1. Republic of Bulgaria

1.1 Introduction

This Country Summary for the Bulgaria has been produced as part of the Task 5 of the ‘Ex Post Evaluation of Cohesion Policy Interventions 2000-2006 by the Cohesion Fund (including former ISPA)’. The objective of this task is to assess the contribution of the Cohesion Fund and ISPA during the period 2000-2006 to the development of the Trans-European Transport Network (TEN-T) and the pan-European Transport Corridors, in terms of network completion.

The purpose of this summary is to present data on the ISPA/Cohesion Fund projects completed in Bulgaria, in relation to the national sections of the TEN-T network. Whilst there is a brief consideration of the contribution of these projects towards policy objectives, the detailed evaluation of the impact of ISPA/Cohesion Fund interventions within Member States is addressed in the Summary Report produced as part of this task.

1.2 Background Information

This section provides an overview of the transport situation in Bulgaria during the period 2000 to 2006, including data on the existing national networks and the TEN-T.

Pan-European Transport Corridors

Five pan-European Corridors cross Bulgaria, namely:

- Corridor IV Austrian and Slovakian border to Budapest and the Romanian border;
- Corridor VII Rein Main to Danube;
- Corridor VIII Durres to Varna;
- Corridor IX Helsinki to Alexandroupolis; and
- Corridor X Salzburg to Thessaloniki.

TEN-T Priority Projects

Two TEN-T priority corridors fall within the country:

18. Rhine / Meuse-Main-Danube inland waterway axis; and

The pan-European Corridors, TEN-T network and priority projects within Bulgaria are shown on Figure 1.
Road

The overall density of roads in Bulgaria is thought to be sufficient. However, a large proportion of the roads have not been repaired in more than 15 to 20 years. In general roads going east-west are better developed to those going north to south. In 2006, road infrastructure within the country could be characterised by:

- A lack of funds, leading to inability to meet the normative deadlines for maintenance and repairs;
- The excessive interval of time between the preparation of the projects and their realisation;
- The trend of deterioration of the overall condition of the roads continues;
- The need to expand or reconstruct sections of the road network with highest levels of traffic as they are operating at capacity; and
- The need for construction of roads to connect the towns and different roads in the north-south direction on the main road system, with priority given to the roads part of the TEN-T.

Table 1 contains details of the Bulgarian road network, including the extent of the TEN-T within the country.

Table 1 – Road Network

<table>
<thead>
<tr>
<th>Road</th>
<th>Unit</th>
<th>2000</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Network Density</td>
<td>m/km²</td>
<td>336</td>
<td>171.33*</td>
</tr>
<tr>
<td>Length of Road Network</td>
<td>Km</td>
<td>37,296</td>
<td>19,017*</td>
</tr>
<tr>
<td>Length of Motorways</td>
<td>Km</td>
<td>328.2</td>
<td>418</td>
</tr>
<tr>
<td>Length of TEN-T Network</td>
<td>Km</td>
<td>2384.9 (2003)**</td>
<td>2013.2</td>
</tr>
</tbody>
</table>

Source: Eurostat

* Values revised to 18,952 in 2001
** 2003 - First available year for complete TEN-T network values

Rail

In 2006, the operational and technical conditions of the railway infrastructure were poor. Lack of funding and long-term planning led to the poor conditions of the infrastructure which has resulted in speed restrictions in place across approximately 75% of the network. In addition, the rail network connectivity with other countries was not thought to be sufficient, with the link between Bulgaria and the Republic of Macedonia not constructed.

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1 Sectoral Operational Programme on Transport 2007-2013, Ministry of Transport – Republic of Bulgaria
2 Sectoral Operational Programme on Transport 2007-2013, Ministry of Transport – Republic of Bulgaria
Table 2 shows the length of the national rail network in Bulgaria and the extent of the TEN-T network.

**Table 2 – Rail Network**

<table>
<thead>
<tr>
<th>Rail</th>
<th>Unit</th>
<th>2000</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Network Density</td>
<td>m/km²</td>
<td>38.9</td>
<td>37.33</td>
</tr>
<tr>
<td>Length of Rail Network</td>
<td>Km</td>
<td>4,320</td>
<td>4,144</td>
</tr>
<tr>
<td>Length of TEN-T Network</td>
<td>Km</td>
<td>2,366 (2003)</td>
<td>2,376.8</td>
</tr>
</tbody>
</table>

*Source: Eurostat* *2003 - First available year for complete TEN-T network values*

**Ports / Airports**

Port infrastructure in Bulgaria is well developed with good linkages to road and rail networks. The port infrastructure and connectivity allows for movement and communication along the Pan-European Transport Corridor VIII. The main transit flow through Bulgaria is from the northwest (Shapron, Hungary) to the southeast (Halikli, Turkey).

There are four international airports in Bulgaria. In 2000 it was hoped that Sofia airport could be modernised and extended so that it would allow it to integrate and compete with other comparable airports in the region (such as Prague, Budapest etc).³

### 1.3 National Strategies

Bulgaria’s national transportation sector’s main goal is to help facilitate the countries economic and social cohesion by providing efficient and reliable transportation. By doing this it is hoped that there will be an increase in international trade; development in tourism; an increasingly balanced regional development within the country; and a reduction in the number of over populated areas within the urban periphery.

The ISPA Transport Strategy for Bulgaria is focussed upon bringing the national transport network into alignment with EU standards in order to facilitate Bulgaria’s rapid accession. The general aims of the strategy are to:

- Develop transport infrastructure along the Pan-European transport corridors IV, VII, VIII, IX and X;
- Complete the construction and development of Republican road network;

³ Ex Post Evaluation of Cohesion Policy Interventions 2000-2006 Financed by the Cohesion Fund (including former ISPA), RGL Forensics and AECOM
• Complete electrification and create conditions for high-speed rail along the Pan-European transport corridors;
• Develop port infrastructure;
• Expand and modernise the national aviation sector;
• Develop transport safety systems, introducing modern telecommunication and information systems;
• Balance and complement infrastructure development among individual transport modes;
• Further broaden free market principles in infrastructure development and its financing;
• Ensure the importance of environmental considerations in major transport infrastructure planning;
• Limit the increase of transit inter-urban car traffic;
• Promote the use of railway transport, and electrification of main railway lines; and
• Implement large-scale programmes for sustainable development of the transport sector. ¹

1.4 Projects in Bulgaria

This section presents the data which relates to the TEN-T network in Bulgaria and the projects financed between 2000 and 2006.

Projects Financed

The following Tables 3 and 4 show the road and rail projects co-financed by the Cohesion Fund/ISPA in Bulgaria during the period 2000 to 2006 and completed in this period.

Table 3 – Road Projects Financed by Cohesion Fund/ISPA

<table>
<thead>
<tr>
<th>Road</th>
<th>Unit</th>
<th>Projects Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>No</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Km</td>
<td>-</td>
</tr>
<tr>
<td>Reconstruction/ rehabilitation</td>
<td>No</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Km</td>
<td>244</td>
</tr>
</tbody>
</table>

Of which on TEN-T

| %    | 100 |

Source: EC Project Data

One roads project was completed during the evaluation period. 2000BG16PPT001Transit Roads Rehabilitation Project III upgraded sections of the Pan European Transport Corridor within Bulgaria.

¹ Ex Post Evaluation of Cohesion Policy Interventions 2000-2006 Financed by the Cohesion Fund (including former ISPA), RGL Forensics and AECOM
As can be seen from Table 4, no rail projects were completed during the evaluation period.

Figure 1 shows the indicative location of each of the road and rail projects financed by the Cohesion Fund and ISPA in Bulgaria from the period 2000-2006, in relation to the TEN-T networks and pan-European Corridors.
Figure 1 - Transport Networks and Cohesion Fund/ISPA Projects

RGL/AECOM analysis, EUROSTAT GIS data

NOTE: Project Closed/Akimt closed = Project Completed
1.5 Contribution towards the TEN-T Cohesion Fund and wider EU objectives

This section assesses the contribution of the Cohesion Fund and ISPA financed projects to the development of the TEN-T in Bulgaria, as well as their congruence with EU policy objectives.

To what extent did the projects contribute towards completion of the TEN-T networks?

Table 5 – Contribution of Completed Projects to the TEN-T Network

<table>
<thead>
<tr>
<th>Road</th>
<th>Unit</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of TEN-T</td>
<td>Km</td>
<td>2013.2</td>
</tr>
<tr>
<td>Project – reconstruction (1)</td>
<td>Km</td>
<td>244</td>
</tr>
<tr>
<td>Contribution to TEN-T</td>
<td>%</td>
<td>12.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rail</th>
<th>Unit</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of TEN-T</td>
<td>Km</td>
<td>0</td>
</tr>
<tr>
<td>Projects – reconstruction (0)</td>
<td>Km</td>
<td>0</td>
</tr>
<tr>
<td>Contribution to TEN-T</td>
<td>%</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: AECOM analysis

Table 5 shows that 100% of the projects financed by ISPA were on the TEN-T network. The road reconstruction/rehabilitation project comprised 244 km of the overall TEN-T network length of 2,013 km, or around 12%.

To what extent did the projects financed help meet the priority objectives of ISPA and Cohesion Fund?

The priority objectives of the Cohesion Fund and ISPA are listed in Table 6, making it possible to compare the projects financed against this policy framework.
Table 6 – Cohesion Fund and ISPA Priority Objectives

<table>
<thead>
<tr>
<th>Cohesion Fund Priority Objectives</th>
<th>ISPA Priority Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completing the missing links in the priority corridors</td>
<td>Focus on projects of common interest (such as contributing to TEN-T)</td>
</tr>
<tr>
<td>Promoting rail and combined transport</td>
<td>Promote sustainable mobility</td>
</tr>
<tr>
<td>Developing multi-modal platforms</td>
<td>Address interconnection and interoperability of national networks…together with access to trans-European networks</td>
</tr>
<tr>
<td>Improving traffic management</td>
<td></td>
</tr>
</tbody>
</table>

The projects financed in Bulgaria included road rehabilitation along the Pan European corridors and the construction of a road/rail bridge. In addition the modernisation of Sofia airport has also been carried out. These projects can therefore be seen to contribute towards a number of the priority objectives. This is particularly relevant to the cohesion policy of the EU.

**To what extent did the projects financed help meet wider EU Cohesion and EU transport policy objectives?**

EU Cohesion policy includes 4 priority areas. Firstly it aims to solve problems of access between Member States by focusing on completing missing links in priority corridors. Within Bulgaria, the Priority Corridors include IV, VII, VIII, IX and X. The supported projects in Bulgaria are located on one or more of these corridors and therefore support this priority area.

Secondly, the EU Cohesion fund seeks to balance assistance among the various modes of transport by promoting the development of combined transport through interconnection centres and intermodal platforms. The supported projects in Bulgaria comprise of rail projects as well as road projects so support this priority area.

At the wider level, EU transport policy objectives as represented by TEN-T policy aims, seek to support the delivery of infrastructure that is needed for the internal market to function smoothly, support growth and jobs, ensure accessibility and boost economic and social territorial cohesion. The TEN-T policy objectives are rather broad and, as they lack specificity in some areas, it is difficult to assess the extent to which the projects in Bulgaria meet them. Nevertheless, the projects undertaken in Bulgaria, through improving conditions for cross border and transit traffic on priority corridors and improving accessibility to key economic centres in Bulgaria, are consistent with these wider transport policy objectives.