



**Activities of the Accounting
Chamber of Ukraine in the field
of prevention and consequences
elimination of man-caused
disasters and catastrophes in
industry and transport**

**Chief Inspector – Director of the Department
Mr. Igor Zarembo**

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In 1991 Ukraine inherited considerable industrial capacities as a result of the Soviet Union collapse. Market forces made structural transformations in the country.

All these factors contributed to high risks of occurring emergencies and man-caused disasters and catastrophes in Ukraine.



Problem of uranium waste treatment in Dneprodzerzhinsk in the Eastern part of Ukraine is among the most large-scale.

The problem arose in 1991 when it became impossible to produce uranium at the Chemical Industrial Complex as a result of breakage of industrial chain with absence of raw materials.



Storage and industrial facilities for uranium wastes were neither liquidated, abandoned, nor redesigned.

As of today areas of industrial premises and tailings storages with accumulated 42 ml ton of uranium ore-processing and 200 thousand ton of uranium wastes are the major sources of ionizing radiation.



Only 3 burial places of nuclear wastes at the industrial site of former Chemical Plant were under adequate physical protection.

Other storage facilities for radioactive materials beyond the industrial site with total area of 277 ha were not protected at all.



Storage area of radioactively contaminated materials at the site of former Production Association “Prydneprovsky Chemical Plant”, Dneprodzerzhinsk





In 2007 as compared to 2005 budget expenditures for physical protection of nuclear facilities and storages of spent nuclear materials increased twofold.

However they were not put to efficient use.



Project of construction of Tashlyk Water-storage Power Plant in Mykolaiv Oblast in the catchment area of the Southern Bug River near Yuzhno-Ukrainska Nuclear Power Plant is another potentially hazardous facility with risk of man-caused disaster.



Accounting Chamber of Ukraine carried out performance audits on national system for promoting navigation safety.

Following audit results, during last 17 years the safety of Dniprovsky flight of locks has gradually decreased, the wear tear level ranges within 47-58 per cent.



Kanivsky lock at the Dnieper River





At present time the system for scheduled maintenance of navigation locks is factually non-operating.

Only emergency repairs are carried out.



Wear-tear in combination with inadequate state financing make it impossible to maintain internal navigable waterways and locks in proper condition. For instance, approved expenditures in 2008 totaled only 47 per cent of required funds. Thus navigation safety on the sea and internal water ways is not guaranteed and Ukraine has to spend enormous financial resources to eliminate consequences of emergencies and disasters.



While eliminating the consequences of accident at Volgoneft-139 tanker (Russia) happened on November 11, 2007 the works on localization of oil spill began only in 2 days after the accident





Based on audit findings the Accounting Chamber of Ukraine recommended the Government to make appropriate amendments to the existing legislation and introduce norms and rules for heavier responsibility, as well as stimulating measures and incentives, searching for new financing options.