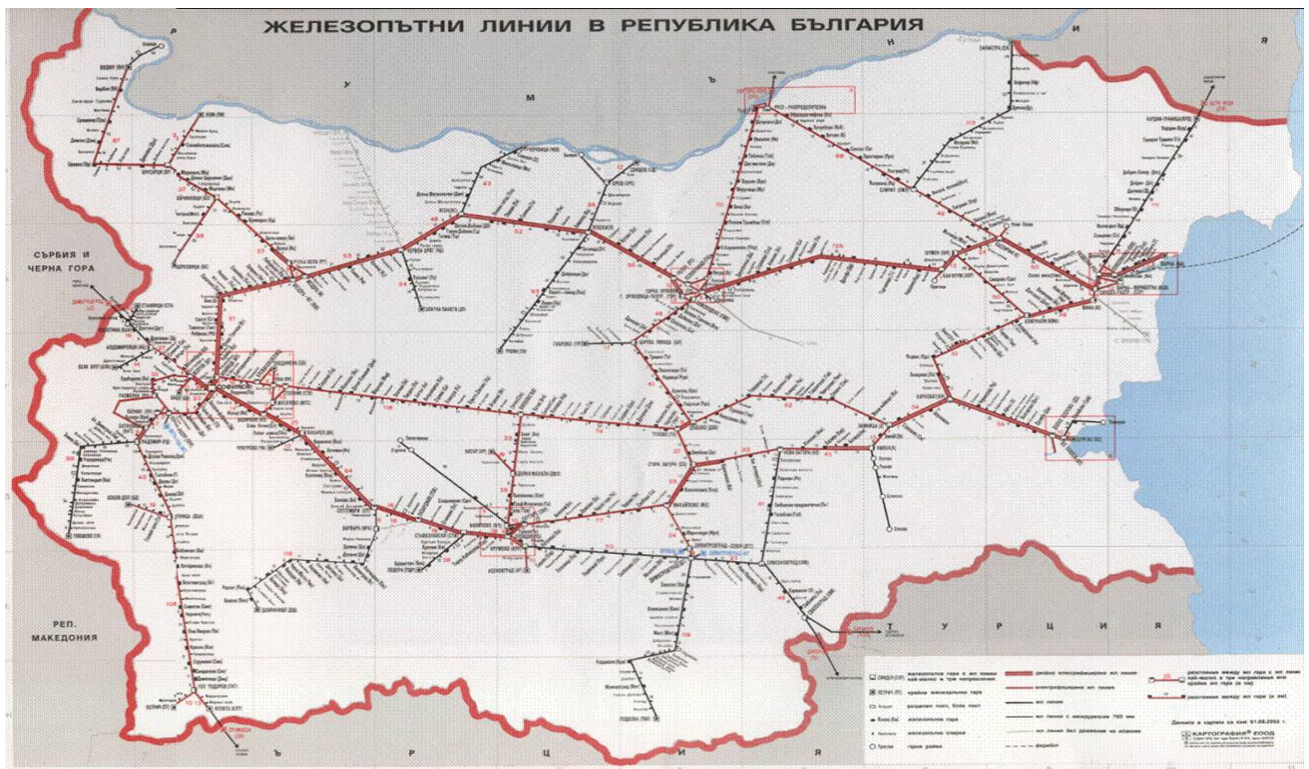


ANNEX No1

ANALYTIC AND GRAPHIC INFORMATION BY TRANSPORT MODES

RAILWAY TRANSPORT

Railway network of the Republic of Bulgaria



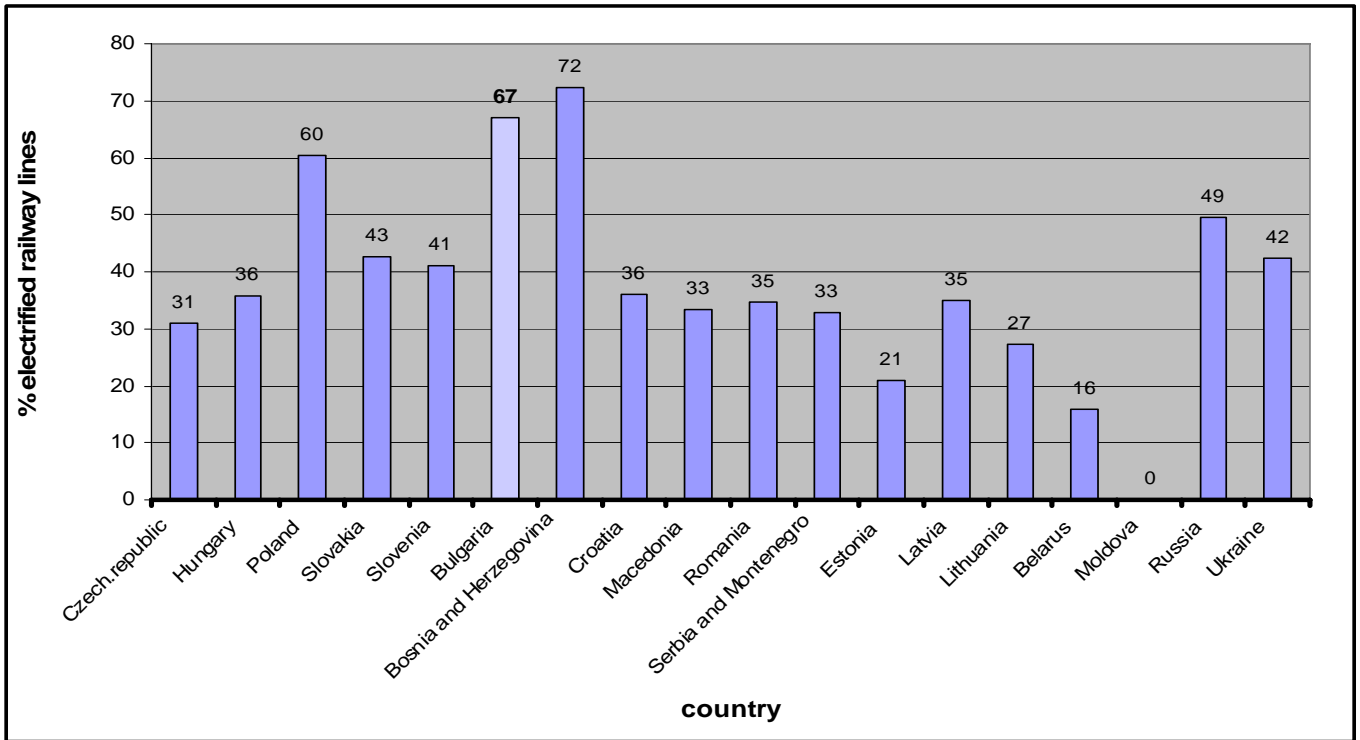
Characteristics of the railway network by 2005

Table No1

Unfolded length of the railway network	Length (km)
Total length of the railway track	7 326
Single track lines with standard gauge (1,435 mm)	3 102
Double track lines with standard gauge (2 x 969 km)	1 938
Single narrow gauge track lines (760 mm)	245
Station's platform lines with narrow gauge	51
Station's platform lines with wide gauge (1,520 mm)	30
Station's platform lines with standard gauge	1 960
Other equipments	
Level crossings	843
Tunnels along railway lines with standard gauge	147
Tunnel along railway lines with narrow gauge	41
Railway bridges	1 018
Switches	Above 8 000

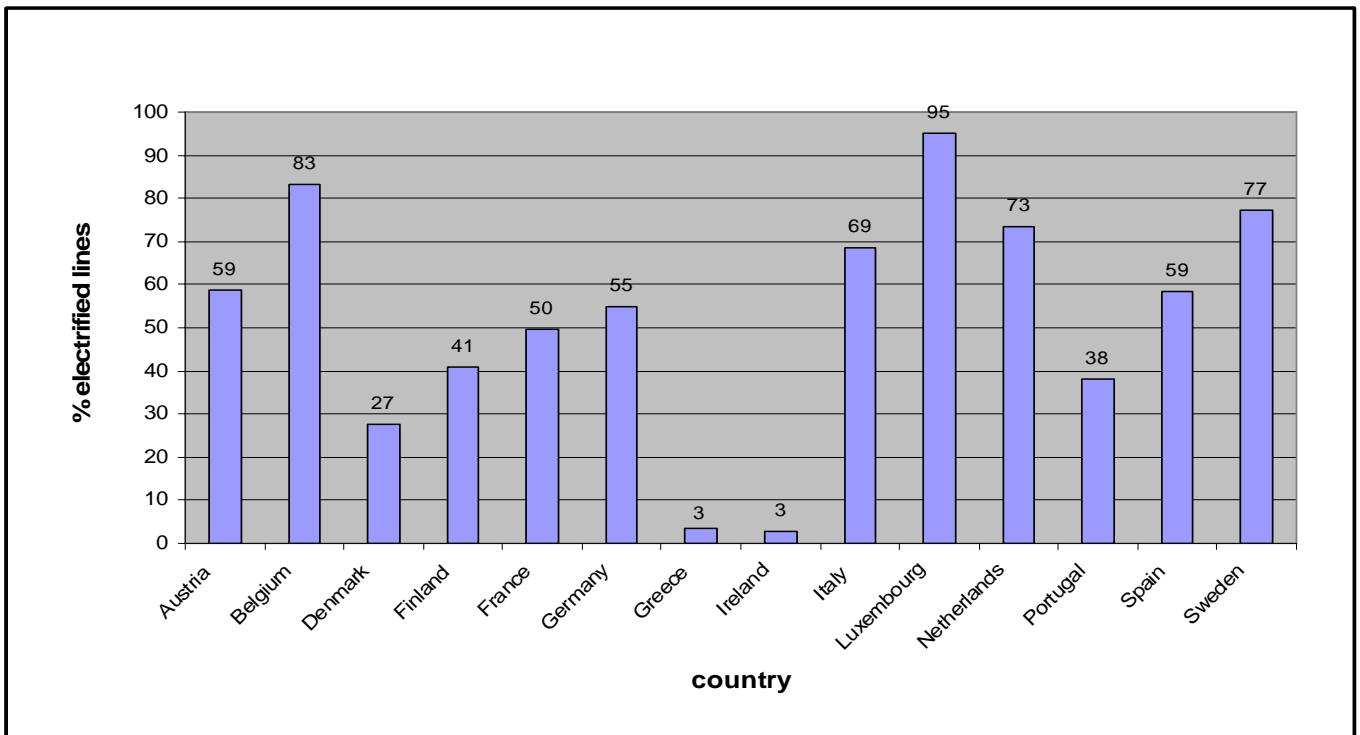
Electrification of the railway lines in South and East Europe for

Graph No1



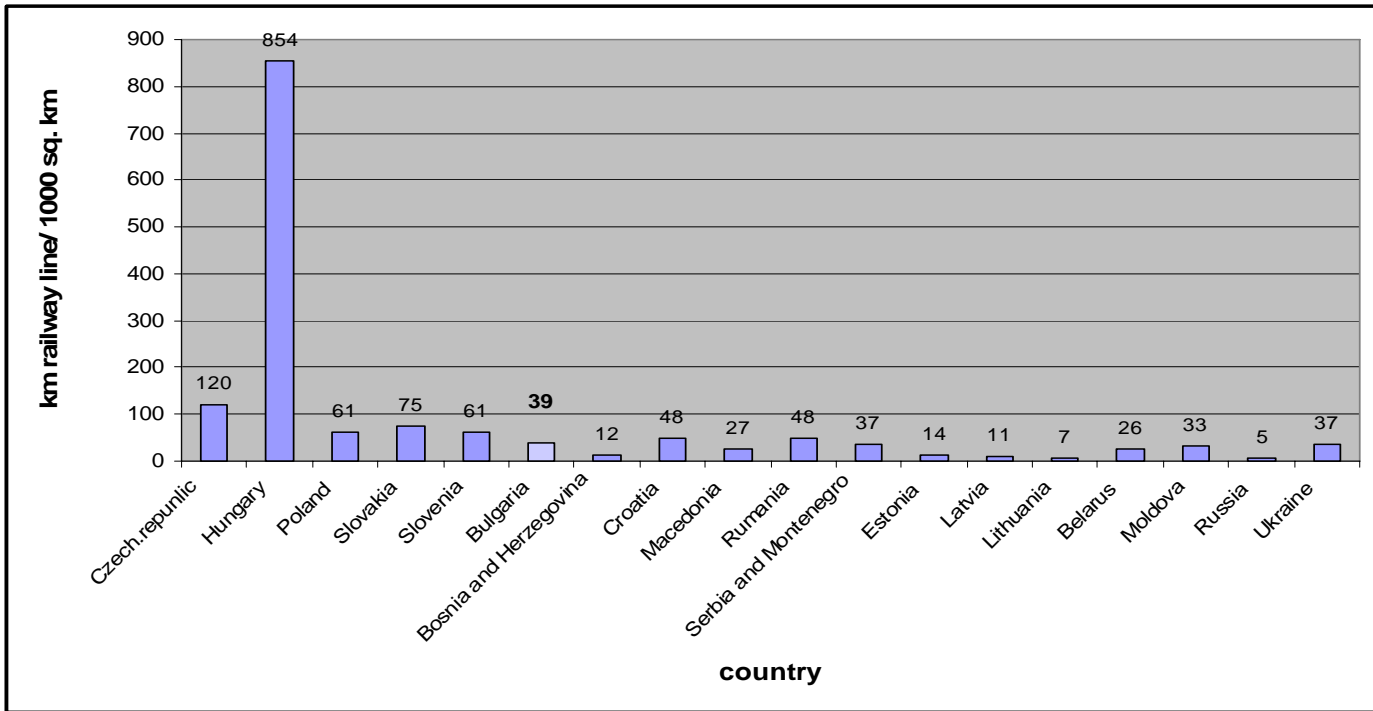
Electrification of the railway lines in the European Union

Graph No2



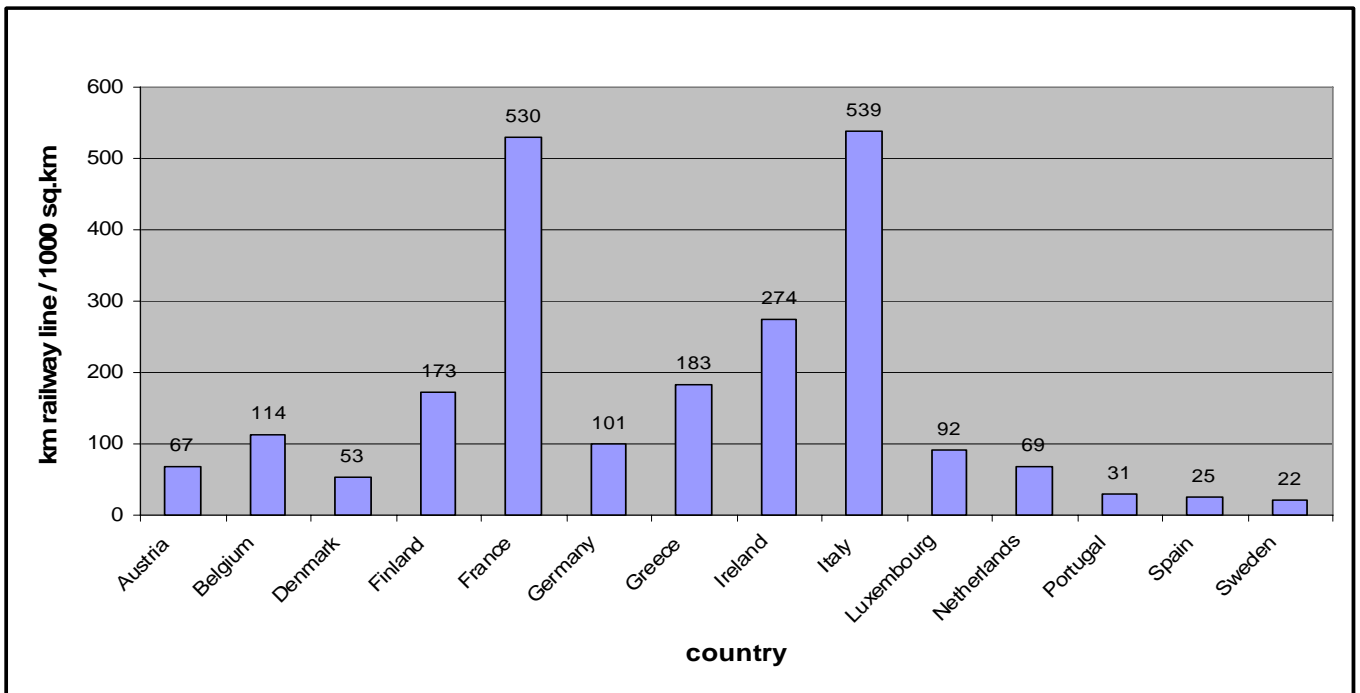
Density of the railway network in East and South Europe

Graph No3



Density of the railway network in the European Union

Graph No4



Passengers carried and transport performance in the period of 1990-2005

INDICATORS	MEASURE	ANNUAL REPORT						
		1990	2000	2001	2002	2003	2004	2005
Passengers carried	Million pass.	102 39	50 03	41 81	33 7	35 2	38 3	33 8
Transport performance	Million pass. km	7 793	3 472	2 990	2 598	2 517	2 628	2 388

Goods carried and transport performance in the period of 1990-2005

Table No3

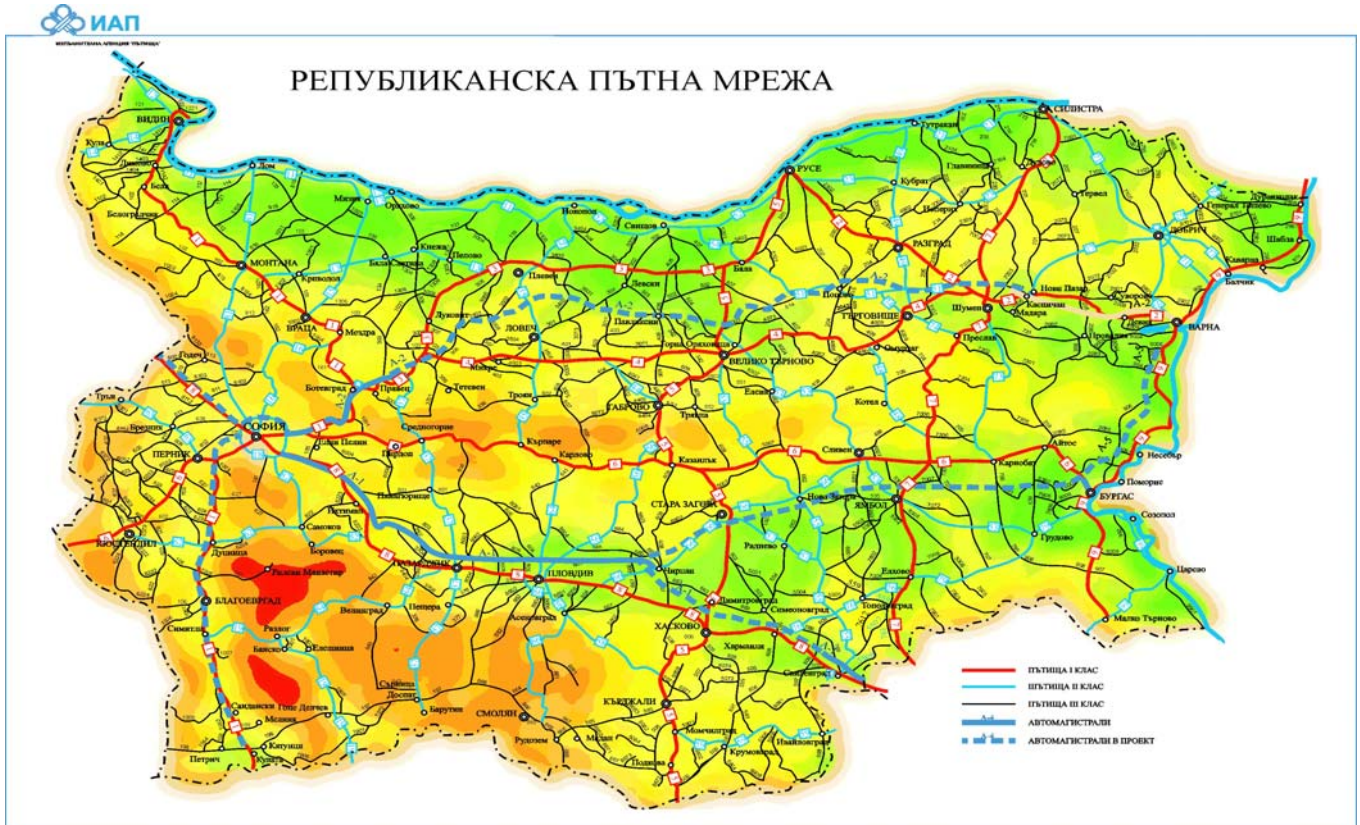
INDICATORS	MEASURE	ANNUAL REPORT						
		1990	1995	2001	2002	2003	2004	2005
Goods carried	million tons	63.2	32.9	19.3	18.5	20.1	20.4	20.6
Transport performance	million ton-km	14 132	8 595	4 904	4 627	5 274	5 212	5 168

International freight traffic by railway transport 1999-2005

Table No4

	1999	2000	2001	2002	2003	2004	2005
Comparative share of the international freight traffic to the total freight traffic (%)	11,6	16,2	14,5	17,2	20,4	23.1	26.5
Goods carried – thousand tons	2 455	3 419	2 788	3 178	4 090	4 709	5 477
Export	1 089	1 677	1 295	1 418	1 821	2 046	2 509
Import	738	1 044	917	1 076	1 480	1 644	1 817
Transit	628	698	576	684	789	1 019	1 151

ROAD TRANSPORT



National Road Network as of beginning of 2005

Table No5

National Road Network	Length, km
Motorways	331.2
Category I road	2,960.6
Category II road	4,011.9
Category III road	11,730.4
Road junctions	241.6
Total	19,275.7

The classification of the National Road Network is on the administrative principle and does not reports for technical characteristics of the road, the intensity of the movement, except for the motorways. In this respect, the main road network of the country, i.e. the roads with the most intensive traffic, includes the motorways and part of Category I, II and even III roads.

Condition of the road pavements of the road form the National Road Network as of beginning of 2005

Table No6

Condition of the pavement	Motorway	Class I	Class II	Class III	Access roads	Total
good	232.6	1,502.6	1,460.9	3,185.0	156.2	6,537.3
on the average	87.9	562.4	1,170.3	3,810.0	71.2	5,701.8

poor	10.7	895.6	1,352.7	4,473.4	14.2	6,746.6
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Road passengers transport in the period of 1999-2004

Table No7

PASSENGERS				
	International traffic		Domestic traffic	
Year	Number of companies	Number of buses	Number of companies	Number of buses
1999	528	1352	-	-
2000	477	1298	1868	10411
2001	436	1248	2702	11608
2002	373	1171	2556	12663
2003	372	1170	2554	12856
2004	410	1320	2471	13923
2005	443	14079	1654	11710

Road freight transport in the period of 1999-2004

Table No8

GOODS				
	International traffic		Domestic traffic	
Year	Number of companies	Брой а-ли/рем	Number of companies	Брой а-ли/рем
1999	5656	17188 / 14250	-	-
2000	5170	16626 / 13799	492	1914 / 694
2001	4709	16036 / 13361	2591	10453 / 4536
2002	4248	15355 / 12842	3251	13000 / 5382
2003	4214	15308 / 12819	2558	10407 / 4509
2004	4438	16846 / 14137	2756	11322 / 5061

WATERBORNE TRANSPORT

Geographic Location of Bulgarian Ports



Passenger traffic in the sea ports in the period of 2001 - 2005

Table No 9

Year	2001	2002	2003	2004	2005
Number of passengers	10 449	9 532	8 734	11 383	17 347

Total cargoes traffic in the sea ports in the period of 2001-2005

Table No 10

TYPE OF GOODS	TOTAL TRAFFIC				
	Year				
	2001	2002	2003	2004	2005
LIQUID CARGOES	7 824 574	7 143 018	7 424 303	8469563	9701770
BULK CARGOES	8 674 544	9 808 097	9 266 915	10130121	10421958
GENERAL CARGOES	2 575 221	2 184 430	3 181 930	3149335	3027840
CONTAINERS (tones)	634 777	835 155	995 416	1275062	1343128
CONTAINERS [TEU]	58 146	70 765	86 331	106 731	110 420
RO-RO (TONS)	494 360	440 762	497 534	484500	541484
RO-RO (NUMBERS)	35 561	12 916	13 481	14015	17406
TOTAL TONS:	20 203 476	20 411 462	21 366 098	23508581	25036176

Transit traffic flow through the Bulgarian territorial waters in Black Sea for the period 2003 – 2005

Table No 11

Year	2003	2004	2005
Number of ships	5 500	8 000	7 800

Passenger's traffic by inland-waterway transport in the period of 2001-2005

Table No12

Year	2001	2002	2003	2004	2005
Number of passengers	340 136	293 954	272 846	233 638	245 932
including Romania	339 160	281 584	257 296	203 070	166 540

Providing services to the passengers by inland waterway from and to the countries from the European Union

Table No13

COUNTRY	TOTAL PASSENGERS				
	2001	2002	2003	2004	2005
AUSTRIA	0	0	1	552	219
GERMANY	308	2 902	2 760	8 155	4268
HUNGARY	0	0	1 081	0	130
SLOVAKIA	0	0	0	91	0
TOTAL:	308	2 902	3842	8 798	4617

Handling of goods in the river ports in the period of 2001-2005

Table No14

YEAR	2001	2002	2003	2004	2005
TYPE OF GOODS					
LIQUID CARGOES	982	53592	51150	29658	224 998
BULK CARGOES	1631049	2250150	1999495	2516036	2366659
GENERAL CARGOES	650937	724674	820188	836060	806181
TOTAL	2282968	3028416	2870833	3381754	3 397 838
CABOTAGE	521834	550399	822653	906468	1875295
TOTAL (without ferry) in tons	2804802	3578815	3693486	4288222	5 273 181
Ro-ro units	237272	155734	156859	177049	141 953

Handling of goods in the river ports from and to the EU countries in the period of 2001-2005

Table No15

COUNTRY	TOTAL				
	2001	2002	2003	2004	2005
AUSTRIA	64 371	54 216	66 871	91 096	111 633
GERMANY	99 470	243 586	182 388	287417	263 048
FRANCE				1 673	0
TOTAL:	163 841	297 802	249 259	380 186	374 681
Percentage from the total traffic	5,84%	8,32%	6,82%	9,4%	7,5%
New members states					
COUNTRIES	TOTAL				
	2001	2002	2003	2004	2005
CZECH Republic	0	424	483	1 272	793
HUNGARY	4 712	70 607	75 288	26 462	31 521
SLOVAKIA	34 569	23 891	52 825	55 390	78 243
TOTAL:	39 281	94 922	128 596	83 124	110 557
Percentage from the total traffic	1,40%	2,65%	3,52%	2%	2,2%
RO-RO transportations between Bulgaria and Romania are excluded from the total traffic					

Transit traffic flow through the Bulgarian part of the Danube River for the period 2003 – 2005

Table No16

Year	2003	2004	2005
Number of ships	11 000	14 500	15 000

ANNEX No2

ABBREVIATIONS

AA EA – Automobile Administration Executive Agency
ADR – European Agreement concerning the international Carriage of Dangerous Goods by road
AETR – European Agreement concerning the work of crews of vehicles engaged in International Road Transport
AGN – European Agreement of Main Inland Waterways of International Importance
AGTC – European Agreement of Important International Combined Transport Lines and Related installations
AEAF – Agency for Economical analysis and Forecasting
ATP – European Agreement concerning the International Carriage of perishable foodstuff and the special equipment to be used for such carriage
BCCP – Border Crossing Control Point
BIWF – Bulgarian Inland-Waterway Floating
BDZ EAD – Bulgarian State Railways
CEMT – Conference European of Ministers of Transport
CM – Council of Ministers
CT – Combined transport
DB – decibel
EA EMDR – Executive agency for exploration and maintenance of the Danube River
ECE/UN – Economical Commission of the United Nations for Europe
EIA – Environmental Impact Assessment
ERDF – European Regional Development Fund
ESARRs – European Standards And Recommended Rules
ESF – European Social Fund
EU – European Union
GIS – Geographic Information System
GMDSS – Global Maritime Disaster and Safety System
GDP – Gross Domestic Product
GT – Gross tonnage
GTC – Gross tonnage containers
INTERBUS – European agreement concerning the international occasional carriage of passengers by coach and bus
LCA – Law on the Civil Aviation
LMA – Long-term Material Assets
LMSIWPRB – Law on the Maritime Spaces, Inland Waterways and Ports of the Republic of Bulgaria
LRT – Law on the road traffic
MA – Managing Authority
MA EA – “Maritime administration” Executive Agency
MARPOL – International Convention for the Prevention of Pollution from Ships
Million pass. – Million passengers
Million pass. Km – Million passenger kilometres

Million t. – Million tones
Million ton-km. – Million ton-kilometres
MD – Ministry of defence
MF – Ministry of Finance
MSC – Mediterranean Shipping Co
MTC – Ministry of Transport and Communications
MV – Motor Vehicles
MVOI – Motor Vehicles Out of Implementation
MW – motorway
NA – National Assembly
NE Bulgaria – North East Bulgaria
NMB fleet – Navigation Maritime fleet Bulgare
NRC – National Railway Infrastructure Company
NW Bulgaria – North West Bulgaria
NSRF – National Strategic Referent Framework
NNGT - National Nomenclature concerning the Goods in the Transport
OG – Official Gazette
PA EA – Port Administration Executive Agency
RA EA – Railway administration Executive Agency
REA – Road Executive Agency
RTA – Road Transport Accidents
RTL - Railway Transport Law
RW – Railway
RW – Run-way
SE Bulgaria – South East Bulgaria
SPZ – Sanitary Protection Zone
SOPT – Sectoral Operational Programme Transport
TEU – Twenty – foot equivalent Unit
TINA – Transport Infrastructure Needs Assessment
TPS – Thermal Power Station
TRACEKA – Transport Corridor Europe-Caucasus-Asia
TW - taxiway
ZIM – Israel Navigation Company

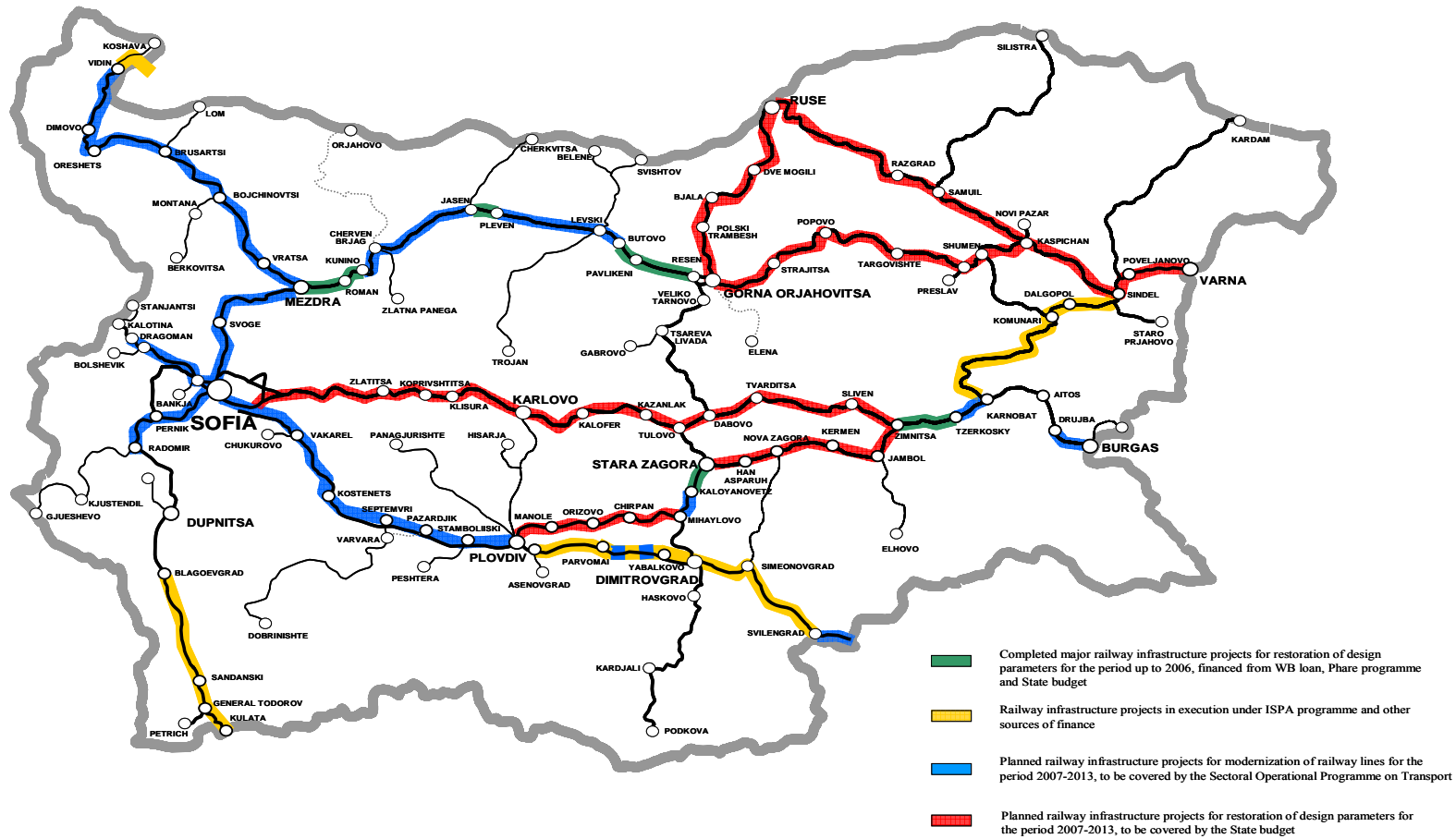
ANNEX No3

SOURCES OF INFORMATION

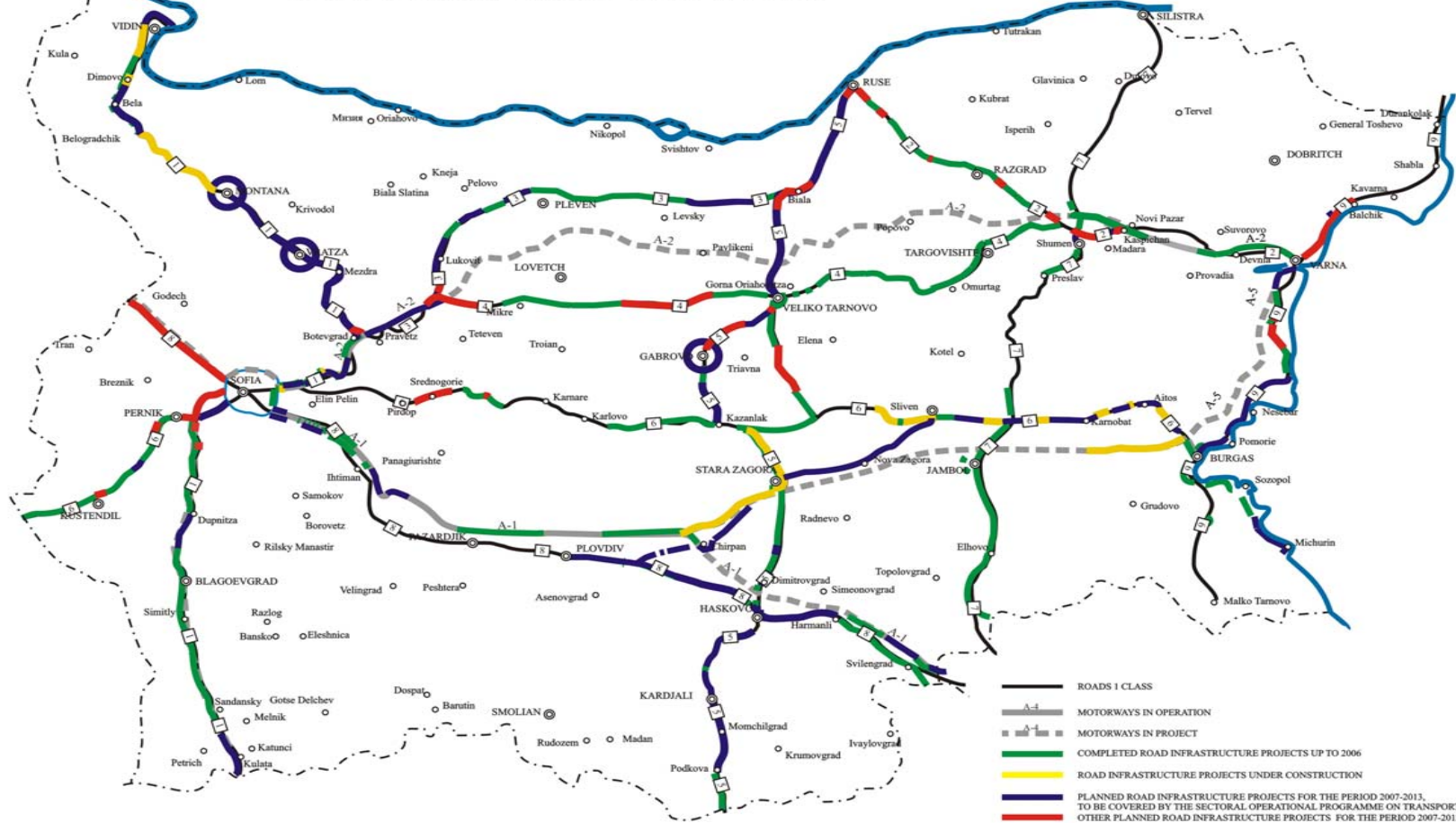
Agency for Economic Analysis and Forecasting, Ministry of Finance
Bulgarian Industrial Capital Association
Bulgarian State Railways /BDZ/ EAD
Bulgarian Union of Private Contractors – “VAZRAZDANE”
Bulgarian Biodiversity Foundation
Customs Agency, Ministry of Finance
Executive Agency for Exploration and Maintenance of the Danube River, Ministry of Transport
European Integration and International Activity Directorate, Ministry of Transport
Legal Directorate, Ministry of Transport
Management of European Union Funds Directorate, Ministry of Finance
Maritime Administration Executive Agency, Ministry of Transport
National Border Police Service, Ministry of Interior
National Company Railway Infrastructure, Ministry of Transport
Nicola Vaptsarov Naval Academy
National Fund Directorate, Ministry of Finance
National Transport Policy Directorate, Ministry of Transport
National Statistical Institute
Road Administration Executive Agency, Ministry of Transport
Railway Administration Executive Agency, Ministry of Transport
Road Executive Agency, Ministry of Regional Development and Public Works
Strategy and Environmental Programmes Directorate, Ministry of Environment and Waters
State Company Port Infrastructure, Ministry of Transport
Union of the Importers of Automobiles in Bulgaria
University of Architecture, Civil Engineering and Geodesy Department

ANNEX No 4

Railway infrastructure projects in the Republic of Bulgaria



BULGARIAN ROAD NETWORK



ANNEX 5

METHODOLOGY FOR PRIORITIZATION OF PROJECTS

Evaluation methodology and prioritization of projects is developed by an expert working group based on multi-criteria analysis.

1. Identification of criteria for evaluation and prioritization of projects.

The first stage of multi – criteria analysis is identification of criteria for projects prioritization.

Criteria for evaluation and prioritization of projects:

The projects selection which will be managed by within the Sectoral Operational Programme Transport is based on:

- Access of the Bulgarian National transport network to the European Transport system ((TEN-T priorities, cross-border impact)
- Economic criteria (traffic forecast, economic return, contribution to the GDP/ regional development)
- Social criteria (employment during the implementation period and afterwards, public acceptance)
- Administrative criteria (stage of projects preparation, capacity and readiness of MA, IBs and Beneficiaries for project implementation)
- Environmental protection criteria (less need for land acquisition, less environmental pollution)

Criteria	Max number of point
1. Access of the Bulgarian National transport network to the European Transport system	35
<i>TEN-T priorities</i>	20
Cross-border impact	15
2. Economic criteria	15
Traffic forecast	7
Economic return	4
contribution to the GDP/ regional development)	4
3. Social criteria	15
Public acceptance	7
Employment during the implementation period	4
Employment afterwards	4
4. Administrative criteria	15
Stage of projects preparation	7
Capacity and readiness of MA, IBs and Beneficiaries for project implementation	8

5. Environmental protection criteria	20
Less need for land acquisition	10
Less environmental pollution	10
Total	100

2. Evaluation methodology

For all projects multi – criteria analysis was applied. The projects were evaluated using five criteria point system with different weight (see Table above).

During the new programming period the key accent of the European Community Transport Policy is development of the main transport corridors. This defines the weight of first criteria which covers two different aspects regarding the access of the Bulgarian National transport network to the European Transport system. The maximum is given of project sections along the priority European transport corridors IV, VII, XII, X and projects with cross-border impact.

The environmental protection policy is priority for European Community which makes the environmental protection criteria the second on importance. The maximum is given on the projects that require less land acquisition and less environmental pollution.

Equal points are given for economic, social and administrative criteria. For the projects which realization will lead to regional and national economic growth, which economic return is high, maximum is given. The high public acceptance and increase of employment rate have high importance. With regards to the administrative criteria maximum is given for the projects which were prepared with EU pre-accession funds for the period 2005 – 2006. Institutional capacity of the State Administration and Beneficiaries for management and implementation the projects is evaluated in terms of starting of the projects. During the implementation of the early started projects the Capacity and experience of the State Administration and Beneficiaries will be improved.

ANNEX 6

**SECTORAL OPERATIONAL PROGRAMME ON TRANSPORT 2007-2013 -
INDICATIVE LIST OF ALL PROJECTS**

Table 1
Priority projects along the priority Trans-European transport axes

<i>No</i>	Title	Scope of work (short description)	Indicative budget in €M
PRIORITY PROJECTS ALONG THE EU PRIORITY TRANSPORT AXES			
1.	Modernization of Vidin-Sofia railway line (along Trans-European transport priority project 22)	Implementation of relevant contracts for Construction works, Signalling, Telecommunications and Information systems, Supervision and Long term Assistance.	1320.00*
<p>* This is an indicative budget. The Project budget will be clarified during the Technical assistance project is financed from ISPA. According to the preliminary project implementation strategy the Vidin-Sofia railway line will be divided into 3 (three) railway sections – Vidin-Brusartsy (total current length 87 km), Brusartsy-Mezdra (total current length 94 km) and Mezdra-Sofia (current total length 88 km). According to the preliminary timetable for project implementation the total amount for project implementation by the end of 2013 is expected to be 320 million Euro.</p>			
2.	Modernization of Sofia-Pernik-Radomir railway line (as part of Modernization of Sofia-Kulata railway line), (along Trans-European transport priority project 22)	Modernization of railway section for 160 km/h.	100,00*
<p>This is an indicative budget. The Project budget will be clarified during the Technical assistance project (indicative amount of 3 million euro) which will cover following activities – Feasibility study, Preliminary design, EIA and Preparation of Tender documentation. The project for electrification of Dupnitsa-Kulata railway line was completed in 2000 and was financed by Phare CBC programme. For the period 2005-2007 the project for Modernization of signalling and telecommunications along Blagoevgrad-Kulata will be implemented and will be financed by Phare CBC programme. Following the above the most priority section along Sofia-Kulata railway line for financing under SOPT is the Sofia-Pernik-Radomir railway section. The Technical Assistance project is envisaged to be financed under ISPA or Priority 5 (Technical Assistance) of the SOPT.</p>			
3.	(E 79) Vidin - Montana	<p>The project includes construction of road section on new alignment, 20.5 km long, class 1 standard, between Dimovo – Bela – Roujintzi along the route of E-79 and Trans-European transport priority project 7. It aims to solve the existing bottlenecks by:</p> <ul style="list-style-type: none"> - Improvement of the currently existing low technical parameters of the road (speed 30-40 km/h) and eliminating the railway crossings; - Bypassing of populated areas; - Bringing to the national I class road standards (speed 80 km/h). <p>Implementation of the project and the bypass of Montana (included in the project “Construction of bypass roads along TEN-T – I phase”) will enhance</p>	32.00

		the speed and the traffic safety in the whole section Vidin – Montana. At present 73,4 km of the Vidin – Montana section is under rehabilitation.	
4.	Upgrading of road I-1 (E 79) Vratza-Botevgrad	Upgrading the existing two lanes road to four lanes expressway, 31.5 km long, between Mezdra and Botevgrad. It is along the route of E-79 and Trans-European transport priority project 7.	85.00
5.	Connection of the Hemus Motorway to the Sofia Ring Road	This section is located on Trans-European transport priority project 7. The construction of the new section will link the constructed part of Hemus Motorway with the Sofia Ring Road. The construction of the new road will lead to substantial decrease of the intense traffic, which passes through the section between road E 79 Botevgrad-Sofia and road I-6 Sofia-Bourgas (particularly in the weekends). Very important purpose of the project is to improve the environmental situation in the populated areas as well as the traffic safety within the villages.	32.00
6.	Construction of Struma Motorway	The project is identified as priority project for development of the Trans-European transport network along Trans-European transport priority project 7. The project envisages construction of sections: <ul style="list-style-type: none"> • Lot 1 – Dolna Dikanya – Dupnitsa – 22 km; • Lot 2 – Dupnitsa – Simitly – 37 km; • Lot 3 – Simitly – Kresna – 30 km. • Lot 4 – Kresna – Kulata – 45 km. 	600.00
7.	Improvement of the navigation on the Danube in joint Bulgarian - Romanian parts: from rkm 530 to rkm 520 - Bathin from rkm 576 to rkm 560 - Belene	The project envisages insurance of the navigational safety on the Danube river as the part from the Trans-European transport priority project 18. Improvement of the navigational conditions in the two critical sections on the Danube at low water levels (at +107cm the Lowest Navigational and Regulating Water Level). Objectives: Preparation of the pre-investment study, including the report; design – a preliminary and a working stage; procedures for the consultant to the Technical assistance, for an executor of the construction and a consultant for the supervision in the project implementation. Accomplishment of the Danube riverbed corrections in the sections Belene	138.00

	from rkm 576 to rkm 560 (16km in length) and Bathin from rkm 530 to rkm 520 (10km in length), consisting of the construction of groines, bank fortifications, dredging works etc.	
TOTAL:		1307.00

Note: The priority projects from No 1 to No 6 are envisaged to be cofinanced from the Cohesion Fund (CF). Around 74.5% from the total amount of the CF (allocated for SOPT according to NSRF) will be allocated for the abovementioned projects. Priority project No 7 is envisaged to be cofinanced from ERDF. Around 31.8% from the total amount of the ERDF (envisaged for SOPT according to NSRF) will be allocated for project No 7.

Table 2

Indicative list of priority projects envisaged for financing from SOPT 2007-2013 per priority axes (including the projects in Table 1)

Priority: Development of railway infrastructure along the Trans-European and major national transport axes			
1	Modernization of Vidin-Sofia railway line (along Trans-European transport priority project 22)	Implementation of relevant contracts for Construction works, Signalling, Telecommunications and Information systems, Supervision and Long term Assistance.	1320.00*
* This is an indicative budget. The Project budget will be clarified during the Technical assistance project is financed from ISPA. According to the preliminary project implementation strategy the Vidin-Sofia railway line will be divided into 3 (three) railway sections – Vidin-Brusartsy (total current length 87 km), Brusartsy-Mezdra (total current length 94 km) and Mezdra-Sofia (current total length 88 km). According to the preliminary timetable for project implementation the total amount for project implementation by the end of 2013 is expected to be 320 million Euro .			
2.	Electrification and Reconstruction of Svilengrad –Turkish border railway line (along Trans-European transport network)	Construction and electrification of approximately 19 km new railway section for 160 km/h speed, as part of the whole reconstruction and electrification “Plovdiv – Svilengrad” project. Supervision for Construction works.	35.00
3.	Modernization of Sofia-Plovdiv railway line (along Trans-European transport network)	Implementation of relevant contracts for Construction works, Signalling, Telecommunications and Information systems, Supervision and Long term Assistance.	350.00*
* This is an indicative budget. The Project budget will be clarified during the Technical assistance project (indicative amount of 4 million euro) which will cover following activities – Feasibility study, Preliminary design, EIA and Preparation of Tender documentation. According to the preliminary project implementation strategy the Sofia-Plovdiv railway line will be divided into 3 (three) railway sections – Sofia-Elin Pelin (total current length 25 km), Elin Pelin-Belovo (total current length 78 km) and Belovo-Plovdiv			

	(current total length 53 km) According to the preliminary timetable for project implementation the total amount for project implementation by the end of 2013 is expected to be 125 million Euro		
4.	Modernization of Sofia-Pernik-Radomir railway line (as part of Modernization of Sofia-Kulata railway line), (along Trans-European transport priority project 22)	Modernization of railway section for 160 km/h.	100,00*
* This is an indicative budget. The Project budget will be clarified during the Technical assistance project (indicative amount of 3 million euro) which will cover following activities – Feasibility study, Preliminary design, EIA and Preparation of Tender documentation. The project for electrification of Dupnitza-Kulata railway line was completed in 2000 and was financed by Phare CBC programme. For the period 2005-2007 the project for Modernization of signalling and telecommunications along Blagoevgrad-Kulata will be implemented and will be financed by Phare CBC programme. Following the above the most priority section along Sofia-Kulata railway line for financing under SOPT is the Sofia-Pernik-Radomir railway section.			
Priority: Development of road infrastructure along the Trans-European and major national transport axes			
5.	(E 79) Vidin - Montana	<p>The project includes construction of road section on new alignment, 20.5 km long, class 1 standard, between Dimovo – Bela – Roujintzi along the route of E-79 and Trans-European transport priority project 7. It aims to solve the existing bottlenecks by:</p> <ul style="list-style-type: none"> - Improvement of the currently existing low technical parameters of the road (speed 30-40 km/h) and eliminating the railway crossings; - Bypassing of populated areas; - Bringing to the national I class road standards (speed 80 km/h). <p>Implementation of the project and the bypass of Montana (included in the project “Construction of bypass roads along TEN-T – I phase”) will enhance the speed and the traffic safety in the whole section Vidin – Montana. At present 73,4 km of the Vidin – Montana section is under rehabilitation.</p>	32.00
6.	Kardjali – Podkova (along Trans-European transport network)	<p>The project includes rehabilitation of 12 km on the existing road and new construction of access road and bypass around Kardjali (16.5 km of new construction on the two subsections of Kardjali-Djebel and Djebel-Podkova and construction of a new 15 km bypass around Kardjali).</p> <p>At present the existing carriageway between Podkova and Makaza (BCCP with Greece) is under reconstruction and the proposed project represents the second phase of the ongoing project. The implementation of the project will create modern and reliable conditions for the domestic and international traffic and</p>	32.00

		will considerably shorten the distance to Alexandrupolis.	
7.	Upgrading of road I-1 (E 79) Vratza-Botevgrad	Upgrading the existing two lanes road to four lanes expressway, 31.5 km long, between Mezdra and Botevgrad. It is along the route of E-79 and Trans-European transport priority project 7.	85.00
8.	Construction of Struma Motorway	The project is identified as priority project for development of the Trans-European transport network along Trans-European transport priority project 7. The project envisages construction of sections: <ul style="list-style-type: none"> • Lot 1 – Dolna Dikanya – Dupnitsa – 22 km; • Lot 2 – Dupnitsa – Simitly – 37 km; • Lot 3 – Simitly – Kresna – 30 km. • Lot 4 – Kresna – Kulata – 45 km. 	600.00
9.	Connection of the Hemus Motorway to the Sofia Ring Road	This section is located on Trans-European transport priority project 7. The construction of the new section will link the constructed part of Hemus Motorway with the Sofia Ring Road. The construction of the new road will lead to substantial decrease of the intense traffic, which passes through the section between road E 79 Botevgrad-Sofia and road I-6 Sofia-Bourgas (particularly in the weekends). Very important purpose of the project is to improve the environmental situation in the populated areas as well as the traffic safety within the villages.	32.00
10.	Construction of Maritza Motorway – from km 5 to km 72	Maritza motorway is located along Trans-European transport network and will link Trakia motorway at Orizovo junction with Kapitan Andreevo at the Bulgarian –Turkish border crossing. The project includes construction of 67 km long motorway section, starting from the end of the already completed part of Maritza motorway at km 5 + 000 and ends at the beginning of the Harmanli-Liybimetc motorway section, that is currently under construction. The implementation of the project will result in decrease of travel time and enhance both traffic comfort and road safety.	208.86

Priority: Improvement of intermodality for passengers and freight

11.	Extension of the Metropoliten Sofia sections: Nadejda junction - Central Station and Central Bus Station –Sveta Nedelia square – Tcherni Vrah blvd. and “Drujba” -new terminal at the Sofia Airport.	The extension of the Sofia underground includes 2 phases of implementation. I Stage – Nadejda junction - Central Station and Central Bus Station –Sveta Nedelia square –Tcherni Vrah blvd.; II Stage – “Drujba” -new terminal at the Sofia Airport	199.86
12.	Construction of intermodal terminal in Sofia	Construction I phase – Gate, Road Connection, Office/Customs/Maintenance Buildings, Unload/Load Areas & Tracks, Unload/Load Tracks, Rail Leads, Utilities, Empty Storage Yard (later turned into part of Phase 2)	25.90
Priority: Improvement of the maritime and inland-waterway navigation			
13.	Improvement of the navigation on the Danube in joint Bulgarian - Romanian parts: from rkm 530 to rkm 520 - Bathin from rkm 576 to rkm 560 - Belene	The project envisages insurance of the navigational safety on the Danube river as the part from the Trans-European transport priority project 18 . Improvement of the navigational conditions in the two critical sections on the Danube at low water levels (at +107cm the Lowest Navigational and Regulating Water Level). Objectives: Preparation of the pre-investment study, including the report; design – a preliminary and a working stage; procedures for the consultant to the Technical assistance, for an executor of the construction and a consultant for the supervision in the project implementation. Accomplishment of the Danube riverbed corrections in the sections Belene from rkm 576 to rkm 560 (16km in length) and Bathin from rkm 530 to rkm 520 (10km in length), consisting of the construction of groines, bank fortifications, dredging works etc.	138.00
14.	Establishment of River Information Services System (BulRIS) in the Bulgarian part of Danube River	Design of the system and procurement of the equipment necessary for the establishment of the RIS. The establishment of RIS includes 2 phases: <ul style="list-style-type: none"> • Stage I “Design” – analysis of the requirements of the Proposal for a Directive of the European Parliament and of the Council on harmonised River Traffic Information Services on inland waterways in the Community, design of the RIS in the Bulgarian section of the Danube river and preparation of Technical Specifications for the procurement of the necessary equipment. 	5.00

		<ul style="list-style-type: none"> • Stage II “Establishment of the RIS” – tenders for the construction part and for the procurement of the equipment for the establishment and launch of the RIS. 	
15.	Vessel Traffic Management Information System – phase 3	<p>Stage I – Preparatory Works:</p> <ul style="list-style-type: none"> • Preparation of Status Report after completion of Project PHARE BG2003-004-937.04.01 – VTMIS Phase 2. • New feasibility study for the complete System. • Preparation of needs assessment report for the Training of operators and Quality Assessment of the existing organizational structure. • Update of the VTMIS System Design and preparation of the necessary Terms of Reference for Technical assistance and Technical Specifications for the VTMIS Project Phase 3. <p>Stage II – Establishment:</p> <ul style="list-style-type: none"> • Procurement of equipment and software for completing of the System. • Tenders for the construction and supervision part of the Project. 	3.85

Table 3

Indicative list of alternative projects

1.	Renewal of railway sections along Plovdiv-Burgas railway line (along Trans-European transport network)		63.00*
	<i>LOT 1 - Rail track renewal along Tzerkovsky-Karnobat and Mihaylovo-Kaloyanovetz railway sections</i>	Rail track renewal aiming to reach the design speeds in stations Tzerkovsky, Mihaylovo and Kaloyanovetz and sections Tzerkovsky-Karnobat and Mihaylovo-Kaloyanovetz. The scope of work will include and related maintenance activities for signalling, telecommunications and catenary equipment	30.00
	<i>LOT 2 - Mid-range maintenance of rail track along Drujba-Burgas railway section, including supply and installation of computerized interlockings at railway stations Drujba, Vladimir</i>	Rail track renewal aiming to reach the design speeds in stations Drujba, Dolno Ezerovo, Vlaimir Pavlov and Burgas and related to them sections including related maintenance activities for signalling, telecommunications and catenary equipment. The scope of work will include and supply and installation of compu-	33.00

	<i>Pavlov and Burgas</i>	terized interlockings at railway stations Drujba, Vladimir Pavlov and Burgas	
2.	Modernization of Sofia-Dragoman railway line (along Trans-European transport network)	Implementation of relevant contracts for Construction works, Signalling, Telecommunications and Information systems, Supervision and Long term Assistance.	83.00*
* This is an indicative budget. The Project budget will be clarified during the Technical assistance project (indicative amount of 2 million euro) which will cover following activities – Feasibility study, Preliminary design, EIA and Preparation of Tender documentation. The Technical Assistance project is envisaged to be financed under ISPA			
3.	Renewal of railway sections along Mezdra-Gorna Oryahovitza railway line (along Trans-European transport network)		160.00*
	<i>LOT 1 - Rail track renewal along Pleven-Butovo railway section</i>	Rail track renewal aiming to reach the design speeds in 5 sections along Pleven-Butovo railway section. The scope of work will include and related maintenance activities for signalling, telecommunications and catenary equipment	63.50
	<i>LOT 2 - Rail track renewal along Kunino-Yasen railway section</i>	Rail track renewal aiming to reach the design speeds in 7 sections along Kunino-Yasen railway section. The scope of work will include and related maintenance activities for signalling, telecommunications and catenary equipment	81.00
	<i>LOT 3 – Improvement of signalling and telecommunication equipment along Mezdra-Gorna Oryahovitza railway line</i>	Supply and installation of fiber optic cable along Mezdra-Gorna Oryahovitza railway line. The scope of work will include and supply and installation of computerized interlocking at railway stations Gorna Oryahovitza and Tcherven Bryag	15.50
4.	Doubling and electrification of Parvomai – Iabalkovo railway line (along Trans-European transport network)	Doubling and electrification of approximately 17 km new railway section for 160 km/h , as part of the whole reconstruction and electrification “Plovdiv – Svilengrad” Project. (This section was removed because of insufficient budget of the “Plovdiv – Svilengrad” Project, financed by ISPA/EIB) Supervision for Construction works.	23.00
5.	Reaching the technical and operational parameters of the road infrastructure in accordance with the European standards along Trans-European transport network with L= 880 km	New rehabilitation of sections along of Corridors IV, VIII and IX previously rehabilitated under the Transit Roads Rehabilitation Projects 1 and 2, that are with expiring operational period between two rehabilitations.	107,63
6.	Project Rehabilitation of transit roads IV-phase II	Rehabilitation of approximately 300 km road sections, which is part of TEN-T road network.	22,70

		<p>The project includes rehabilitation of road pavements and repair works on first class road sections</p> <p>Expected benefits are:</p> <ul style="list-style-type: none"> - enhancing the loading capacity of the road pavement as well as traffic safety; - decrease the VOC and bringing the first class roads to EC standards. 	
7.	Construction of bypasses along TEN-T network, Phase I	<p>Construction of several city bypasses along the TEN-T road network:</p> <ol style="list-style-type: none"> 1. Bypass of Montana – road 1 (E-79), 11,2 km long 2. Bypass of Vratca – road 1 (E-79), 6,5 km long 3. Bypass of Gabrovo – road 5 (E-85) with remaining length of 6,5 km and temporary link – 3,1 km 	80.00

ANNEX 7

Translation from Bulgarian language

ECOLOGICAL ASSESSMENT STATEMENT No. 2 -1/2007

Ref: Sectoral Operational Programme on Transport 2007-2013

On the grounds of Art. 26, par. 1, it. 1 of the Ordinance for the conditions and order for making ecological assessment of plans and programmes

I A P P R O V E

The Environmental Report on Sectoral Operational Programme on Transport 2007 - 2013

Principal: Ministry of Transport
Coordination of Programmes and Projects Directorate

taking into consideration the following **reasons**:

The strategy of SOPT aims to achieve balanced and sustainable development of the national transport system by development and modernization of the major infrastructure transport connections of national-wide, cross-boarder and EU importance.

The project prioritization, proposed in the SOPT has been done on the basis of the multicriterial analyses including criteria for environmental effect.

SOPT implementation will contribute to improving of transport access, to reducing noise pollution level and environmental pollution, to enhancing environmental friendly way of transport, to improving quality of life and to creating better jobs.

As a result of public discussions motivated objections on the grounds of legal conformity have not been received.

and under the following **measures**:

I. Measures for preventing, reducing and, as fully as possible, offsetting any significant adverse effects on the environment resulting from implementation of the programme

1. Projects which envisage investment proposals/plans requiring EIA/EA (pursuant to the Environmental Protection Act) or Specific Environmental Assessment (pursuant to the Biological Diversity Act) to be approved only after a positive EIA decision/ EA statement and taking into consideration the recommendations in the assessments made as well as the EIA decision/ EA statement.
2. The location of the sites under priorities 1 and 2 shall be properly chosen with a view to distances to residential areas and other sites, subject to sanitary protection, areas with

particular environmental importance, benefits and costs, and to be in compliance with the introduced regimes for protected areas pursuant to Protected Areas Act and with the requirements for special area of conservation and species pursuant to the Biological Diversity Act.

3. During designing of sites (facilities) it shall be taken into consideration the borders of the monuments of culture and their surrounding areas as well as all the areas, protected under a special act.
4. The areas that will be converted to another type of land use and areas that will be subject to construction activities shall be explored for historical-cultural heritage.
5. Landscape plan for ensuring the necessary plantation along the road shall be elaborate during designing of roads.
6. For the projects for rehabilitation of road infrastructure and construction of a new one, it shall be foreseen the afforestation of slopes aiming to stabilize them and to prevent erosion.
7. In the sections where the noise pollution level is in excess of the emission limit values, it shall be constructed preventive screens.
8. Cleaning and maintenance of the road infrastructure, including the draining facilities along the roads, shall be regularly done.
9. During preparation and implementation of the road infrastructure projects it shall be foreseen construction of special facilities (underground tunnels, bridges, etc.) for keeping the connection between the populations of the species around the transport corridors and for avoiding total fragmentation of the habitats in compliance with the best practice.
10. During the site construction the plans, drawn up by the respective principles (contractors) in order to minimize the harmful impact (noise, dust), shall be implemented. The construction activities producing noise shall be carried out under a fixed time schedule.
11. The projects envisaging construction or rehabilitation of road infrastructure shall comprise a plan for management of environment, measures for unforeseen pollution and plan for environmental monitoring.
12. The dredging activities shall be carried out after researching and selecting places for dredging mass dumping.
13. All activities for improving of navigation conditions along inland-waterway shall be in compliance with the protection regimes, object and goals in the protected areas and areas of conservation, as well as with the provisions of the Biological Diversity Act, concerning the protection of the protected species.

II Measures for monitoring and control during SOPT implementation

1. The Ministry of Transport (through the Managing Authority - Coordination of Programme and Projects Directorate) shall prepare a report for monitoring and control during programme implementation including measures for prevention, mitigation or elimination

of environmental damages likely to occur as a results of the programme implantation, which to be submitted to the Ministry of Environment and Water every three year of programme implementation, not later than April 15.

2. During monitoring and control of environmental impact as a result of Programme implementation the following indicators shall be considered :

Priority axes - Development of railway infrastructure along Trans-European and major National transport axes

Priority axes - Development of road infrastructure along Trans-European and major national transport axes

Indicator	Unit for measurement	Notes
Convert type of land use subject of transport infrastructure	Area (decare)	<ul style="list-style-type: none"> • Assessment of infrastructure development and impact to land use and biological diversity
Location of the transport infrastructure toward protected areas and areas of conservation into the National Ecological Network	Distance (km)	<ul style="list-style-type: none"> • Assessment of biological diversity impact, protected areas and National Ecological Network
Affect to Natural habitats	Area	
Consumption of conventional fuels	tons	<ul style="list-style-type: none"> • Impact assessment on the air
Share of the fuels that emit lesser amounts of harmful substances	%	<ul style="list-style-type: none"> • Determination of the relative share of the transport in the emission of green-house gases
Emissions of CO ₂ , CH ₄ and N ₂ O	tons	

Population affected by noise pollution over the norms in the different diapasons, leaving near main roads and railways.	number/year	Assessment of the noise pollution and vibrations
Measurement of vibrations near main roads and railroads	m/s; m/s ² ; m	

Priority Axis - *Improvement of intermodality for passengers and freight*

Indicator	Unit for measurement	Notices
Capacity of the transport infrastructure	Share of transported passengers and freight	Allows the determination of the trends in the development of the intermodal transportations;
Population affected by noise pollution over the norms in the different diapasons, leaving near main roads and railways.	number/year	Assessment of the noise pollution and vibrations
Measurement of vibrations near main roads and railroads	m/s; m/s ² ; m	

Priority axis - *Improvement of the maritime and inland-waterway navigation*

Indicator	Unit for measurement	Notices
Maritime incidents with oil spills	Number/year	Impact assessment on the maritime environment and the applicable territories;
Amount of the dragging masses	tons	Allows determination and assessment of the trends, in case of dragging; Impact assessment on the maritime environment and the applicable territories;
Deposition of the dragging masses	tons	

3. In the Annexes to the Priority Axis Technical Assistance, General Plan for Monitoring of the Environment should be elaborated and measured specific indicators for monitoring of the impacts on the environment, due to the realization of the operations on the separate Priority axes of the Program. The results from the monitoring should be presented in the report on point 1.

4. If some negative impacts on the environment are found, mitigation measures should be proposed and implemented in due time.

Minister of Environment and Water: