_{max} \leq 120$	$P \leq 221$
First Category (1)	$10 \leq T < 25$	$80 < V_{max} \leq 120$	$60 < V_{max} \leq 80$	$210 \leq P < 221$
Second Category (2)	$3 \leq T < 10$	$60 < V_{max} \leq 80$	$50 < V_{max} \leq 60$	$200 \leq P < 210$
Local significance (3)	$T < 3$	$V_{max} \leq 60$	$V_{max} \leq 50$	$P < 200$





The clearance to obstructions and devices of Railways and access roads on Polish railways should correspond to the following dimensions:

- "Clearance C" (according to GOST 9238-83 "Clearance to obstructions and rolling stock of Railways of track 1520 (1524) mm") for tracks, structures and devices of the general network of Railways and outer access roads from the station adjacent to the territory of industrial and transport enterprises;
- "Clearance Sp" (according to GOST 9238-83 "Clearance to obstructions and rolling stock of Railways gauge 1520 (1524) mm") for tracks, structures and devices located on the territory and between the territories of factories, workshops, depots, river and seaports, mines, cargo yards, bases, warehouses, quarries, forest and turf developments, power plants and other industrial and transport enterprises, as well as industrial railway stations.

The smallest allowed value *width between tracks* on straight sections and sections with a radius of more than 4000 m, it must meet the following requirements: on main track station-to-station blocks – 4100 mm; on 3-and 4-track sections, the distance between the axes of the 2nd and 3rd Tracks should be-5000 m; between the axes of adjacent tracks at railway stations on straight lines-4800 mm; on secondary tracks and tracks of freight areas – 4500 mm; between the axes of tracks intended for direct transshipping of goods from car to car – 3600 mm.

Horizontal distances on curved sections between the axes of adjacent tracks and between the track axis and the Clearance to obstructions at station-to-station blocks and stations are adjusted (in the direction of increase) depending on the radius of the curve and the safe passage of rolling stock.

Value of *guiding slope* accepted depending on the line category (table. 3).

Table 3 – Guiding slopes

Line category	Guiding slope
Main lines and the first category lines	6 ‰
The second category lines	10 ‰
Local significance lines and access tracks	20 ‰





When establishing a guiding slope, the railway administration must take into account the necessary technical and operational conditions, namely the speed of trains, the power of traction units and energy consumption.

The smallest allowed values *of the radius of horizontal curves* are established depending on the line category, track category, and design speed: main, receiving and departure tracks, and sorting sidings-300 m; other public station tracks – 180 m and industrial branches – 150 m.

On tracks (except for the main, receiving and departure tracks and sorting sidings) intended for the passage of arranged trains, straight inserts with a length of at least 15 m should be provided between curves facing in different directions (in "S"-shaped curves) with radii of 250 m or less, when installing curves without increasing the outer rail.

The smallest allowed value *the radius of the vertical curve* should be 2000 m and, as an exception, 500 m on access tracks. Requirements for tracks on sorting slides in Poland according to the instructions of railway infrastructure managers (there are no regulatory documents), the following requirements are established: for ascent – at least 350 m, for descent – at least 500 m.

The lowest permissible useful *length of receiving and departure tracks* - 750 m.

Elevation of the outer rail, taking into account the tolerances should not exceed 150 mm. In this case, in curved track sections at radii of 4000 m and less, the elevation of the outer rail line is mandatory.

The maximum *under-elevation* of the outer rail is calculated to meet the condition of not exceeding the permissible unbalanced acceleration for passenger trains, which is 0.7 m/s^2 .

Outer rail elevation right-of-way is determined by the formula $100/V$ or $125/V$ mm / m, where V - maximum speed of rolling stock, km / h.

On a railway track with a width of 1520 mm, the following are used for the construction of new or modernization of existing lines: *types of rails*: R 65 (GOST 8161-75), 60E1 (EN 13674-1:2003), 49E1 (EN 13674-1:2003).





The rail canting has the following values: 1/20 and 1/40 (for rails 49E1), 1/40 (for rails P65 and 60E1), 1/∞ and 1/40 (for track switches).

Geometric characteristics of track switches and cross-overs of the track switches must have the frogs of the following brands: on the Main Tracks 1:9 or less.

Vertical load from wheels to rails consists of static wheel pressure on the rail and dynamic additives that occur when the body and non-sprung masses of rolling stock oscillate. The load is 24.5 tons per axle on LHS lines, 22.5 tons per axle on other 1,520 mm lines.

Limit values of tolerances for track width depending on the speed of the rolling stock are shown in Table. 4.

Table 4 - Track width tolerances depending on the speed of rolling stock

Speed	Tolerances	
120 km/h	+9	-7
100 km/h	+10	-7
80 km/h	+10	-8
70 km/h	+12	-8
60 km/h	+15	-8
50 km/h	+17	-8
40 km/h	+20	-9
30 km/h	+25	-9
20 km/h	+25	-10

On Polish railways, if the track width is 1,545 mm or less than 1,510 mm traffic is closed.

Platform height on Polish railways, according to the TSI "Accessibility for persons with disabilities" for new platforms is 550 mm, 760 mm (35mm +0mm), from the level of the top of rail. For luggage platforms - 300 mm.

Length of passenger platforms on Polish railways is 400 m for trains with a length of 16 cars, 300 m for trains with a length of 12 cars and 200 m for trains with a length of 8 cars.

Width of passenger platforms is set depending on the size of the devices that should be located on them.





Distance between the edge of the platform and the track axis in Poland - 1,920 mm – for high platforms (platforms above 200 mm); 1,745 mm – for low platforms (platforms with a height of 200 mm) (in Poland, the construction of new platforms with a height of 200 mm is not allowed). Tolerances +30 mm -25 mm.

Accessibility for people with reduced mobility is regulated by the national legislation of Poland in accordance with the TSI "Accessibility for persons with disabilities".

Applying security markings on the platform (edge and end), there are no uniform requirements for this parameter to date. In Poland, they are normalized according to the TSI accessibility for people with disabilities.

In Poland, on 1,520 mm tracks, rolling stock is not serviced at stations, and there are no stops for it.

Voltage in overhead system in Poland is: 3 kV DC, 15 kV AC with a frequency of 16.7 Hz.

Conclusion. The main area of development of railway tourist traffic by Polish railways from the territory of Ukraine with a track of 1,520 mm can be arranged on the section Izov – Hrubieszów – Slawkow Southern (m. Katowice).

References:

1. Ткаченко О. Гармонізація як важливий аспект упровадження інтеперабельності на залізничному транспорті / О. Ткаченко, Д. Гнатенко, Т. Шелейко, А. Донченко // Українські залізниці. – № 10 (16), 2014. – С. 38–42.
2. Курган М. Б. Дослідження відмінностей української та європейської залізничної інфраструктури / М. Б. Курган, В. Г. Вербицький, Д. М. Курган // Наука та прогрес транспорту. Вісник Дніпропетровського національного університету залізничного транспорту. – № 5 (83), 2019. – С. 52–70.
3. Annual Report [Електронний ресурс] // PKP Polskie Kine Kolejowe S. A. – Режим доступу: <https://en.plk-sa.pl/press/annual-report/>. – Назва з екрана. – Перевірено: 19.11.2019.
4. Железные дороги Польши [Електронний ресурс] // Железные дороги мира. – Режим доступу: <http://www.1430mm.ru/railway-poland>.
5. Курган М. Б. Теоретичні основи впровадження високошвидкісного руху поїздів в Україні : монографія / М. Б. Курган, Д. М. Курган; Дніпропетр. нац. ун-т залізн. трансп. ім. акад. В. Лазаряна. – Дніпро : ДНУЗТ, 2016. – 283 с.
6. Анализ параметров, являющихся определяющими для сохранения технической и эксплуатационной совместимости железнодорожной системы колеи 1520 мм на границе СНГ-ЕС. Подсистема: инфраструктура. Путь и путевое хозяйство. Документ разработан Контактной Группой ОСЖД-ЕЖДА. – январь 2009.





Oleksandra Orlovska
Ph.D, associate professor
L'viv Branch of Dnipro National University of Railway Transport
named after academician V. Lazaryan

3.6 Methods for assessing the economic efficiency of tourist rail traffic

Since 1991, the national economy of Ukraine has gone from a rise to a crisis state. This transition was particularly acute in the transport infrastructure industry. Due to falling demand for transport services, there is a low level of railway revenues. This makes it impossible to develop and implement new programs for the strategic development of the transport industry, and constant waves of cuts in industry specialists only aggravate the macroeconomic problems of society.

The signing of the agreement between Ukraine and the EU in 2014 laid the foundation of close cooperation in the development of transport infrastructure. The country was given the opportunity to access European technologies for the development, renewal and long-term strategic development of railway transport according to European standards.

When considering the prospects for the development of railway transport, considerable attention is paid to the arrangement of tourist passenger traffic in order to familiarize potential passengers with the achievements of their native land, as well as to expand tourist activities.

The development of the tourism segment of the national economy occupies an important place in the formation of budgets of local RTC (Regional territorial communities). Revenues from tourist traffic by rail can become one of the sources of filling the budget of depressed areas of cross-border regions.

The category "tourism" in the works of scientists is defined as a means of expanding the living space of a person and positively influencing his well-being, psychological and physical condition, it is an effective tool that can increase the vitality of a person, and therefore increase the positive mood and standard of living





of the country as a whole [1]. European economists pay considerable attention to determining the essence of this category, creating a complete theoretical basis for the functioning of the tourism sector, give a sufficient understanding of the essence of tourism and its role in the development of the country [2].

One of the most effective forms of tourism activity in Europe is considered to be transport tourism, the main role in which is played by rail transport due to its advantages over other modes of transport. The essence of transport tourism is to involve vehicles in the arrangement of a tourist trip, the main functions of which are to transfer potential consumers of tourist services from one place to another for a specific purpose of recreation, and so on. This is the social and economic meaning, which is a necessary and important driver for the development of any economic sphere.

In Ukraine, over the past decades, railway transport has not been intentionally used for tourist purposes, but with the development of scientific and technological progress, it has become necessary for the implementation of tourist projects. Railway tourism is becoming exactly the vector that can ensure the sustainable growth of the country's social and economic development. It gives an impetus to the development of the country's regions.

The purpose of this section of the concept is to find the most rational approach to determining the category of economic efficiency of railway tourist traffic, as well as to justify the feasibility of introducing railway tourism in Ukraine. To achieve this goal, we consider it necessary to characterize the categories "tourism" and "economic efficiency", analyze the role of railway transport in the creating of railway tourist travel, consider modern methods for assessing the efficiency of passenger traffic based on scientific literature, carry out a selection of the most rational methods, as well as justify and offer our own vision of solving the issue.

The study of tourism as an economic phenomenon at the present stage is carried out by Ukrainian scientists: R. Kozhukhivskiyi, M. Malska, V. Stoiko. O. Bartoshuk, M. Goncharenko, Ya. Hryhorieva, J. Lytvynenko, M. Rypkovych and other well-known scientists have made an important contribution to the study of financial





security of tourism sphere development. - The category "tourism" as a social phenomenon is reflected in the issues on the prerequisites for the emergence, principles of functioning of tourism enterprises, classification of their forms and types, ensuring their activities in market conditions, methodology for the development and implementation of state and regional tourism policy, features of accounting and analysis of work results, planning of financial and economic activities, world experience of tourism business. This issue is discussed in the works of such domestic and foreign scholars as M. Bondarenko, O. Vuitsyk, V. Herasymenko, V. Yermachenko, M. Kolosinska, L. Korzhylov, D. Soloviov, V. Shymanska and others.

The category "economic efficiency" in the transport industry is of social significance, as it makes it possible to analyze existing methods for evaluating the functioning of the industry. This makes it possible to perform feasibility studies of the dynamics of the indicator, study the factors that affect its result, which leads to the search for new ways, methods, and models for studying the assessment of economic efficiency. The essence of the category "Economic efficiency" is defined in the scientific works of many scientists and researchers of Ukraine, the like of Derhousova A. A., Barash Yu.S., Martseniuk L. V., Charkina T. Yu., Kifiak V. M., Cherniuk L. H. and others. Based on the analysis of the scientific literature of these authors, it is concluded that the concept of economic efficiency can be defined as the overall performance of the production activity of a facility used for economic activities that brings a positive result in commercial activities.

In the classical economic literature, the effectiveness of any enterprise in the tourism industry is determined by a well-known methodology:

$$\text{Efficiency} = \text{Results} / \text{Costs} [3]$$

The content of this formula is that it is proposed to determine the efficiency of the tourism industry enterprises as the ratio of the results of the enterprise's activities to the costs incurred by the enterprise for the entire time of arranging a tourist service. If the costs exceed the profit, then the project is considered unprofitable and





loss-making in the future. A positive result we can talk about the profitability of the enterprise. Moreover, the profitability should be at least 10-15% [3].

To assess economic efficiency, separate provisions of the CBA(cost benefit analysis) method "Cost-benefit analysis for investment projects in the transport industry" can be used. The basics of this method are described in the Practical Reference Guide [4], which can be useful for local self-government bodies, as well as railway industry management bodies. Any object proposed for implementation requires significant financial investments, cost-benefit analysis, and an assessment of whether the proposed facility is self-sufficient and able to be self-supporting. CBA analysis can help you specify the implementation of a facility and determine the economic efficiency of certain project elements, such as passenger traffic. It is also important to understand the consequences if the project does not justify itself, or is not implemented at all. The main idea of CBA analysis is to estimate the the revenues and costs of the proposed project. The determining indicator of project efficiency is the industry's profit, which characterizes the feasibility of measures implemented, the commercial viability of the service, the efficiency of financial resources use, as well as the assessment of the cost value of the service.

It should be noted that the CBA method is used exclusively for assessing economic efficiency of *infrastructure projects*, and infrastructure costs are only one of the components of the total cost of tourist rail traffic. The economic efficiency of other components (rolling stock, operating costs, costs for maintenance personnel, etc.) should be evaluated by other appropriate methods.

On the railway transport the economic efficiency is characterized by indicators of productivity of labor, transportation cost value, revenue, profitability, which determine the possibility of using the potential of passenger rail transport. Regarding the feasibility of using railway transport for tourist purposes, the indicator of economic efficiency of tourist railway traffic can be determined:

- based on the *analysis of the labor productivity indicator*, which can be represented as the ratio of the implemented transport services to the operating





staff (the total number of passenger train working personnel involved in the arrangement and maintenance of tourist passenger traffic):

$$P = \Sigma A : Nu,$$

where: ΣA – total number of potential passengers-tourists, os.

Nu – the number of passenger train working personnel involved in these traffic, os.

An increase in the productivity indicator indicates an increase in the volume of tourist traffic in this direction.

- based on the *cost value indicator*, which can be determined by the ratio of the total cost for carrying out tourist traffic to the total number of passengers transferred:

$$C = \Sigma E : \Sigma A,$$

where: ΣE – the amount of operating costs for passenger traffic.

The operating costs of tourist traffic include expenses related to the maintenance of the carriage rolling stock in the appropriate technical condition, expenses for fuel and lubricants, electricity, allowance for depreciation, for the current repair of rolling stock or its fixed assets, and so on:

$$\Sigma E = Cf-l + Ce + Cd + Ccr/fa$$

- based on the *definition of profit*, which the railway receives from the implementation of tourist activities:

$$P = \Sigma I - \Sigma O,$$

where: ΣI – the total amount of income received for the implementation of a transport service – the arrangement of a tourist trip by rail.

ΣO – total operating costs that occur during the implementation of tourist traffic by rail.

- *profitability of the service* (Ps), which is defined as the ratio of profit from the sale of a tourist service (Ps) to the cost value of this service (Cs):

$$Ps = ((P*100):Cs) : 360:t$$

where: P – profit,

Cs – cost value of a service,





t – time for a tourist trip.

This indicator can be used when calculating the choice of the most cost-effective alternative option for tourist travel, including for narrow-gauge and other separate Railways.

It is possible to determine the indicator of economic efficiency of tourist traffic by rail using the actual indicators of rolling stock use, first of all, the degree of occupancy of a passenger car, which determines the demand for the proposed tourist service. To increase the comfort of the tour, the correct composition of rolling stock is important. In the conditions of stable demand for tourist rail traffic, a significant increase in the economic efficiency indicator will be observed with an increase in the occupancy of a tourist passenger car. A low occupancy rate of the passenger car during the implementation of tourist activities will indicate moderate or low demand for the service, which as a result will not bring the expected profits to the railway - the railways will only lose. To offset the negative impact of such situations, it is necessary to introduce additional measures to expand the opportunities of the tourism sector, for example, to use tourist travel on Narrow-Gauge Railways on the territory of western Ukraine, or to develop tourist routes, for example, Nyzhankovychi-Khyriv, Przemysl-Nyzhankovychi-Khyriv- Krościenko and others. But the arrangement of tourist traffic on narrow tracks has its drawbacks, since it is unrealistic to arrange tours in this context in order to meet the requirements of passengers for the service. This is primarily due to the track width (750mm), which does not allow you to place compartments or couchettes on carriages for a comfortable trip of tourists, but you can use such tours as one-day sightseeing tours.

To determine the indicator of economic efficiency of tours carried out by railway tracks, the following method can be used [5, Article 178]: it is necessary to determine the total income from tours that is planned to be received by generating the total number of tourists and the price of the service:

$$\Sigma Pt = \Sigma n \cdot P,$$

where: ΣPt – total income from tours, UAH,





Σn – total number of tourists, prs.,

P – price of a tour ticket.

The amount of costs will consist of operating costs along the train route in both directions, taking into account the remuneration of locomotive drivers and accompanying personnel:

$$\Sigma Ct = Cr1 + Cr2 + Clld + Cap,$$

where: Ct – total cost of the railway for arranging customer service during the tour,

$Cr1$ – one-way route costs,

$Cr2$ – costs for the route in the backward running,

$Clld$ – labor costs for locomotive drivers,

Cap – labor costs of accompanying personnel.

If you present an expression ($Cr1 + Cr2$) with one indicator, then the formula takes the form:

$$\Sigma Ct = \Sigma Cr + Clld + Cap,$$

where: ΣCr – total costs of the railway for the implementation of the route in both directions.

Then, the overall economic efficiency of tourist traffic can be defined as the share of the total revenue from tours and the total cost of the railway to arrange customer service during the tour:

$$Eef = \Sigma Pt : \Sigma Cr.$$

In cases of inclusion of sightseeing excursions in a tourist tour, to assess economic efficiency, you can apply the methodology [5, Article 179], which consists in introducing other expenses of tourists into the general formula for arranging a railway tour:

$$\Sigma Ct = \Sigma Cr + \Sigma Cexc + nsites + Clld + Cap,,$$

where: $\Sigma Cexc$ – total cost of excursions to all tourist sites,

$nsites$ – total number of tourist sites on the route.

This formula does not take into account the meals of tourists, but if necessary, this parameter can be entered in the calculations. The need for overnight





accommodation is not yet being considered. But, in the long run, such trips can become a reality. Then in this formula you can enter an indicator of the cost of accommodation for tourists in hotels and their meals:

$$\Sigma Ct = \Sigma Cr + \Sigma Cexc + nsites + Clld + Cap, + \Sigma Cacc + \Sigma Cmeals ;$$

where: $\Sigma Cacc$ – total cost of accommodation in all hotels planned on the route,
 $\Sigma Cmeals$ – total cost of meals in local establishments.

The overall economic assessment of the efficiency of tourist traffic when arranging trips by rail will be determined using the ratio of excursion income to total expenses.

Conclusions: introduction of railway tourism in the western region of Ukraine in cooperation with Polish communities that are actively developing the Przemysl-Nizhankovychi-Khyriv-Krościenko route or its individual sections in order to improve interaction between states based on tourism activities. It is the very project to introduce railway tourism that will improve relations between our countries, will have a positive impact on the economic and social spheres of life, thanks to revenues to local budgets, it will increase the quality of passenger traffic, and allow local communities in both border regions to involve local self-government bodies in active actions.

References:

1. Т. Ю. Чаркіна, підвищення доходів за рахунок впровадження туристичних перевезень. Агросвіт № 23, 2020.
2. О.М.Шурплат. Формування поняття «туризм» у сучасній економічній наці. Ефективна економіка №12, 2015.
3. Абрамов В.В. Історія туризму: підручник/В.В.Абрамов, М.В.Тонокошкур-Харків:ХНАМГ,2010.-294с.
4. Аналіз витрат і вигод для інвестиційних проектів у транспортній галузі: Посібник. /Допомога органам влади України в удосконаленні менеджменту циклом інфраструктурного проекту (МЦП), - Проект: редакція – серпень 2020.
5. Марценюк Л.В. організація залізничного туризму в Україні [Текст]: монографія / Л.В.Марценюк; Дніпропетр. нац.. ун-т залізн.. трансп. Ім.. акад.. В.Лазаряна.-Дніпро, 2017.-351с.





CHAPTER 4 ROAD MAP OF RAILWAY TOURISM DEVELOPMENT

Hanna Sydorenko
Expert of tourism,
Travel Company “Karpaty Travel”

4.1 Recommendations to local authorities for recovery of sites of common cultural and historical heritage

Preservation and renewal of own property helps to obtain greater economic benefits from the tourism sector. This process involves a number of problems:

- cost of restoration and maintenance
- time required for proper restoration
- the need for qualified workers for proper restoration of sites
- determining the benefits of adapted use of a historical site
- compliance with design standards in order to prevent violation of the integral nature of the site

Protection of a site begins with bringing it into proper physical condition, which is already associated with significant costs. However, physical protection is just the beginning. The presentation of sites to visitors, their effective operation and successful marketing are equally important.

Break down your work on restoring heritage sites into the following stages:

Stage 1- study

At this stage, attract as many experts as possible from various fields — history, local history, restoration, tourism, legislation, etc. What exactly should be explored:

- status of the attraction
- who owns the ownership right
- legal restrictions
- availability of resources and opportunities for their involvement

Stage 2- defining the strategy





To do this, you should attract all stakeholders — local authorities, the public, business, and so on. The strategy should include:

- how the Heritage site will be used (for example, as a museum or overnight accommodation), and potential assessment
- restoration or conservation decisions and interpretations

Stage 3 - Planning, provides for:

- execution of design documentation
- financial feasibility

Stage 4 - implementation

- preparation and implementation of construction (conservation) works
- site protection and management
- marketing

Each of these steps provides a payoff. However, the greatest impact occurs when each individual event is linked to all other activities within the integrated program.

Our perception of heritage and awareness of its role in society is significantly influenced by the terminology we use. If you constantly use only the terms "preservation", "protection", "conservation" and ignore "regeneration", "management", "interpretation", which provide for more productive use of heritage, this will shift the focus in the mind and reduce the Heritage itself to the rank of an economically unprofitable liability and prevent you from seeing the potential for the development of community and the country. [1]

What legislative instruments should guide the restoration and exploitation of cultural and historical heritage?

Law of Ukraine "On culture" of 14.10.2010 No. 2778-VI - a framework law defining the principles of state cultural policy.

Law of Ukraine "On the protection of cultural heritage" of 08.06.2000 No. 1805-III - regulates relations in the field of cultural heritage protection in order to





preserve it, use cultural heritage sites in public life, and protect the traditional nature of the environment in the interests of present and future generations. Establishes the powers of various executive authorities and local self-government in the field of cultural heritage protection (articles 4-6), contains mainly protective norms. At the same time, a number of provisions of the Law related to the exercise of ownership of cultural heritage sites (articles 17-21), management and use of cultural heritage sites (articles 24, 25, 33-32).

Law of Ukraine "On regulation of city development activities" of 17.02.2011 No. 3038 – it is aimed at regulating the construction and reconstruction of city development facilities in general, but a number of provisions of the Law directly related to cultural heritage.

Law of Ukraine "On improvement of settlements" of 06.09.2005 No. 2807-IV defines the principles of improvement of settlements and is aimed at creating conditions favorable for human life. Recognizes sites of cultural and historical heritage as facilities of improvement (Article 13).

Law of Ukraine "On public-private partnership" of 01.07.2010 No. 2404-VI establishes the principles of long – term partnership of territorial communities with private partners - legal entities and individual entrepreneurs – determined on a competitive basis. Among the areas of such partnership, the law defines tourism, vacation, recreation, as well as the management of architectural and cultural heritage monuments (Article 4).

Law of Ukraine "On museums and museum business" of 29.06.1995 No. 249/95-BP defines the principles of creation and operation of museums as institutions whose purpose is to attract citizens to the achievements of national and world cultural heritage and museumification as one of the components of cultural heritage protection (Article 1). Introduces the concept of the museum fund of Ukraine as a component of cultural heritage (Article 15), unique items from which can be entered in the State Register of National Cultural Heritage.





Law of Ukraine "On tourism" of 15.09.1995 No. 324/95-BP establishes the principles of tourism activity, defines one of the main goals of state regulation in the field of tourism as the rational use of tourist resources of Ukraine, the protection of cultural heritage (Article 6).

Law of Ukraine "On local self-government in Ukraine" of 21.05.1997 No. 290/97-BP determines the procedure for the activities and competence of village, settlement, city councils and their executive bodies, as well as district and regional councils. Its special norms define the powers to protect historical and cultural monuments granted to village, settlement, and city councils (Article 26), their executive bodies (Articles 29, 31, and 33), and are also delegated to district and regional state administrations (Article 44). The law also contains general norms regarding the exercise by local self-government bodies of the right of communal ownership and management of communal facilities (art..26, 29, 44, 60).

Law of Ukraine "On local state administrations" of 09.04.1999 No. 586-XIV. The scope of competence of state administrations defined by the Law includes, in particular, the protection, restoration and use of monuments of architecture and city planning, palaces and gardens, park and historical and cultural landscapes, as well as the approval of land utilization system documentation for its compliance with legislation in the field of city planning and architecture, protection of cultural heritage (Article 20).

Decree of the president of Ukraine No. 388/2011 of 06.04.2011 "On the regulations on the Ministry of culture of Ukraine" – determines the Ministry of culture of Ukraine as the main body in the system of central executive authorities for the determining the state policy in the field of cultural heritage protection. In general, the Regulation provides for the provision of at least 12 types of administrative services related to cultural heritage, which mainly implied by the norms of the Laws of Ukraine "On the protection of cultural heritage" and "On the protection of archaeological heritage".





Other aspects of heritage management and use are regulated by the Land and Civil codes, the laws of Ukraine "On lease of state and municipal property", "On privatization of state and municipal property", "On concessions", "On advertising", etc. In most cases, these laws do not provide for special regulations for cultural heritage sites related to their status. [2]

You should also adhere to the following **5 Principles** which will allow you to avoid many difficulties. [3]

1. The focus is on authenticity and quality

The true history of your area deserves to be known. The history of the contribution that previous generations have made to the history and culture of the area will interest visitors, because this one sets your area apart from any other place in the world. It is authenticity that adds real value and attractiveness, and it is often followed by tourists from other countries and continents.

2. Saving and protecting resources

As a careful inspection of almost every city or town shows, it is often tempting to use a simple solution or "give spit and polish" – for example, it is much cheaper to close an old Showcase than, say, to restore it. However, when historical and cultural values are at the heart of your tourism development plans, it is important to protect your heritage in the long run.

The history of the heritage preservation movement is a history of justifying high hopes and sometimes great disappointments. Great disappointments come when irreplaceable structures are destroyed or damaged to a state that cannot be corrected, instead of providing them with well-deserved preservation and protection. After the demolition of, say, a historic railway station building, the visual story that it could tell the present and future about the past is silenced forever. A plaque with the inscription "There was an outstanding structure here once" cannot tell this story. By protecting buildings or sites of memory and local features that attract visitors, you are protecting the future.

3. The sites reviving





Visitors want to discover the human interpretation of the history, not just names and dates. The interpretation of sites is important, because it makes the content creative and exciting.

You can convey the desired content with a good brochure, a separate exhibit, or a knowledgeable guide. Whatever methods you choose, help visitors assess the significance of your area by showing them why it's interesting. Use the storytelling method (telling stories, legends).

4. Finding the intersection point between the interests of your community and tourism

Local priorities, as well as local opportunities, vary. Successful programs have a high level of positive perception among residents and meet local needs. They are also realistic, based on the talents of specific people, and take into account specific tourist attractions, locations, and sources.

One of the reasons for the rise in heritage tourism is that travelers are looking for experiences that are unique rather than monotonous. They want to experience a specific place or time. You can provide this experience and benefit in the process, however, only if your heritage tourism program relies heavily on local features.

5. Collaboration

Building partnerships is key not only because they promote local support, but also because tourism requires resources that neither single organization can provide. Its success depends on the active participation of political and business leaders, operators of tourist sites and institutions, artists and craftsmen, and many other individuals and groups.

Regional partnerships are also useful for the needs of heritage tourism activities. Cooperation within the framework of such agreements allows you to develop local topics, concentrate resources, save money and expand your marketing potential.



*References:*

1. Економіка спадщини: посібник для малих громад /Туристична Асоціація Івано-Франківщини, ТОВ “Знати про Карпати”- Івано-Франківськ: ТОВ “Знати про Карпати”, 2019. 120 ст.
2. Аналіз проблем у законодавчому регулюванні збереження та управління культурною та природною спадщиною в Україні. Підготовлено експертами Всеукраїнської Мережі ОГС для підтримки громад зі спадщиною під загальною редакцією Кирила Рубановського. - Івано-Франківськ, 2018. 158 ст.
3. Getting Started: How to Succeed in Heritage Tourism - Washington, D.C.: National Trust for Historic Preservation in the United States, 1993 - 45 стор.

Pavlo Telish

*Ph.D, associate professor,
Ivan Franko National University of Lviv*

4.2 Recommendations to local authorities on popularizing of common cultural and historical heritage sites

The main role in popularizing sites of common cultural and historical heritage in the region within the framework of the project “Popularization of tourist sites of the first Hungarian-Galician railway” is played by local authorities. Within Ukraine, the territory adjacent to the facilities of the former railway, according to the new Administrative and Territorial Structure (ATS) (which came in force since July 2020), is located on the territory of the Dobromyl city territorial community (TC) (an area of 293.9 km², the number of inhabitants – 20.1 thousand people) and Khyriv city TC (area - 218 km², the number of inhabitants – 15.4 thousand people) of the Sambir District of the Lviv region. The region is characterized by a relatively weak level of tourism development and a low level of preservation of historical and cultural monuments.

On the territory of Dobromyl TC [2] there is a Department of Education, Culture, Sports and Tourism (consisting of 12 people), among the tasks of which is to promote tourism activities in the community and create tourist infrastructure, develop and implement measures to protect local tourist resources, promote the development of children's and youth tourism. However, today the Department's specialists focus mainly on the development of education or sports, rather than on





the development of tourism or popularization of historical and cultural sites. Taking this into account, it is proposed to separate the Department of culture and tourism in Dobromyl TC, or, at least, if possible, strengthen the work of specialists of the Department for the development of tourism and popularization of historical and cultural sites.

In 2021, the “Draft strategy for the development of the Dobromyl city territorial community for 2021-2027” was developed [2], which is currently under public discussion. In the strategic goal of this strategy “Border communities – Dobromyl: a gateway to Europe” within the operational goal: “Development of border infrastructure” is proposed to create a logistics center near the MAPP “Malhovychi-Nyzhankovychi”, construction of which began in August 2021. In order to promote historical and cultural sites, develop railway tourism in the region, the project also proposes to create a Tourist Information Center here, or at least post information about the first Hungarian-Galician railway. In addition, within the framework of the same goal, local authorities are proposed to implement measures to restore the International railway communication Zagórz (Poland) – Khyriv (Ukraine) with the continuation of the narrow-gauge route to Nyzhankovychi (Ukraine) and Przemysl (Poland). Some information materials should also be placed in the premises of the railway station in Khyriv, which is also a junction station for the Starzhava-Sambir direction, where railway communication was never restored after the introduction of quarantine restrictions in 2020. In addition, in our opinion, information on the popularization and restoration of the first Hungarian-Galician railway facilities should be spelled out directly in the Strategy.

A similar situation is observed in the Khyriv city TC [3]. In December 2020, the Department of Education, Culture, Youth and Sports was also established there. According to the regulations, the Department's specialists perform a number of functions, namely: they develop tourist routes, determine prospects and areas for development, the content of special education in the field of culture and tourism, cooperate with international projects and creative organizations. Just like in





Dobromyl, there is also insufficient attention paid to the use of tourism potential, measures to develop tourism and popularize the region. Therefore, in our opinion, it is necessary to strengthen the work of the Department's specialists in the development of tourism activities and the preservation and popularization of historical and cultural heritage sites, including railway tourism.

The promotion of historical and cultural heritage sites should be carried out within the framework of existing state and regional development programs of the region and other projects developed for this territory. In particular the proposed measures are consistent with the objectives of the project "Development strategies of the Lviv region for the period 2021-2027" and the goals of the "Development strategies of the Lviv region mountain territories for 2021-2025" The priorities of the "Cross-Border Cooperation Program Poland-Belarus-Ukraine 2021-2027" should also be taken into account, which is planned to be approved by the end of 2021.

In addition to international and state programs, a number of interesting regional development projects are being implemented in the region, which already significantly contribute to the development of railway tourism. As part of "PL-BY-UA 2014-2020" [1] several such projects were implemented in the region. Back in 2016, the project "Panther - Transport in Przemysl and Nyzhankovychi district for the legacy of cooperation" was launched As part of this project, the road surface was restored, a new drainage system, sidewalks and bus stops were installed, as well as the organization of pedestrian traffic on the street L. Ukrainka and Yu. Gagarin in Nyzhankovychi. Thanks to these measures, transport access to the railway station building in Nyzhankovychi has significantly improved. Similarly, measures should be taken to improve transport accessibility to other railway tourism facilities, such as reconstructing the railway station forecourt in Khyriv or the road to the former Jesuit institution (Layar Palace modern wellness complex for recreation).

An extremely interesting experience in popularizing historical and cultural sites is being implemented on the Polish part of the route of the former first Hungarian-





Galician railway. Within the framework of the above-mentioned cross-border cooperation program, two projects are being implemented there: “Bieszczady Forest Railway” [4] and “Bieszczady bicycle rail trolleys” [5]. As part of these projects, tourists can take a direct ride along the route of the former railway (on the 47 km segment from Korostsenka to Zagorz). It is interesting that in Zagorz they also plan to open another interesting attraction for tourists – the mini-Skansen railway [6]. Something similar can be opened on the territory of Ukraine, for example, at the Khyriv cargo station (Khyriv Posada). It is interesting that back in the late 90s, there were many ancient rare steam locomotives at the Horodovychi station (Starzhava-Sambir direction), which later disappeared.

The project "CowBoyky: Ukrainian Wild West" is being implemented in Nove Misto [7], within the framework of which such interesting locations are developed as, for example, the "Dairy ranch" cheese factory, the Strawberry Hills greenhouse farm or the Boykos cuisine school and Mariana Savka's baking workshops. These locations will undoubtedly also be of interest to tourists traveling by rail, so it is worth establishing and deepening cooperation between such projects in every possible way. The project “Together is more effective” will also be important. Introduction of systematic approaches to the issues of improvement and sanitary cleaning in the territory of settlements of the Dobromyl and Biskovytsi territorial communities of the Sambir District” [1]. Perhaps, within the framework of this project, the authorities will be able to improve the sanitary condition of existing historical and cultural sites, including railway stations.

In the region, in addition to facilities directly connected with the railway, there are also a number of other interesting sites (for example, The Grimm Palace and the wooden church of the Holy Trinity in Nyzhankovychi, the Basilian monastery in Dobromyl, the Jesuit institution in Khyriv, and others.). Therefore, two more interesting projects are being implemented here – “Cross – Border path of wooden architecture - a chance to preserve the unique heritage of the Polish – Ukrainian border cultural heritage” (WOODENROUTE) and “Carpathian path of wooden





architecture - joint actions to preserve and promote the historical and cultural heritage of the Ukrainian-Polish border” (WOODENARCH) [1]. Within the framework of these projects, tourist routes are being developed, which also include the wooden church of the Holy Trinity in Nyzhankovychi.

Popularization of historical and cultural sites among school-age children is of great significance. In Dobromil and Khyrov there are basic secondary general education institutions, a boarding school named after bishop I. Khoma (Khyriv), and vocational Lyceum in Nyzhankovychi. Among students of these educational institutions, it is necessary to spread information about the historical or cultural sites of the first Hungarian-Galician railway in the classroom or as part of a club activity. A variety of contests, quests, and other popular events related to railway tourism can be interesting for older students. It is also worth remembering the visual aspect by organizing photo or drawing contests with appropriate themes.

Nowadays, it is important to promote historical and cultural sites in the media or on local web resources. In the former district center of Staryi Sambir the Staryi Sambir municipal infotainment station “Voice of the Carpathian region” broadcasts information-publicistic, cultural-artistic, educational, entertaining programs and other projects. It is also worth developing a separate program on the air of this radio station, the task of which would be to popularize historical and cultural sites of the region. In addition, the print edition “Your Voice of the Carpathian Region” [8] and the appendix to the newspaper Vysokyi Zamok (High Castle) are also published in Staryi Sambir. Sambir region territory [9], where you should also post popularization materials about interesting historical and cultural sites of the region.

The region also has a number of interesting web resources, primarily the official pages of Dobromyl [2] and Khyriv TC [3]. It may be worth developing special websites for individual departments, such as culture and tourism, where you can post tourist and local history materials. It should be noted that this practice was already used in the region, when the Department of Culture and Tourism of the former Staryi Sambir District State Administration had a separate interesting web page.





In addition, there are a number of interesting non-state Internet resources in the region, which to a certain extent have information about interesting historical or cultural sites, including those located near the railway. This, first of all, should include the websites of the newspaper “Starosambirski Visti” [10], the website of the Dobromyl Basilian Monastery of St. Onuphrius [11], web pages: “Dobromyl Krai” [12], “Novomiska hromada” [13] and a number of others.

However, information about interesting historical and cultural sites of the region should also be posted on other resources, in particular at the district or regional levels, for example, on the websites of the Public Organization “Starosambirshchyna-3000” [14], the “Agency for tourism development of the Carpathian region” (Sambir) or large local history Internet sites.

Recently, a number of interesting internet blogs have appeared in the region, where local enthusiasts-local historians try to popularize interesting historical and cultural sites of the region: “Khyroviaky” [15] (Khyriv), or a small blog of the author (Dobromyl) [16]. It is worth spreading a network of blogs, attracting local historians, high school students or students.

References:

1. <https://www.pbu2020.eu>
2. <https://dobromylska-gromada.gov.ua>
3. <http://hyrivska.gromada.org.ua>
4. <http://kolejka.bieszczady.pl>
5. <http://www.drezynyrowerowe.pl>
6. <https://www.korsosanoockie.pl/wiadomosci/zagorz-w-zagorzu-powstanie-mini-skansen-kolejowy/LHs9oorNqX87UeGA9b3d>
7. <https://cowboyky.ua>
8. <https://golosprikarpattia.in.ua>
9. <https://sambirwz.lviv.ua>
10. <http://starosambir.net.ua>
11. <https://www.dobromyl-monastery.com>
12. <http://dobromyl.org>
13. <http://novomiska.gromada.arhiv.org>
14. <https://starosambirshchyna3000.blogspot.com>
15. <http://chyrowiaczy.info>
16. <https://pavlotelish.blogspot.com>





Yuriy Zinko
Senior lecturer,
Ivan Franko National University of Lviv

4.3 Development of tourist route options for sites of common cultural and historical heritage of the first Hungarian-Galician railway

Approaches to the development of options for tourist cultural paths (routes) for the first Hungarian-Galician railway. When developing tourist cultural routes, it was important to summarize information about existing historical and cultural sites, develop possible options for passing the path (route), taking into account the basic principles of their construction [7], ensure coordination of their functioning and proper promotion.

For the historical first Hungarian-Galician railway under study, when developing this concept, cultural and historical heritage sites from the Ukrainian and Polish sides, ways to preserve them and the possibility of using them for tourist purposes were analyzed in detail. In particular, basic sites (16 on each side) of mainly sacred, defense (military) and cultural-industrial (railway) types were identified. During inventory studies, they were supplemented with secondary sites to increase the representativeness of heritage and increase the cognitive value of the projected paths (Appendix 1). Important for planning tracks on the basis of the cross-border first Hungarian-Galician Railway, the International and national experience of functioning railway heritage tracks as linear tourist destinations was summarized. At the same time, attention was paid to the combination (integration) of these routes with the corresponding automobile and pedestrian educational and cultural routes.

The target orientation of the concept of preserving the common cultural heritage of the first Hungarian-Galician railway to create an innovative tourist product based on this Railway and activate the cultural and social and economic development of the border areas of Ukraine and Poland provides for the creation of partnership principles for its implementation. Among the basic partners for the development and provision of a network of cultural heritage routes are local authorities (UTC (united territorial





communities) in Ukraine and gminas in Poland), interested public organizations and local farms and entrepreneurs, as well as cultural and educational institutions. It is with these organizations that coordination activities should be linked in the development and long-term operation of tourist routes on the basis of the first Hungarian-Galician railway, as well as its promotion in the tourist market.

The development of the proposed cultural heritage paths of the border area under study involves the creation of various spatial models of them depending on the following factors:

- a) prospects for the functioning of the first Hungarian-Galician railway - full operation, partial or transition to an unexploited state;
- b) the nature of combining tourist routes of cross-border, regional and local significance; railway, pedestrian, automobile by travel method; by subject of travel (industrial-Railway, historical, military, sacred, sentimental);
- c) preparation of certain localities for the functioning of the projected routes (accessibility to heritage sites, transport link, organizational support for travellers' services).

A model of a network of cultural thematic routes based on the first Hungarian-Galician railway is proposed. According to the principles of the presented concept for the preservation of common cultural and historical heritage through the development of new types of tourism, as well as sound principles for the development of a network of thematic tracks on the basis of the first Hungarian-Galician Railway, a map-making model of the network of tracks on the Polish-Ukrainian border of the studied territory was created (fig. 1). According to this map-making model of cultural thematic routes, its framework consists of the cross-border railway heritage route Przemysl-Nyzhankovychi-Dobromyl-Khyriv-Ustrzyki Dolne and the automobile (bus) regional cultural and educational route on the Ukrainian part of the border region – Sambir–Stary Sambir–Khyriv–Dobromyl–Nyzhankovychi. The latter has the prospect of becoming cross-border if a new automobile border crossing point Nyzhankovychi-Malchowice is opened.





The trans-border heritage railway track in the presented model acts as the main axis of the network with which the proposed regional and local thematic routes are aligned (see the legend on the map). The very first Hungarian-Galician railway acts as the main attraction as an industrial and cultural entity with a broad presentation of the railway heritage (railway stations and stopping points, locomotive depots, bridges and other engineering infrastructure). On this railway, you can organize thematic both cross-border and regional trips of educational and industrial type with the study of the history of its creation and various attractions of railway infrastructure and equipment. The value of the railway will be significantly enhanced by its mountain landscape segments (so-called panoramic ones) on the way from Khyriv to Ustrzyki Dolne.

In the presented spatial model of the track network, a significant role is assigned to local thematic tracks starting from the main railway stations and stopping points of the first Hungarian-Galician railway. They are aimed at learning about both the cultural and historical heritage and other attractions of settlements and localities adjacent to the cross-border railway (Appendix 1).

International experience in the creation of cross-border tourist railway tracks [6; 9] allows us to identify several model use cases for the studied segment of the first Hungarian-Galician railway: from a functioning permanent railway with additional tourist use to the transformation of an unused historical railway into a linear tourist destination with attractions based on railway infrastructure.

For the cross-border historical first Hungarian-Galician railway under study, there are currently three possible options for its tourist use:

- 1) in case of full restoration of passenger and commodity traffic by rail on the segment Przemysl (Poland) – Khyriv (Ukraine) - Ustrzyki Dolne (Poland), it is possible to partially use it for excursions on rail trolleys and Railway buses combined with automobile and walking excursions starting from railway stations and stops on the Ukrainian-Polish border;
- 2) complete transformation of a certain segment of this railway to perform the





function of a tourist “heritage railway” with an appropriate set of old locomotives, cars and with targeted modernization of railway stations and stops under the “Austro-Hungarian style”. This idea was promoted in the project “CowBoyky: Ukrainian Wild West” [2].;

- 3) creation on the basis of existing railway infrastructure facilities (railway stations, stops) and industrial monuments (bridges, technical structures) of a tourist destination of industrial (railway) heritage with museums, expositions, viewing decks, cultural and educational and entertainment centers. A similar version is implemented on the basis of an ancient unused railway on the border of Spain and Portugal (Vigo, Galicia province).

As already noted, the cross-border heritage railway will act in accordance with the presented spatial model of tracks (fig. 1) as a base for creating local thematic paths in adjacent territories. Railway stations, terminals and train stops will act as initial informative and cultural places of various topics. Among the local routes, the predominant themes are: railway heritage sites, sentimental, military, local history and cultural-natural, agrotourism and ecotourism (see the legend on the map). The basis for the development of local thematic paths consists of 54 historical and cultural heritage sites and others (Appendix 1). Make up the count: 16 main (defined by the project) and 3 additional (defined during inventory) on the Polish side and 16 main (defined by the project) and 19 additional (defined during inventory) on the Ukrainian side. The starting points for local tourist routes in the Polish part are: Przemysl station, Bakończyce train stop, Germanowice station at the beginning of the cross-border route and Kroscienko and Ustrzyki Dolne terminals at its end (Appendix 1). For the Ukrainian side, such starting points were: Nyzhankovychi terminal, Nove Misto train stop, Dobromyl terminal, Khyriv terminal and Skvarjava train stop (Appendix 1).

For the Polish side, the following thematic routes are proposed, starting from the corresponding terminals and train stops of the first Hungarian-Galician railway:

- *Przemysl terminal* – local tracks with railway heritage sites and city sightseeing,





- which will include the railway station, railway infrastructure facilities and historical attractions of the city - Zamek Lubomirskich (Lubomirski's Castle);
- *Bakonchice train stop* – local railway heritage and equipment track with the station building and locomotive depot;
 - *Hermanovice terminal and nearby stops (Malchowice and Pikulici)* – local railway heritage route and military and sentimental themed routes based on railway terminals, forts in Nehrybka and Hermanovice, wooden church in Łuczyce and cemetery in Pikulowice;
 - *Kroscienko terminal* – with local tracks sites of railway heritage and historical and cultural, using the Kroscienko railway station and platform and two wooden churches (in Kroscienko and Liskowate);
 - *Ustrzyki Dolne terminal* with local railway heritage routes, sightseeing historical, cultural and ecotourism routes based on the railway station and the central historical part of the city of Ustrzyki Dolne and its ecotourism facilities (Park and Nature Museum of the Bieszczady National Park).

The Ukrainian side proposed its own set of local thematic tourist routes, which start from the corresponding terminals and train stops of the first Hungarian-Galician railway (see legend, Appendix 1):

- *Nyzhankovychi terminal* with local railway heritage and local history tracks based on the building of the railway station and railway bridge on the Viar River, as well as historical and cultural objects of the village of Nyzhankovychi (Hrim family Palace, Old Town Hall, catholic Church and Church of the Most Holy Trinity) and sacred sites in Patskovychi, Borshchovychi and Viliutychi;
- *Novy Misto terminal (train stop)* with local historical and cultural heritage routes and agrotourism routes involving sites in Nove Misto and local ones (train stop building, St. Martyn catholic church and the Holy Family church in the village of Hrabivtsi, Pradlovsky Palace in the village of Komarovychi), as well as the agrotourist farm-cheese dairy “Molochne Rancho” (Dairy Ranch) in the village of Nyzhnia Vovcha and themed quests (entertainment at the dairy ranch,





- medieval by cycle, Herbert foot-paths, Boykos Gold, CowBoyky quest) and bike tours (wooden churches, vacation spots, CowBoyky)-from the project “CowBoyky” [2];
- *Dobromyl terminal* – with local railway and historical and cultural heritage and sentimental tourism on the basis of the station building, the city hall and the Church of the Transfiguration in Dobromyl, as well as valuable sites in the surrounding area – the castle of Herburt (Tarnova) and the Church of St. Nicholas in pink;
 - *Khyriv terminal* with local historical and cultural heritage railway tracks and with a wide involvement of attractions in the town of Khyriv (the station building, the Jesuit College-konvikt, the catholic Church of St. Laurentius), as well as nearby rural settlements - Skelivka (church and catholic church and the place of residence of the literary hero brave Soldier Schweik), Stara Sil (wooden church), Murovane (Mnisheks Castle);
 - *Skvariava train stop* with a local cultural and natural route, which will include the station building, the Church of Paraskeva Piatnytsia in Stariava and the Nativity of the Most Holy Theotokos in Terlo, as well as viewing the mountain landscapes of the Beskyds.

It is envisaged that the proposed routes of local paths will be carried out by different travel methods – on foot or by car.

As already noted, the network of cross-border railway and local thematic routes will complement regional thematic routes. Among them, the route “historical, cultural and industrial heritage of the border region” is proposed, which will include visits to the heritage sites of the first Hungarian-Galician railway and the historical settlements of Stary Sambir [1], Khyrov, Dobromyl and Nyzhankovykh [1; 3]. The second regional route, which with the opening of the crossing in Nyzhankovychi will have a cross-border nature and will include forts of Przemysl [5]: in the settlements of Hermanovice (Poland) and Popovychi (Ukraine). These regional routes will be visited in the form of bus (automobile) excursions.





Coordination and promotion of thematic cultural paths. Research related to the development of diverse tourist and cultural routes shows that an important element of their implementation and functioning is to ensure coordination and promotion [7; 8]. In particular, attention is drawn to the existence of a track coordinator, who should ensure its operation and service of tourists. As already has been noted, heritage railway tracks are often coordinated by public organizations (associations, clubs) in cooperation with interested organizations (local authorities, entrepreneurs, tourism businesses). In the case of the heritage railway track of the first Hungarian-Galician Railway, this function of coordinators is performed by public organizations: Linia 102 in Poland and line 102 in Ukraine, respectively [4]. They have already implemented a significant number of measures to promote this railway as an international tourist destination. For the development of a full-fledged network of thematic regional and local routes on the basis of the first Hungarian-Galician railway, it is important to involve local authorities (UTC and gminas), local historians, educational and cultural institutions, as well as local entrepreneurs and representatives of the tourism business in its development. At the first stage of this stakeholder cooperation in the development of the path network, it is important to implement:

- 1) monitoring the status of sites recommended for the path;
- 2) evaluate their transport accessibility and signing capability;
- 3) start initiating and mediating the development of basic services along the path (excursions, presentations, events);
- 4) Information and advertising support of the route and its promotion in Ukraine and Poland.

A specialized internet portal can become an important tool for promoting the tourist potential of the first Hungarian-Galician railway and its associated network of cross-border, regional and local routes. The purpose of functioning of the internet portal is often to provide information about sites on tourist routes [8], as well as the possibility of creating a tourist's own path. The initial elements of such a portal should be the proposed network of thematic routes of the border area under study





and a database on the main and additional sites of railway and historical and cultural heritage. Here you will be able to post information about the provision of services on the routes and places of visit (sightseeing, food, overnight stays) over time. Such an internet platform can attract the attention of potential tourists who widely use internet technologies.

References:

1. *Кріль М. М. Старосамбірщина: історія і культура.* – Львів: ЛА “Піраміда”, 2009, 600 с.
2. *Ковбойки: Український дикий захід / Офіційний сайт* [Електронний ресурс]. – Режим доступу: <https://cowboyku.ua/home>
3. *Лазарик І. Добромільський край.* – Коломия, 1999, 353 с.
4. Перша угорсько-галицька залізниця [Електронний ресурс]. – Режим доступу: <https://www.hungalrail.com/>
5. Чужі на своїй землі: забуті форти Перемишля / Олег Шостак, Денис Трофімов. – Карпати. Туризм. Відпочинок. – № 10(22). – 2007. [Електронний ресурс]. – Режим доступу: <http://www.karpaty.net.ua/arkhiv/2007-rik/35-10-22-zhovten-2007-r/367-chuzhi-na-svoii-zemli-zabuti-forty-peremyshlia>
6. Heritage Railway Association [Електронний ресурс]. – Режим доступу: <https://www.hra.uk.com/>
7. Mikos von Rohrscheidt A. (2010). Regionalne szlaki tematyczne: Idea, potencjał, organizacja. – Krakow: Proksenia, 465 s.
8. Moterski F. (2012) Szlak turystyczny – możliwość wykorzystania. – Zarządzanie i Finanse. – R. 10, no. 1, cz. 2, S. 315–322.
9. UK & Ireland Heritage Railways [Електронний ресурс]. – Режим доступу: <http://www.heritage-railways.com/>

Vitaliy Kovalchuk

*Doctor of Technical Science, associate professor
L'viv Branch of Dnipro National University of Railway Transport
named after academician V. Lazaryan*

4.4 Determination of the cost of tourist traffic

4.4.1 General provisions for determining the cost of tourist traffic

When starting and planning tourist traffic, determining their cost price has a number of features that must be taken into account. The analysis of works on determining the cost of tourist traffic showed that this issue was dealt with by many researchers, which is reflected in the works [1-11]. However, in the work [12] it is indicated that the issue of the methodology for forming and calculating the cost of tourist traffic by rail has not yet been resolved.





It should be noted that when determining the cost of tourist traffic, it is necessary to determine the cost of the entire package of tourist services both for a group of tourists and separately – for one tourist.

Fig. 1 shows a block diagram of pricing for tourist traffic (including by rail), which includes the following main elements: cost, profit, discounts and extra charges.

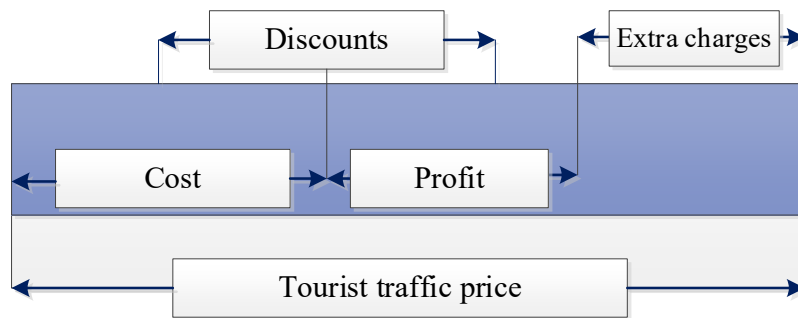


Fig. 1. Block diagram of pricing in tourist traffic

It should also be noted that when planning Tourist Railway routes, it is necessary to take into account not only the railway infrastructure, but also the tourist infrastructure (availability of hotels, dining establishments, cultural heritage and recreation facilities).

Determination of the cost of passenger traffic rail is carried out on the basis of calculating the cost of passenger traffic by mode of transport [13]. At the same time, the total cost of the tourist company's funds for the tourists traffic is divided into: locomotive, car, passenger and infrastructure components (fig. 2).

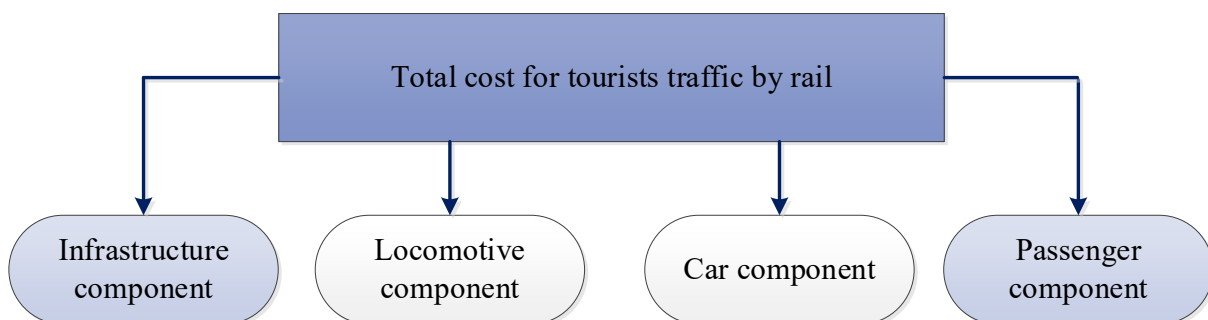


Fig. 2. Scheme of distribution of costs of a tourist company for tourists traffic by individual components [13]

To calculate the cost of tourist traffic by rail, we present an algorithm for calculating costs. Its block diagram is shown in Fig. 3.



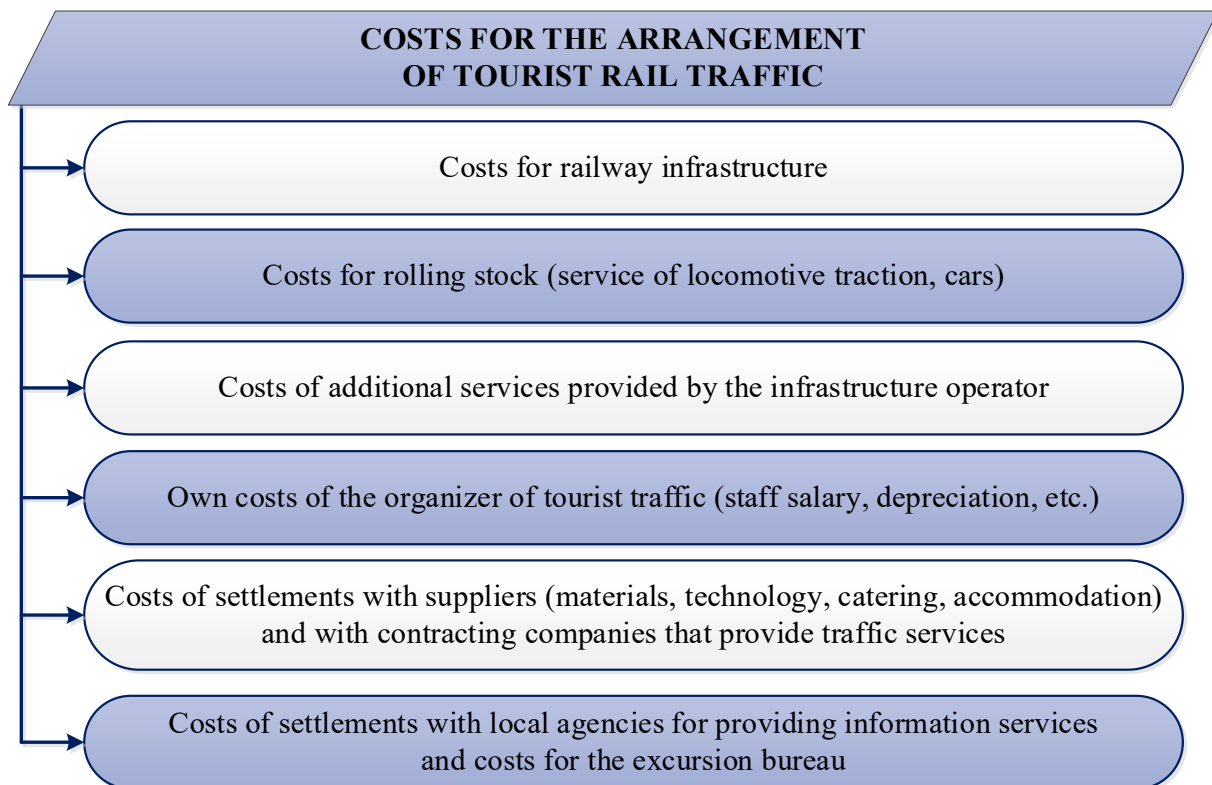


Fig. 3. Algorithm for calculating the cost of arranging tourist traffic by rail

As you can see, the algorithm for calculating the costs of arranging tourist railway traffic includes the costs of railway infrastructure; rolling stock – locomotive traction and cars; the cost of providing additional services by the infrastructure operator; the costs of the organizer of tourist traffic for staff salaries; allowance for depreciation; the cost of supplying materials, technologies, food, beverages and accommodation; the cost of paying settlements with contractors; settlements under contracts with agencies, tour bureaus and other expenses.

The calculations are based on a modern approach used in the arrangement of tourist traffic by narrow-gauge railways, which is given in the work [12].

4.4.2 Calculation of the salary fund for tourist rail traffic

Hereinafter we will give an algorithm for calculating the salary fund for tourist and railway traffic. The summary statement of the salary fund is given in Table. 1. At the same time, the salary fund for employees of both the railway and tourism





companies is calculated based on the number of employees during the year, taking into account the personal official salary of each employee.

Table 1. Calculation of the salary fund of a tourist company, taking into account the payment of railway transport employees

Name of professions	Salary, UAH	Number of employees, units	Salary fund, UAH
Railway transport employees			
Locomotive drivers	X_1	n_1	$X_1 \cdot n_1$
Locomotive drivers assistants	X_2	n_2	$X_2 \cdot n_2$
Train Foreman	X_3	n_3	$X_3 \cdot n_3$
Passenger car attendant	X_4	n_4	$X_4 \cdot n_4$
Electrical fitter	X_5	n_5	$X_5 \cdot n_5$
Diesel motorist	X_6	n_6	$X_6 \cdot n_6$
Bartender	X_7	n_7	$X_7 \cdot n_7$
Waiter	X_8	n_8	$X_8 \cdot n_8$
Outfitter	X_9	n_9	$X_9 \cdot n_9$
Fuel servicer	X_{10}	n_{10}	$X_{10} \cdot n_{10}$
Rolling stock repairman	X_{11}	n_{11}	$X_{11} \cdot n_{11}$
Track repairman	X_{12}	n_{12}	$X_{12} \cdot n_{12}$
Communications and auto-lock repairman	X_{13}	n_{13}	$X_{13} \cdot n_{13}$
Material support worker	X_{14}	n_{14}	$X_{14} \cdot n_{14}$
Passenger economy worker	X_{15}	n_{15}	$X_{15} \cdot n_{15}$
Agents	X_{16}	n_{16}	$X_{16} \cdot n_{16}$
Security guard	X_{17}	n_{17}	$X_{17} \cdot n_{17}$
Employees of the travel company's office			
Director of the company	X_{18}	n_{18}	$X_{18} \cdot n_{18}$
Deputy director of the company	X_{19}	n_{19}	$X_{19} \cdot n_{19}$
Supply manager	X_{20}	n_{20}	$X_{20} \cdot n_{20}$
Chief accountant	X_{21}	n_{21}	$X_{21} \cdot n_{21}$
Accountant	X_{22}	n_{22}	$X_{22} \cdot n_{22}$
Cashier	X_{23}	n_{23}	$X_{23} \cdot n_{23}$
Marketer	X_{24}	n_{24}	$X_{24} \cdot n_{24}$
Material supplier	X_{25}	n_{25}	$X_{25} \cdot n_{25}$
Storekeeper	X_{26}	n_{26}	$X_{26} \cdot n_{26}$
Chief staff clerk	X_{27}	n_{27}	$X_{27} \cdot n_{27}$
Contract Department employee	X_{28}	n_{28}	$X_{28} \cdot n_{28}$
Secretary	X_{29}	n_{29}	$X_{29} \cdot n_{29}$
Drivers	X_{30}	n_{30}	$X_{30} \cdot n_{30}$
Cleaner	X_{31}	n_{31}	$X_{31} \cdot n_{31}$
Repairman	X_{32}	n_{32}	$X_{32} \cdot n_{32}$
Total			$\sum_{i=1}^{32} X_i \cdot n_i$





The algorithm for calculating the salary fund is divided into two groups. The first group consists of railway transport workers who serve the railway, railway rolling stock and provide services for material support of railway activities. The second group consists of employees of a tourist company that deal directly with tourists (providing food, overnight accommodation, excursions, recreation and leisure).

After the calculated value of the salary fund, the total amount of deductions for social events (SE) is determined, which is 22 % [12] of the value of the salary fund, which is calculated in Table. 1:

$$SE=0,22 \cdot \sum_{i=1}^{32} X_i n_i \quad (1)$$

To determine the amount of allowance for depreciation included in the cost of tourist traffic, it is necessary to first calculate the investments that need to be contributed in the reconstruction of the existing railway infrastructure, the office of the tourist company and for the purchase of railway rolling stock (locomotives, cars).

Calculations for the reconstruction of the railway, taking into account the cost of communication facilities and block system, passenger stops, railway land and artificial structures are determined using aggregated indicators of the Research and Project Institute of Transport Engineering Kyivdiprotrans, taking into account the cost of one kilometer of construction of a new railway track [12].

4.4.3 Determination of costs for railway reconstruction and purchase of rolling stock

The algorithm for determining the cost of railway rolling stock for tourist traffic is given in Table. 2. Projected costs should be taken according to the forecast data of the Special Design Bureau of Ukrzaliznytsia PJSC [12].





Table 2. Calculation of railway construction costs and purchase of rolling stock

Facility	Unit price, thousand UAH.	Number of units	Total cost, thousand UAH.
Railway Reconstruction	X_1	n_1	$X_1 \cdot n_1$
including:	X_2	n_2	$X_2 \cdot n_2$
- automation and communication cable line	X_3	n_3	$X_3 \cdot n_3$
Halt platforms	X_4	n_4	$X_4 \cdot n_4$
- construction of the upper structure of the track	X_5	n_5	$X_5 \cdot n_5$
- railway land	X_6	n_6	$X_6 \cdot n_6$
- artificial structures	X_7	n_7	$X_7 \cdot n_7$
1st Class car	X_8	n_8	$X_8 \cdot n_8$
2nd Class car	X_9	n_9	$X_9 \cdot n_9$
Cafeteria car	X_{10}	n_{10}	$X_{10} \cdot n_{10}$
Locomotive	X_{11}	n_{11}	$X_{11} \cdot n_{11}$
Total			$\sum_{i=1}^{11} X_i \cdot n_i$

4.4.4 Calculation of allowance for depreciation

The calculation of allowance for depreciation is determined depending on the cost of individual infrastructure facilities, rolling stock, and depreciation service life. The algorithm for calculating allowance for depreciation is shown in Table. 3.

Table 3. Calculation of allowance for depreciation for infrastructure and rolling stock for tourist rail traffic

Facility	Unit price, thousand UAH.	Depreciation service life	Total cost, thousand UAH.
Automation and communication cable line	Y_1	25	$Y_1/25$
Halt platforms	Y_2	50	$Y_2/50$
Construction of the upper structure track	Y_3	30	$Y_3/30$
Railway land	Y_4	80	$Y_4/80$
Artificial structures	Y_5	100	$Y_5/100$
1st Class car	Y_6	28	$Y_6/28$
2nd Class car	Y_7	28	$Y_7/28$
Cafeteria car	Y_8	28	$Y_8/28$
Locomotive	Y_9	30	$Y_9/30$
Total			$\sum_{i=1}^9 Y_i$





The cost of materials, spare parts, fuel and electricity for the maintenance, operation and repair of railway transport infrastructure and rolling stock is determined as a percentage of the cost of allowance for depreciation shown in Table.

3. Deductions are determined by the formulas (2) – (6) [12]:

- for servicing cable lines – (CL) - 2,5 %

$$CL=0,025 \cdot Y_1/25, \quad (2)$$

- for servicing Halt platforms (HP) and buildings – 3 %

$$HP= 0,03 \cdot Y_2/50, \quad (3)$$

- for servicing the upper structure of the Narrow-Gauge Railway – (USN) - 2 %

$$USN=0,02 \cdot Y_3/30, \quad (4)$$

- for maintenance of the railway land (RL) and artificial structures – 2 %

$$RL= 0,02 \cdot (Y_4/80+ Y_5/100), \quad (5)$$

- for servicing Railway Rolling Stock (RS) – 11 %

$$RS=0,11 \cdot (Y_6/28+ Y_7/28+ Y_8/28+ Y_9/30). \quad (6)$$

Formulas (2)–(6) are basic for determining the costs of maintaining, operating and repairing railway transport infrastructure and rolling stock, taking into account allowance for depreciation.

4.4.5 Determination of costs for maintenance, operation and repair of a tourist company

Table. 4 shows an algorithm for calculating the costs of maintenance, operation and repair of a tourist company, taking into account the salary fund (table. 1) and allowance for depreciation (table. 3).





Table 4. Calculation of costs for maintenance, operation and repair of a tourist company

Costs	Amount of costs, thous. UAH	Percentage of total costs amount, %
Salary fund, UAH	$Z_1 = \sum_{i=1}^{32} X_i n_i$	6,86
Deductions for social events	$Z_2 = 0,22 \cdot \sum_{i=1}^{32} X_i n_i$	1,51
Allowance for depreciation	$Z_3 = \sum_{i=1}^9 Y_i$	36,64
Cost of materials, spare parts and electricity	Z_4	9,26
Cost of fuel for rolling stock	Z_5	1,17
Settlements with the railway traffic operator	Z_6	5,63
Buying food for tourists	Z_7	7,99
Renovation of a travel company's office	Z_8	0,35
Accommodation of tourists in hotels or apartments	Z_9	22,25
The cost of excursions for tourists, which does not include traffic by rail	Z_{10}	8,34
Total	$\sum_{i=1}^{10} Z_i$	100%

The profit (BP) of a company from tourist rail traffic is defined as the difference between the income (I) of the company and its expenses (E):

$$BP = I - E. \quad (7)$$

The profitability of a tourist company is determined by the formula:

$$RP = BP/CA * 100. \quad (8)$$

where RP is the profitability of the tourism company; CA is the value of assets.

Conclusion. The proposed algorithm for determining the cost of tourist railway traffic takes into account calculations of costs for reconstruction, current maintenance and repair of railway infrastructure, rolling stock (cars, locomotives), accommodation and excursions of tourists, allowance for depreciation and costs for the maintenance of a tourist company.



*References*

1. Ткаченко Т. І. Туристичний продукт як об'єкт виробничого підприємництва [Електронний ресурс] // Культура народів Причорномор'я: Т.І. Ткаченко. – nbuv.gov.ua / Національна бібліотека України імені В. І. Вернадського, Київ. Режим доступу: http://www.nbuv.gov.ua/Articles/Kultnar/knp67/knp67_130-135.pdf.- 11.01.2012.
2. Сметанко О. В. Методика та організація обліку і аудиту витрат у туристській галузі (на прикладі туристських підприємств Автономної Республіки Крим): автореф. дис. на здобуття наук. ступеня канд. ек. наук / О.В. Сметанко. – РВВ КЕІ КНЕУ, 2004. – 18 с.
3. Коросташивець Ю. Спільні та відмінні риси понять «туристична послуга» та «туристичний продукт» за законодавством України та інших держав / Ю. Коросташивець // ПГіП – 2010, – №7. – С.105–108.
4. Дядечко Л. П. Економіка туристичного бізнесу / Л. П. Дядечко. – К.: Центр учбової літератури, 2007. – 224 с.
5. Бургонова Г. Н. Бухгалтерский учет и отчетность в туризме: учеб. пособие / Г. Н. Бургонова, Н. А. Каморджанова. – М. : НОЛИДЖ, 1998. – 272 с.
6. Экономика современного туризма: Рыночное регулирование. Основы управления и маркетинг. Бухгалтерский учет и налогообложение / под ред. Г. А. Карповой. – М.: СПб.: Герда, 1998. – 412 с.
7. Козырева Т. В. Учёт издержек в туризме: учеб. изд. / Т. В. Козырева. – М.: Финансы и статистика, 2000. – 203 с.
8. Пожарицька І. М. Удосконалення обліку і аналізу витрат на виробництво туристичного продукту: дис. на здобуття наук. ступеня канд. екон. наук: спец. 08.06.04 / І. М. Пожарицька; Східноукр. нац. ун-т ім. Володимира Даля. — Луганськ, 2004. – 242 с.
9. Все про облік та організацію туристичної діяльності / Ю. Рудяк та ін. – Х.: Фактор, 2007. – 274 с.
10. Juan Gabriel Brida, Manuela Deidda, Manuela Pul ina. Tourism and transport systems in mountain environments: analysis of the economic efficiency of cableways in South Tyrol // Journal of Transport Geography. — Vol. 36. — April 2014. – P. 1–11.
11. Яновская Н. Туризм: организация и учет / Н. Яновская. – Х.: Фактор, 2002. – 229 с.
12. Марценюк Л. В. Розрахунок витрат та прибутку на утримання та обслуговування вузькоколійної туристичної лінії / Інвестиції: практика та досвід. – Економічна наука: № 11, 2016. – С.41–49.
13. Барабаш Ю. С. Принципи визначення витрат на туристичні перевезення по вузьким коліям / Ю. С. Барабаш, Л. В. Марценюк // Інвестиції: практика та досвід. – Економічна наука: № 9, 2016. – С.13–22.





CONCLUSIONS

The first chapter of the Concept examines the relevance of preserving sites of unique cultural and historical heritage, especially in unpopular tourist areas. These issues relate to the border territories of both Ukraine and Poland. In order for a historical heritage site to be properly preserved and restored, it is necessary to prove its demand in society. An example of historical national heritage is the first Hungarian-Galician railway with a century-old history, the current state of which requires investment.

Having analyzed the aspects of the development of railway tourism, we can say that this type of tourism was in demand and its popularization now has considerable potential and social and economical benefits for communities.

The second chapter discusses ways to preserve and restore cultural heritage. So first of all, you need to conduct research and analysis of a historical monument in order to find its uniqueness, clear planning for its restoration, and most importantly, how this monument can be useful in the modern world. One of the methods of attracting tourists is to digitize monument by creating registers of historical heritage with photos and videos, interesting informative history of the monument. Following this, it will be a good tradition to hold cultural events on the territory of the community, and if the range of services is expanded to those of a therapeutic nature, the number of tourists of different age categories will increase. Even then, you can promote heritage sites and tourist routes. Since railway tourist routes in Ukraine and Poland are almost undeveloped, there are a number of questions about the legal framework, technical aspects of the arrangement of tourist traffic and the economic efficiency of railway tourist routes.

The third section contains a list of laws and state acts of Ukraine and Poland that regulate tourism in the countries. However, the very definition of "iron tourism" is not included in the legislation, so such legal relations are regulated by the general norms of the legal framework. In Poland, these issues are more regulated, since there





are many participants in the railway services market, while in Ukraine there is a monopolist in the field of railway traffic, which in turn creates problems with fares, the introduction of a single travel ticket and access of private companies to railway infrastructure. Regarding the technical aspects of the arrangement of tourist traffic by railways of Ukraine, we can note that the existing rolling stock, in particular retro trains and rail buses, is the most suitable option for railway tourist routes. Train stations and train stops have a typical set of premises for serving tourists. Since rail transport is safe, comfortable and fast, tourists will enjoy such a trip. Also, for several years now, interoperability specialists have been working in Ukraine to harmonize and combine the norms of Ukraine and Poland in the context of railway traffic. The existing railway infrastructure in Poland allows the use of rolling stock that is operationally compatible with both 1520 mm and 1435 mm tracks. In terms of the technical condition of Railways and the arrangement of tourist traffic by railways, Ukraine and Poland have common problems and shortcomings. Therefore, the concept presents methods for assessing the economic efficiency of tourist rail traffic, which aim to determine the most rational approaches to the economic justification of the introduction of railway tourism in Ukraine.

The fourth section offers clear recommendations to communities on the restoration and promotion of historical heritage, which will help to get economic benefits from the tourism sector. When passing all the stages of restoration of heritage sites and observing principles that will avoid many difficulties, it becomes possible to expand the potential of the historical heritage of the region. Examples of options for tourist routes with sites of common cultural and historical heritage of the first Hungarian-Galician railway prove that the opportunities of communities and social and economical benefits from railway tourism have a right to exist. Using information about determining the cost of tourist traffic, you can effectively plan your income for future periods.

Finding and developing a really effective model of tourist international railway business in the international mountain cross-border region of the Carpathians





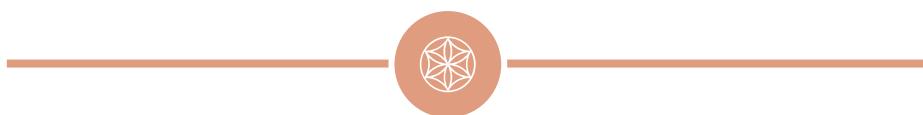
Bieszczady, which can help save from the final decline of the historical international European railway track and the economy of the border depressed regions is the goal of this concept – the resumption of regular passenger railway service, as the main factor precisely for providing tourist traffic with tracks width of 1435 mm, railway routes Przemysl (Poland) – Khyriv (Ukraine) – Zagórz (Poland) and their active continuation along the tracks of 1520 mm of Ukraine. Despite the technical, economic, reorganization and pandemic difficulties of railways, the arrangement of tourist travels remains relevant and necessary.

As a result, we can say that the main obstacles to the development of tourism in the region are economic, political and social instability. For the effectiveness of railway tourism, we need a legislative regulation of this type of tourism, a clear position of communities in which the development of railway tourism is possible, the creation of appropriate infrastructure, the interest of regional and local communities in subsidies for the development of railway tourism, the creation of clusters of the corresponding area of development.

Each section of the concept is filled with valuable information collected by the best scientists and experts in the fields of economics, tourism, railway transport, international law and history. Heads of many local government departments will be able to learn a lot of useful, new and interesting things for themselves. The concept will be useful for all communities that want to develop tourism, in particular railway tourism.

Using the information that the Concept contains, communities will be able to work more actively to create new projects and strategies for developing tourism in the community. This concept is another step towards the development of railway tourism in Ukraine, which has considerable potential. Since the first Hungarian-Galician railway passed through four modern countries, such as Hungary, Poland, Ukraine, Slovakia, such a tourist railway route can become an interesting attraction for tourists and an effective development for local self-government.

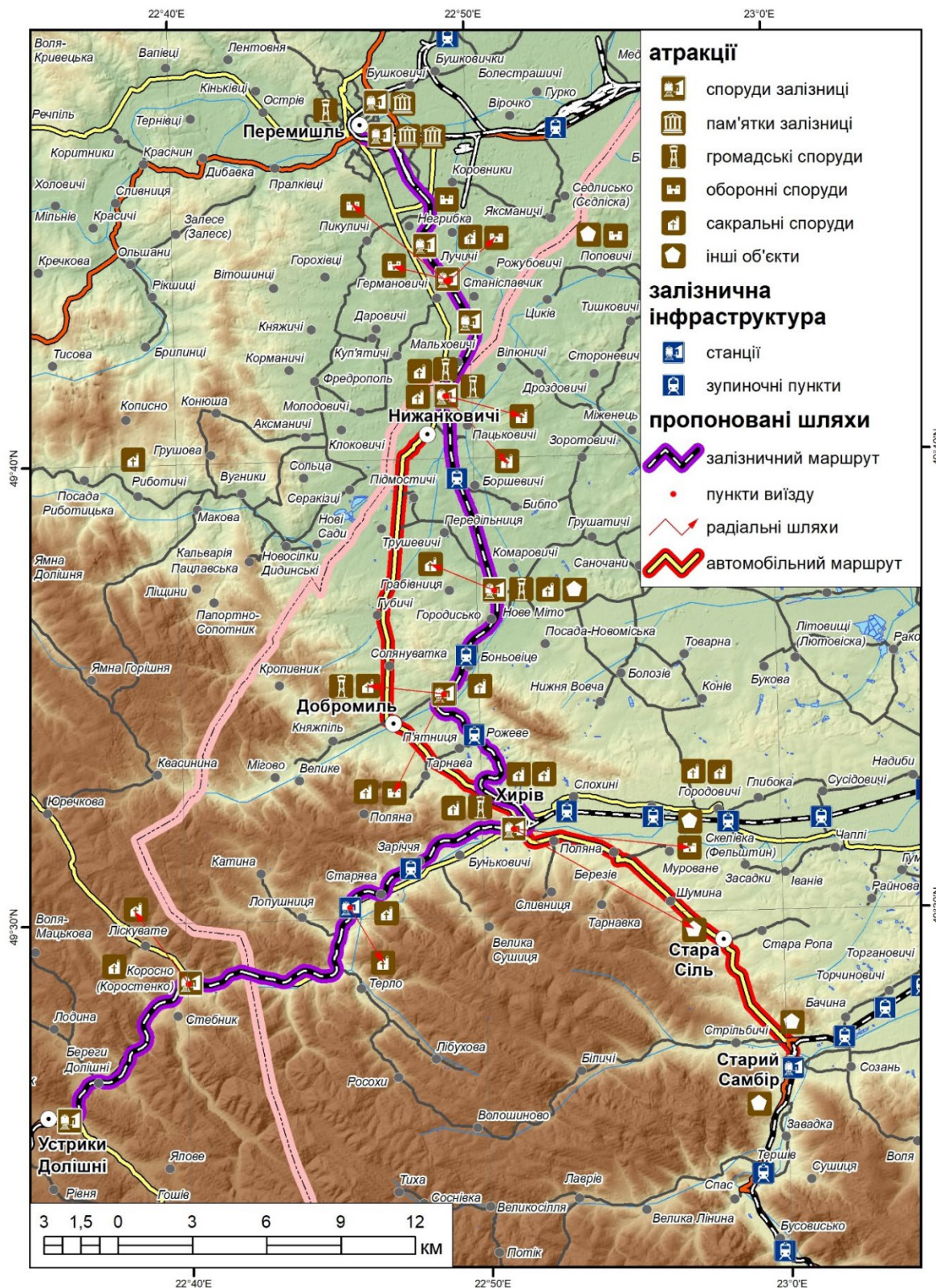






ANNEXES

Annex 1 A designed network of tourist thematic routes
of the First Hungarian-Galician Railway





Annex 2 Legend to the map

Cross-border railway passage of heritage with options for passing

- for sightseeing and event trips by railcars and rail buses
- historical reproduction "on the Austrian period" using ancient railway technics

Regional thematic routes

- historical and cultural: "Historical, cultural and industrial heritage of the border areas" (Stary Sambir - Khyriv - Dobromyl - Nyzhankovychi - Stary Sambir)
- military "World War I Bastions" (Hermanowice - Popovychi)

Local thematic routes from stations of the First Hungarian-Galician Railway (pedestrian and automobile)

- Przemyśl station – railway heritage sites and urban tourism
- Bakonczyce station – industrial and technical objects
- Hermanowice station – sentimental and military (Hermanowice - Łuczyce - Pikulice)
- Nyzhankovychi station – objects of railway heritage, local lore (Nyzhankovychi - Patskovychi - Borschevichi)
- Nove Misto station – agritourism
- Dobromyl station – objects of railway heritage (Dobromyl - Tarnove - Rozheve), historical and cultural heritage and sentimental
- Khyriv station – objects of railway heritage, historical, cultural and literary (Khyriv - Stara Sil - Skelivka (Felsztyn))
- Staryava station – cultural and natural
- Kroszienko station – objects of railway heritage, historical and cultural
- Ustrzyki Dolne station – objects of railway heritage, historical and cultural, ecotourism





Annex 3 Objects of cultural and historical heritage and local lore

I. Objects of cultural and historical heritage and local lore (Polish side)

Przemyśl station

- 1.1. *“Przemyśl-Główny” station*
- 1.2. *Water tower of Przemyśl railway station*
- 1.3. *Lubomyrsky Palace in Przemyśl*

Bakonczyce station

- 1.4. *“Przemyśl-Bakonczyce” Railway Station Building*
- 1.5. *Locomotive depot building at Przemyśl-Bakonczyce station*

Hermanowice station

- 1.6. *Hermanowice railway station building*
- 1.7. *Pikulice railway station building*
- 1.8. *Malchowice railway station building and platform*
- 1.9. *Metal bridge at the entrance to the fortress of Przemyśl*
- 1.10. *Fort of Przemyśl Fortress in Hermanowice*
- 1.11. *Fort of Przemyśl Fortress in Nehrybka*
- 1.12. *Church of St. Onufriy in Posada Rybotytska*
- 1.13. *Wooden church in Łuczyce*
- 1.14. *Cemetery in Pikulice*

Kroscienko station

- 1.15. *Krostenko station building and platform*
- 1.16. *Wooden Church of the Nativity of the Blessed Virgin in Krostenko*
- 1.17. *Wooden Church of the Nativity of the Blessed Virgin in Liskovate*

Ustrzyki Dolne station

- 1.18. *Ustrzyki Dolne Railway station building*
- 1.19. *Natural History Museum of Bieszczady National Park*





II. Objects of cultural and historical heritage and local lore (Ukrainian side)

Nyzhankovychi station

- 2.1. *Nyzhankovychi Railway station building*
- 2.2. *Palace of the Grimm family in Nyzhankovychi*
- 2.3. *Old Town Hall in Nyzhankovychi*
- 2.4. *Church of St. the First-Called Apostle Andrew in Patskovychi*
- 2.5. *Church of the Assumption of the Blessed Virgin in Borshevichi*
- 2.6. *Church of the Holy Trinity in Nyzhankovychi*
- 2.7. *Church of the Holy Trinity in Nyzhankovychi*
- 2.8. *Railway bridge on the river Vyar in Nyzhankovychi*
- 2.9. *Church of the Entry into the Church of the Blessed Virgin in Vilyunychi*
- 2.10. *Smilnytsia, railway bridge on the tributary of the river Strivigor (Strviash)*
- 2.11. *6 forts of Peremyshl fortress in the village of Popovichi*

Nove Misto station

- 2.12. *The building of the railway station Nove Misto*
- 2.13. *Church of St. Martin in Nove Misto*
- 2.14. *Church of the Holy Family in Grabivnytsia*
- 2.15. *Town Hall in Nove Misto*
- 2.16. *Pradlovsky Palace in the village of Komarovychi*
- 2.17. *Agritourism farm*

Dobromyl station

- 2.18. *The building of the railway station Dobromyl*
- 2.19. *Town Hall in Dobromyl*
- 2.20. *Church of the Transfiguration in Dobromyl*
- 2.21. *Church of St. Nicholas in Rozheve*
- 2.22. *Herburt Castle in Dobromyl*
- 2.23. *Monastery of St. Onuphrius in Dobromyl*





Khyriv station

2.24. ***The building of the railway station Khyriv***

2.25. ***Church of the Nativity of the Blessed Virgin in Khyriv***

2.26. *Town Hall in Khyriv*

2.27. *Jesuit College and St. Joseph's Chapel (dormitory) in Khyriv*

2.28. *Church of St. Lawrence in Khyriv*

2.29. *Mnishki Castle in the village of Murovane*

2.30. *Wooden church in the village of Stara Sil*

2.31. *The wooden church of St. Kuzma and Demyan in Skelivka (Felsztyn)*

2.32. *Church of St. Martin in Skelivka (Felsztyn)*

Staryava station

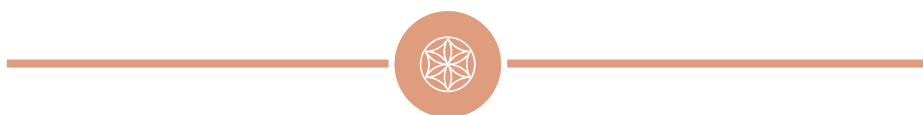
2.33. ***Church of St. Paraskeva in Staryava***

2.34. ***Church of the Nativity of the Blessed Virgin in Terlo***

2.35. *Staryava station building*

* Basic objects are highlighted in bold italics, additional objects are highlighted in italics







LEAD BENEFICIARY

NGO "Linia102.Ua"

LEAD BENEFICIARY'S ADDRESS

79052

I.Blazhkevych str., 12a, L'viv, Ukraine



BENEFICIARY 1

The East European State College in Przemyśl

BENEFICIARY'S 1 ADDRESS

37-700

ul. Książąt Lubomirskich, 6, Przemyśl, Poland



BENEFICIARY 2

The West Ukrainian Resource Centre

BENEFICIARY'S 2 ADDRESS

79008

Lysenko str., 21, L'viv, Ukraine

PROJECT NUMBER

PLBY.01.01.00-UA-0964/19-00



This document has been produced with the financial assistance of the European Union, under the ENI CBC Programme Poland-Belarus-Ukraine 2014-2020. The contents of this document are the sole responsibility of the NGO "Linia102.Ua" and under no circumstances can be regarded as reflecting the position of the European Union, the MA or the Joint Technical Secretariat of the ENI CBC Programme Poland-Belarus-Ukraine 2014-2020.



**PL-BY-UA
2014-2020**

Funded by
the European Union



**Cross-border Cooperation Programme
Poland-Belarus-Ukraine 2014-2020**

Joint Technical Secretariat

39a Domaniewska St., 02-672 Warsaw, Poland tel.: +48 22 378 31 00
e-mail: pbu@pbu2020.eu

Branch Office in Rzeszów

Marshal Office of the Podkarpackie Voivodeship
6 Poniatowskiego St., 35-026 Rzeszow, Poland tel.: +48 17 85 34 188
e-mail: rzeszow@pbu2020.eu

Branch Office in Brest

Brest Transboundary Infocentre
46, Sovetskaya St., 224005 Brest, Belarus tel.: +375 162 53 15 83
e-mail: brest@pbu2020.eu

Branch Office in Lviv

Information and Cross-border Cooperation Support Centre DOBROSUSIDSTVO
5 Tyktora St., 79007 Lviv, Ukraine tel.: +380 322 61 02 59
e-mail: lviv@pbu2020.eu

www.pbu2020.eu

