



Povoroznyk said that the Chinese proposal is to finance 85% of the project, with Kyiv City putting up the rest. In the past, Kyiv has estimated that construction of the 15-station, 20-kilometer line could cost \$1.1 billion.

The subway talks come after Kyiv Mayor Vitali Klitschko announced last year that German companies are investing \$215,000 to complete Line 4's Podilskyi Metro Bridge. Construction began in 1993 on this road and rail bridge. However, for a generation of city residents, this rusting structure has loomed as a symbol of municipal incompetence. Last year, work re-started on the bridge, which is to connect Podil and the Left Bank via Trukhaniv Island.



**Kyiv Deputy Mayor Mykola Povoroznyk hopes to use Chinese aid to build Kyiv's first completely new line in 20 years. (UNIAN)**  
**New Line to Open New Residential Areas**

The new metro line is to offer a link to light rail on the city's Left Bank Troieshchyna district, then go to Trukhaniv Island, a low, park like island now largely accessible by boat or pedestrian bridge. After crossing the Dnipro, the subway will offer exchange stations with the Blue Line at Taras Shevchenka, with the Green Line at Lukianivska, and finally with Red Line at Vokzalna, the central rail station.

The Orange Line will have a station at Zhuliany, officially called Kyiv International Airport. It will end one station later, at Kyiv's new Ring Road. Construction on the first section has begun. The entire line is to be completed by 2030.



With no marketing and with poor street level signage, Kyiv's metro draws larger and larger volumes of passengers, a reflection of the general economic recovery and the growth of the capital's population to 3 million people. (James Brooke)

#### Cut Downtown Trips

The priority section to be built is a four station arc that will link with Kyiv's three existing metro lines. The goal is to reduce the number of passengers who travel into the city center simply to change lines. These flows create passenger bottlenecks at rush hours.

"The fourth line will solve many problems: it will redistribute passenger flows and will change the land transport route scheme" Chief Engineer Vladimir Zel told reporters. Vokzalna station, he said, will get a new exit, presumably a tunnel to the rail station building.

Each weekday, the metro handles about 1.5 million passengers -- the equivalent of half of the city's population moving underground.

"The project requires a large investment," said Povoroznyk. "But the increase in passenger traffic from the left bank to right and vice versa updates the construction of additional branches from year to year," he said.

Line 4 is the first of several large projects the Kyiv Metro has planned. Another plan includes extending the Green Line to the Left Bank's new Darnytsia train station by 2020.

For comments or news tips, please contact UBJ Reporter Lee Reaney at [lee.reaney@theubj.com](mailto:lee.reaney@theubj.com) (mailto:lee.reaney@theubj.com).

*Posted March 30, 2017*

22:00 PM Thursday March 30, 2017