

**OPERATIONAL PROGRAMME UNDER THE
'INVESTMENT FOR GROWTH AND JOBS' GOAL**

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SECTION 1 STRATEGY FOR THE OPERATIONAL PROGRAMME'S CONTRIBUTION TO THE UNION STRATEGY FOR SMART, SUSTAINABLE AND INCLUSIVE GROWTH AND THE ACHIEVEMENT OF ECONOMIC, SOCIAL AND TERRITORIAL COHESION

(Reference: Article 27(1) and point (a) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013 of the European Parliament and of the Council)¹

1.1. Strategy for the operational programme's contribution to the Union strategy for smart, sustainable and inclusive growth and to the achievement of economic, social and territorial cohesion

1.1.1. Description of the programme's strategy for contributing to the delivery of the Union strategy for smart, sustainable and inclusive growth and for achieving economic, social and territorial cohesion.

Current state of the transport infrastructure in Bulgaria

Bulgarian national transport system includes all modes of transport – railway, road, sea, inland-waterway, air and intermodal transport.

Railway

According to National Statistics Institute (NSI) data, in 2012 the total length of railway lines in Bulgaria was 5,658 km, including current railway – 4,070 km and station tracks – 1,588 km. Territorial distribution of railway lines in the country is unbalanced; due to topography and socio-demographic conditions. The highest density of the railway network is in the South-West Region - 44.8 km/1000 sq. km. Lower than the national average is the density of the railway network in the South-East, North-East and South Central Region. Connections to neighbouring countries are relatively limited.

The share of electrified railway lines in the overall length of the lines in the current railway is 70.3%; this is considered satisfactory and is in line with the share of electrified railway lines in other Member States.

A significant part of the railway lines were built more than 50 years ago, with geometry parameters, construction and equipment suitable for speeds of maximum 100 km/h, and in places with almost depleted options for keeping the speed and guaranteeing security and safety. Key sections with reduced speed are the following Sofia - Septemvri, Vidin - Medkovets, Plovdiv - Mihaylovo. Large part of the railway facilities (bridges and tunnels) is at the end of the life cycle such as the routes Ruse - Varna. Much of the security, telecommunications and energy supply systems are outdated (put into operation in the period 1965-1985) and do not meet modern requirements for interoperability.

In 2013, the railway carried 26 million passengers (mainly domestic traffic) and

¹Regulation (EU) No 1303/2013 of the European Parliament and of the Council of 17 December 2013 laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund and laying down general provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund and the European Maritime and Fisheries Fund and repealing Council Regulation (EC) No 1083/2006 (OJ L 347, 20.12.2013, p. 320) - <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:347:0320:0469:BG:PDF>.

13,670,000 tonnes of freight, 24.8% of which was international traffic. According to the results of the updated national transport model, the share of passenger trips by railway in 2011 constituted 11.9% of all trips, and the share of freight carried by railway transport was 9.3%. Railway transport dominates in carriages of solid mineral fuels (48%) and ores, metal scrap and waste (53%).

Road

According to NSI data as of 31.12.2012, the total length of the national road network in Bulgaria, consisting of motorways, primary and secondary roads, tertiary roads and road connections at intersections and junctions is 19,602 km. Motorways account for only 2.8% of the total length and primary roads for 15.2%. Coverage of the country's territory with motorways and first class roads is uneven. The east - west direction is much better developed than the north - south direction, which is largely determined by the topography of the country. The accessibility in the North-East, South-West and South-East Regions is better than that in the other regions, because of the higher density of motorways and first class roads. Despite the measures taken in recent years and due to the insufficient investments compared to the needs, there has been no significant improvement in the overall condition of the roads and no adequate road clearance in winter conditions has been provided along the north - south directions. Another major problem is the missing completed motorways along the Vidin - Sofia - Kulata route, which is part of the Orient/East-Mediterranean corridor.

Of particular importance to improving the state of the sector is to increase the load capacity of the road surface on the main international transport corridors that should be aligned with European requirements. Currently, the number of motor vehicles is two and a half times bigger compared to the period before 2007. Together with the motorisation growth the traffic by road is growing up, which leads to higher risk of road accidents. Nevertheless, for the same period (2007-2013) the number of serious accidents (involving fatalities and casualties) on the national road network decreased by 14%, the number of fatalities by 19%, and the number of casualties by 20%. To large extent this improvement can be attributed to the completion of new motorway sections, as well as to the system for preventive safety audit of road transport infrastructure projects, implemented in this period.

The daily average traffic intensity has been continuously increasing for all road categories. From 1990 to 2010 traffic increased on motorways by 53.6%, on I class roads by 110.5%, on II class roads by 73.3% and on III class roads by 56.7%. According to the updated national transport model, the share of long-distance passenger trips by car in 2011 accounts for 72% and the share of long-distance trips by coach transport accounts for 16% of all trips. In 2013, the Bulgarian road operators have carried 160 million tonnes of goods (in total on their own account and for hire and reward), of which 22.3 million tonnes international traffic. According to the 2011 national transport model the additional international traffic through the country (import, export and transit transported by foreign operators) is estimated at 25 million tonnes.

According to the forecasts traffic is expected to increase from 2010 to 2020 on motorways and on roads I and III class by approximately 40% and on roads II class by 37.8%.

Port infrastructure and inland waterways

The density of the existing port infrastructure is high and there is available free

ports capacity. Most of the Bulgarian ports have been built in the beginning of the past century and their current technical condition is unsatisfactory. The main problems related to ports 'development are lack of investment for maintenance and backlog in development of port infrastructure in past periods, obsolete basic mechanical equipment and facilities for transshipment, poor condition of the piers.

The tendency towards developing the public river and seaports of national importance is related to their granting on concession and the liberalization of port services while taking into account the needs to improve the technical conditions of port infrastructures and aquatic territories.

Modern logistic, navigational and information systems have been built over the past years for the Black Sea and the Danube River which have improved navigation conditions and reduced the risk of incidents. Since 2003, a Vessel Traffic Managements Information System (VTMIS) for harmonised information services to maritime transport is in operation. This system improves maritime safety in Bulgarian territorial waters by providing traffic management services and support for search and rescue operations. Third phase of the VTMIS project is financed under the OPT 2007-2013 and is currently being implemented. Phase 3 includes further development of the VTMIS infrastructure and extending the service offered by the system to cargo ships.

Another project financed under the OPT 2007-2013 is the "Creation of river information system in the Bulgarian part of the Danube" (BULRIS). BULRIS will provide information to skippers enabling them to safely navigate the Bulgarian section of Danube River. To enhance BULRIS and to ensure compliance with Regulations (EC) No 219/2009 it is foreseen to further develop and upgrade the navigation information systems

Air Transport

After accession of Bulgaria to the EU, the air travel markets demonstrated high growth due to the development of business and tourism industry. The strong demand is serviced mainly by the international airports in Sofia, Varna and Burgas, and to a lesser degree by the airports of Plovdiv and Gorna Oryahovitsa. As a result of targeted investment policy in recent years, the country's aircraft fleet is being updated at high pace and Bulgarian air carriers continuously improve their competitiveness both in the charter and passenger service on regularly scheduled international flights.

Intermodal transport and terminals

The main routes for domestic and international intermodal transport coincide with the directions of the Bulgarian sections, included in the AGTC network and directions of core and comprehensive Trans-European Transport Network. Along these directions there are no limiting overall dimensions, associated with tunnels, bridges, etc., when using appropriate rolling stock. Establishing effective combined transport chains is a key element of freight transport policy. One of the basic measures for a sustainable and balanced development of the transport system is promoting intermodality as an opportunity for modal shift of freights to more environmentally friendly modes of transport.

Metro transport

Due to urbanisation traffic in the large agglomerations in particular in Sofia, is increasing. This results in traffic jams, accidents and harmful environmental

impact. In this regard a need is defined for more effective organisation of urban transport and improving its accessibility, reliability, safety, security and overall quality. Currently integrated urban transport projects are being implemented in the seven largest Bulgarian cities under the OPRD 2007-2013. These projects include purchase of environmentally friendly vehicles, optimisation of transport schemes, introduction of integrated fare collection systems and implementation of flexible fare policy, creation of conditions for non-motorized transport.

In the capital city of Sofia the metro provides effective, fast and safe transportation, replacing a significant number of parallel lines of ground transport. The carriage capacity of the metro is 50 thousand passengers per hour.

Identified problems

Railway

The main identified problems in relation to development of railway transport are as follows:

- Unsatisfactory condition of the railway infrastructure and of the rolling stock which results in relatively low average speed and low level of service of passenger and freight transport;
- Insufficient integration of the national railway network with the European railway network and need for achieving compliance of the technical characteristics of main directions with the requirements of Article 39 of the Regulation (EU) No 1315/2013;
- Lack of nation-wide modern signalling and communication systems: it is necessary to introduce an ERTMS system and to make frequency bands available to build a GSM-R network to ensure interoperability and compatibility along the direction of the core and comprehensive trans-European railway network;
- Insufficient connections of sea and inland waterway ports with the national railway network. It is necessary to be improved and developed connections of sea and inland waterway ports and airports with the national railway network, which will contribute to increased intermodality.

Road

The main problems of road transport development are the poor condition of a large part of the road infrastructure and the outdated and low-tech vehicle fleet.

With regard to the current state of the road infrastructure, the following problems can be defined:

- High traffic by road compared to other infrastructure networks and a large number of road sections with traffic levels close to the throughput capacity of the road;
- Uncompleted core network of motorways to ensure quality high-speed links between Bulgaria and the neighbouring countries, as well as between parts of the major populated centres in Bulgaria;
- Unsatisfactory condition of a part of the road infrastructure, which fails to meet the requisite conditions for continuous, comfortable and safe

transport;

- Absence of bypass roads in many populated areas, particularly where there is an intensive traffic of passenger cars and heavy-freight vehicles;
- Large number of road facilities need immediate repair or rehabilitation;
- Low levels of road safety performance indicators compared to average EU levels.

Port infrastructure and inland waterways

The main risks to the navigation along the Danube River are unsatisfactory parameters of the navigation waterway, poor navigation conditions (fog, low water levels, and other obstacles), failure to observe the shipping restrictions, imposed due to low water levels or other reasons. The problems are connected to erosion of the banks and islands and low waters of particular sectors of the river, which results in reduction of its depths. Water quality at the Bulgarian section of the Danube is a crucial issue, because Bulgaria is one of the poorest European countries with regard to water resources. Both water body and bottom are contaminated with debris and sediments in many places. Small depths in midstream (thalweg/fairway), especially during periods of low water, can cause drift grounding and other incidents. This can lead to pollution of the river through the release of wastewater, contaminated with oil and/or bunker fuel. Improving the depths at critical river sections will reduce the likelihood of such incidents. Under such circumstances, it is necessary to take measures aimed at improving the parameters of the navigation waterway and doing the utmost to achieve the objective of reinforcing banks and islands.

Intermodal transport and terminals

Existing container shipping terminals were built in the 1970s and 1980s and do not meet the requirements of modern cargo transport services. Out of the 9 existing terminals for combined transport as of 1990, currently only 3 are operating - Sofia Freight Railway Station, Filipovo Railway Station and Stara Zagora Railway Station.

There is no national network of modern intermodal terminals meeting the needs of railway and inland waterway freight transport. Intermodal operators are not well equipped with specialised rolling stock and there are only a few direct operational/logistic intermodal connections.

Expected results

The following parameters of the national transport system should be improved: characteristics of the transport network, existing capacity – physical and operational structure of the network and volumes that can be achieved depending on demand of transport services, as well as operation condition of the network and ability to provide reliable and safe transport services.

Investments will be concentrated mainly on completion of priority railway and road directions and promotion of multimodal transport – construction of intermodal terminals and improvement of ports and airports connections to the road and railway network. A better integration of the national transport network into EU transport network and improved connections with neighbouring countries will be achieved gradually completing the modernisation of the sections of Trans-European

Transport Network

The transport model updated in 2013 (part of the General Transport Master Plan), identifies main sections of the road and railway network with expected major traffic increase until 2020 and 2030 and sections where demand forecast is close to or above existing capacity. Highest average annual daily traffic volume of road transport by 2020 is expected on the sections Sofia - Burgas, Sofia - Kulata, Sofia - Ruse, Sofia - Varna, Burgas - Varna and Ruse - Nova Zagora. Concerning railway network the traffic is concentrated on the sections Dragoman – Sofia – Plovdiv - Burgas/ Svilengrad, Ruse - Varna, Vidin - Kulata, Sofia - Varna, Ruse - Stara Zagora.

Railway

Railway passenger transport has significant potential for growth, which largely depends on the modernisation of the railway network, rolling stock and management of the national railway operator.

Despite the decline in demand for transport services by rail, registered in the period after 2008, partially due to factors outside the sector (demographic and financial economic crisis), the future development of railway transport is of utmost importance due to various reasons, such as: congestion of the road infrastructure, high vehicle fuel prices, implementation of national policy of environmental protection and increased road safety. Improvement of the technical and operation condition of the core railway infrastructure will have a positive impact on effectiveness of the transport services and in the coming years is expected to contribute to the growth of domestic demand for rail freight and passenger services, as well as to successful integration of the Bulgarian transport system in the European transport system and change in distribution of international transport flows through the country, by mode of transport in favour of sustainable railway transport.

Increased traffic by rail in turn will have a positive effect on the efficiency of rail services in general and in particular – on the efficiency of the railway network.

To improve the functioning of the railway sector, implementation of a series of regulatory, management and investment measures will be required: a reviewing of the Public Services Contract with „BDZ-Passenger services” EOOD in order to: bring it in line with European rules on public passenger transport services by rail, improving the quality of the service especially along the directions of modernised or rehabilitated railway lines and optimizing the scope of mandatory public services to achieve a balance between the demand for such trips and capability of state budget to offset related costs; preparation of a long-term strategy for the development of rail transport and concentration of public funding in the sector on the most important and valuable rail services; reduction of railway network to sustainable sizes; modernisation and upgrading of rail infrastructure, thus achieving EU standards and full interoperability with the European rail network; strengthening of institutional capacity for management in the sector, etc. Key measures that are envisaged for the restructuring of BDZ Holding and NRIC are as follows: transition of BDZ Holding EAD and NRIC to commercially oriented structure and relieving BDZ Holding EAD of non-operating activities; stabilization of BDZ-Freight services EOOD, possibly followed by privatization of the company; optimization of the rolling stock of BDZ Holding EAD, including the purchase of new rolling stock for passenger transportation and reorganization of

maintenance activities; strengthening the corporate management of NRIC and BDZ Holding EAD, implementing a Strategy for Human Resource Management, Staff Restructuring Program in BDZ Holding EAD and NRIC and Training Programme for middle and senior management level railway staff.

Cross-border links with neighbouring countries

Development of railway links with neighbouring countries is required in order to establish coherent transport networks with identical operational characteristics, which to provide fast and safe transport over long distances from and through Bulgaria.

Following the completed reconstruction and electrification of the section Svilengrad - Turkish border, with the completion of the reconstruction and electrification of the entire Plovdiv - Svilengrad railway line and modernisation of the September Plovdiv section in the 2007-2013 programming period, much of the route of the Orient/East-Mediterranean Corridor of the core TEN-T network to Turkey will be completed, which will provide greater reliability and quality of transport services along the route Sofia-Plovdiv-Istanbul. In the period 2014-2020 will continue the activities aimed at full completion of this part of the corridor through modernisation of sections along the Sofia-Septemvri railway line. Cross-border links to Romania will be significantly improved. Danube Bridge 2 (Vidin-Calafat) is now operational and attracts higher traffic volumes than expected. The next steps are the planned modernisation in 2014-2020 of Vidin - Medkovets (the first section of the Vidin-Sofia railway line) and the coordinated construction of the Craiova-Calafat railway section in Romania. A potential for future development has the Ruse-Giurgiu railway link, following the expressed joint intention at the meeting of the Bulgarian-Romanian Committee for conducting a study on the rehabilitation of the Bucharest-Giurgiu-Ruse-Gorna Oryahovitsa railway line, as the discussions on planning and defining the technical parameters will continue.

Contribution to improving the cross-border relationship with Serbia is the implementation of the project "Modernisation of Sofia - Dragoman Railway Line", where feasibility studies have been carried out, conceptual designs have been developed and the respective Cost benefit analysis (CBA) has been made. Preparations are continuing through funding under the OPT 2007-2013 and full project readiness is planned to be achieved by the end of 2015.

Through the implementation of projects for the modernisation of the Sofia - Kulata railway line (in Sofia - Pernik - Radomir section, and Radomir - Kulata section) as part of the construction of Priority project 22, which coincides with Orient/East-Mediterranean Corridor of the core network, the cross-border links with Greece will be significantly improved. The project Modernisation of the railway line Sofia – Pernik - Radomir is part of the “Project Preparation Facility (PPF) for railway projects of the TEN-T network”, financed under the Priority axis 5 of OPT 2007-2013. The implementation is split into two phases. The first phase consists of technical design, coordination activities, approval procedures and preparation of tender for construction works, which are scheduled to be completed by the end of 2015. The project for Technical assistance for modernisation of Radomir - Kulata railway line is under implementation and is scheduled to be completed in early 2015. Preliminary design for the selected option and the detailed CBA are about to be completed. The construction works will be scheduled in conjunction to the

development initiatives at Greek side, so to provide for synchronised technical characteristics of the entire cross border section.

The Radomir - Gueshevo railway line is part of a main transport connection to Republic of Macedonia. It is envisaged in the 2014-2020 period to carry out work on preparing the project "Modernisation of the Radomir - Gueshevo Railway Line", including an update of the conceptual design, detailed development plan and technical designs, updates of the CBA, etc. SE NRIC has developed a strategy for project preparation.

Roads

In order to integrate the national road network in the EU transport network it must be developed "core" and "comprehensive" Trans-European transport network in the country, as well as key domestic transport links to the TEN-T network. It is expected that through the implementation of measures envisaged for the sector the identified "bottlenecks" will be effectively removed. Of paramount importance is the completion of the road section from Blagoevgrad to Sandanski along the Struma Motorway in the direction of the Orient/East-Mediterranean corridor of the TEN-T network. Then it will follow the projects for completion the sections of the Hemus Motorway and the tunnel under Shipka Peak, which represents the second phase of the project for construction of bypass road of the town of Gabrovo, implemented under the OPT 2007 - 2013. These projects for construction of new infrastructure will be implemented in parallel with the introduction of modern planning processes and ensuring effective maintenance of the road infrastructure, generating financial resources through modern tolling system, achieving compliance the technical and operational parameters of the road infrastructure with European technical standards to provide safety and comfort of the road transport in the country. To improve the efficiency and safety of road transport is required the introduction of advanced applications and services for management, monitoring and control of the traffic in populated areas and on motorways, vehicle safety systems and electronic toll collection systems based on distance travelled (toll charges).

Port infrastructure and inland waterways

An important issue for Bulgaria is the full implementation in practice of requirements of Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues. The amendments and supplements to the "International Convention for the Prevention of Pollution from Ships (MARPOL)" pose new obligations of the State Parties to the Convention for establishment of adequate port reception facilities (new categories of wastes).

In the coming years, the Republic of Bulgaria will seek to increase freight and passenger traffic and to promote water transport in accordance with the transport policy of the European Union. The policy is aimed at improving navigation conditions along the Danube River and the maritime spaces of the Republic of Bulgaria, for improvement of maritime and inland waterways safety and environmental protection in accordance with European Community policy for strengthening the maritime transport and inland waterways transport network. The implementation of measures to achieve the expectations can be financed by the Operational Programme, since the main seaports are included in the development concept of the TEN-T network: Port of Burgas is part of the "core network" and the

Port of Varna is part of the "comprehensive" TEN-T network.

Intermodal transport and terminals

The planned measures are expected to address the following needs of the sector:

- Development of a network of terminals meeting the requirements for modern freight-transport services, aimed at ensuring of better coordination between individual modes of transport in relation to the intermodal services development, and establishment of reliable and fast railway connections between terminals. The needs assessment shows a necessity for construction of terminals in Sofia, as well as in the South-East Planning Region, North-East Planning Region and North-West Planning Region.
- Development of intermodal connections between ports and railway network, with regard to the promotion of potential growth in trade and transit transportations,
- Expansion and development of storage areas at several freight terminals.

Air traffic management

To ensure safety and to support the new concepts of operation within the European Air Traffic Management Network (EATMN), high quality aeronautical data and information are required. The components of the systems and procedures used for the functioning of EATMN must be interoperable with systems used by other air navigation service providers. This can be achieved by construction of new systems and automated facilities. Requirements of the Commission Regulation (EC) 73/2010 shall apply to EATMN systems, their components and procedures involved in the origination, production, storage, handling, processing, transmission and distribution of aeronautical data and aeronautical information. It will be improved the quality of aeronautical data/information in terms of accuracy, resolution and integrity in accordance with the European ATM Master Plan under SESAR (Single European Sky ATM Research) programme, the task ITY-ADQ ensuring quality of aeronautical data and information to the European Single Sky Implementation (ESSIP) and Commission Regulation (EC) 73/2010. The requirements are applicable to airport operators and organisations related to the creation and provision of geodetic and cartographic materials and data. By improving the quality of aeronautical data and information, the civil aviation management shall also improve. In relation to the foregoing, by OPTTI 2014-2020 will be possible to ensure financing of measures to improve safety and air traffic management by construction of new management systems and facilities.

Metro

The growing demand for public transport services requires the subsequent development of the Sofia metro system. Construction of sections along the direction Botevgradsko Shosse Depot – Vladimir Vazov Blvd. – Central City Area– Ovcha Kupel Residential Area will enable the public transport system in the capital city to expand its coverage and meet the growing demand for combined transport services. Development of the metro system will also contribute to improving air quality in the capital city and reducing greenhouse gas emissions.

Maintenance of transport infrastructure

The maintenance of the transport infrastructure will be ensured by financial sources different than the OPTTI, in accordance with the Bulgarian legislation in force and as described in the Partnership Agreement, as follows:

Railway

In accordance with the provisions of Article 26, Paragraph 1 of the Railway Transport Act, the activities related to the current maintenance and operation of the railway infrastructure shall be financed out of the state budget, revenues from infrastructure charges collected by the carriers and own revenues from other services and leases. The procedure for planning and spending on cash funds for maintenance provided by the budget is clearly set forth in the Act and covers all aspects of maintenance, planning, design, construction, rehabilitation and other activities related to ensuring the normal operation of the railway infrastructure. For this purpose, the Manager of the railway infrastructure (SE NRIC) shall signed a long-term five-year contract with the State, represented by the Minister of Transport and Information Technologies and by the Minister of Finance. In this contract, the cash funds intended for maintenance and operation, to be obtained by the state budget, shall be planned by three-year budget framework under the State Budget Act, and the allocation of cash funds for the respective year in a specific amount shall be included in the State Budget Act for the respective year.

To preserve the quality of the newly built/upgraded railway infrastructure over the entire life cycle period is planned to improve the system of maintenance in order to optimise the operation and maintenance costs.

The successful implementation of the recommendations of a new model for maintenance of the SE NRIC is directly dependent on the procurement of light, medium and heavy machinery and equipment for use by mobile groups, covered by adequate financing.

The emphasis in the Multiannual Maintenance plan, being developed within SE NRIC (Costs model for Multiannual Maintenance Plan, prepared by EVD financing in 2010), will be on optimizing and increasing the efficiency of the maintenance of the railway infrastructure in the Republic of Bulgaria through long-term planning of maintenance resources based on prioritisation of the repair works. The SE NRIC's budget in the past grew very rapidly, given the failure to ensure funds and from BGN 20 million in 2002 reached BGN 220-240 million in recent years, this amount is relatively constant since the entry into force of the planning costs with MAP. According to the latest updated "Programme for development and operation of the railway infrastructure" (5-year programme which is an integral part of the Contract of NRIC with the State) for the period 2015 – 2019 the annual amount of funding is estimated at BGN 260-275 million.

To increase the efficiency of the railway infrastructure operation and maintenance, including the built with co-financing from the Structural and Cohesion Funds, the following measures will contribute:

- Formulation and implementation of the new tariff policy in NRIC and preparation of market-oriented methodology for calculating the charges for access and use of railway infrastructure. A Project Implementation Support Service Agreement for consultancy services has been signed between NRIC and EIB for project "Technical assistance for the formation of tariff policy for access to and use of the railway infrastructure in NRIC as a Beneficiary

of OPT 2007 – 2013. A contract was signed between the EIB and the selected contractor with commencement date 01.09.2014. The main objective of the project is to improve the efficiency of resource management of the company by the formation of a new tariff policy on railway infrastructure in NRIC.

- Completion of the project "Design and implementation of an Enterprise Resource Planning (ERP) system in NRIC", which covers the main business processes of NRIC related to the management and planning of resources, including management of railway infrastructure maintenance.

Road

The financing of the activities related to the current maintenance of the roads, subject of the OPTTI, is regulated in two articles of the Roads Act. Article 44, Paragraph 1 of the Roads Act stipulates that the sources of funding for RIA shall be subsidies from the state budget and cash transfers, included annually in the State Budget Act of the Republic of Bulgaria for the respective year, and in Paragraph 2 of the same article is stipulated that such funds shall be used for the operation, maintenance, repair and reconstruction of the national roads. For NCSIP, which is in charge for the separately listed motorways (Struma, Hemus and Chernomorec), the funding of maintenance is regulated in Article 28c, Paragraph 1, of the Roads Act, which stipulates that the activities of NCSIP shall be financed out of the state budget through the budget of the Ministry of Regional Development, as well as by the revenues from vignette charges and tolls, if any.

To increase the efficiency of the road infrastructure maintenance, including the newly built one with co-financing from the Structural and Cohesion Funds, it is envisaged a study for development of new maintenance policy on road infrastructure, including introduction of toll charges to be elaborated.

Metro

The funds for operation costs of Metropolitan EAD, as a municipal company, established to operate the Sofia Metropolitan shall be ensured by the budget of the Sofia Municipality.

Port infrastructure and inland waterways

The current maintenance of the navigation waterway, including the navigation conditions along the Danube River, is carried out by the Executive Agency for the Exploration and Maintenance of the Danube River (EA EMDR) according to the rules of the Convention Regarding the Regime of Navigation on the Danube (SG, No. 112/1949) and the provisions of the Agreement between the Governments of the Republic of Bulgaria and Romania from 1955, in pursuance of Article 39 of the Convention and in accordance with Articles 77, 82 and 83, paragraph 2 of the Maritime Space, Inland Waterways and Ports of the Republic of Bulgaria Act. According to the Convention the transit of ships should be free of charges and the maintenance costs shall be funded by the state budget.

Administrative capacity in the transport sector

In the first half of the 2007-2013 programming period, the main challenges in the creation and storage of administrative capacity of MA, and especially of the

beneficiaries, were related to the lack of human resources with the necessary level of competence, the high turnover of staff, lack of sufficient training, incentives and technical conditions for the work of staff whose duties are directly related to the preparation, implementation and monitoring of projects in the OPT 2007-2013.

According to the interim evaluation, carried out in 2011, all beneficiaries excluding Metropolitan EAD reported difficulties faced with respect to their administrative capacity for the preparation, management, implementation, monitoring, control and reporting of projects under OPT 2007-2013: "complicated procedures for management and control (RIA and NCRI), incompatibility between the management and control systems and the requirements of the OPT, and ineffective application of the developed procedures (EA EMDR); overlapping of functions within the respective administrative units (NCRI and BPIC); low efficiency level (NCRI, RIA and BPIC), low (NCRI and RIA) or unsatisfactory (BPIC and EA EMDR) degree of implementation of the different phases of the projects." The problems of administrative capacity in the rail and road sector are invariably listed in the Recommendations of the Council on NRP 2012 and 2013, as well as position of the Commission Services on the development of the Partnership Agreement and programmes for the 2014-2020 programming period.

The analysis of the strengths, weaknesses, opportunities and threats (SWOT analysis) of the transport system and the transport modes, developed by the Working Group on preparation of the OPTTI 2014-2020, in the process of preparation of the Programme Strategy, shows that, at present, some of the major challenges were overcome to a significant degree. The main results are achieved by implementation of a number of measures (projects) under the OPT 2007-2013 (under priority axis 5 "Technical Assistance"), and provision of external expertise (JASPERS initiative of the EIB, other IFIs), namely:

- Developed and implemented in the railway sector were models for business processes; methodology for project management, including institutional arrangements for its implementation; strategic guidance for the development and optimization of human resources and processes associated with the introduction of new models for operation and maintenance of the rail track. The "Provision of Advisory Services" project was completed at the end of January 2014, in connection with the restructuring of the railway sector in the Republic of Bulgaria, with beneficiary MA of OPT 2007-2013. In the process of implementing, with beneficiary SE NCRI, are projects for improvement of the material and technical base, for covering the costs associated with training and development of human resources and for the design and implementation of a system for planning and resource management in the company;
- A RIA strategic business plan and business model was developed in the road sector for the operation of the "Strategic Infrastructure Projects" National Company. In the process of implementing are projects with RIA as the end beneficiary for improving the efficiency of the road sector in the Republic of Bulgaria, for improving the material and technical base, and for covering the costs for staff training and seminars for the employees, directly engaged in the preparation, implementation and monitoring of projects under OPT 2007-2013. The project for improving the material and technical base was completed, and in the process of implementation are projects for external expertise of the EIB in the development of major road projects with end beneficiary National Company Strategic Infrastructure Projects (NCSIP).

- In February 2014, the project "Strengthening the administrative capacity of BPIC for project implementation under OPT 2007-2013" was completed, funded by the Priority Axis "Technical Assistance", and in the process of implementing is the project "Improvement of the material and technical conditions of BPIC, in its capacity as a specific beneficiary under OPT 2007-2013."

In the last three years, the tendency persists towards low staff turnover. Since completing the 2012 administrative reform, levels of remuneration of employees involved in the preparation, implementation and monitoring of projects under OPT 2007-2013 in MA and the beneficiaries do not differentiate and are even higher than those of other employees. Depending on their functions under the job description, remuneration of employees in MA and those in the beneficiaries involved in the preparation and monitoring of projects is being paid fully or partially under Priority Axis "Technical Assistance" of OPT 2007-2013, and of those employed in the units for implementation (and management) of infrastructure projects - from the budget of the specific project.

During the 2014-2020 programming period, it will be necessary to take measures to ensure the sustainability of the results achieved in terms of improving and upgrading the administrative capacity of the MA and beneficiaries under OPT 2007-2013, both through the use of Priority Axis 5 "Technical Assistance" of OPTTI 2014-2020 and through the continued implementation of the JASPERS initiative and by attracting the expertise of the IFIs - the World Bank, EBRD, EIB, etc., providing advisory services to the managing authorities and beneficiaries of the programmes in the field of strengthening their administrative capacity, and for the preparation and implementation of transport infrastructure projects.

In view of the fact that until the completion of the preparation of the OPTTI 2014-2020 the draft of the new State Aid Act, which introduces a provision for maintaining the administrative capacity of all administrators of such state aid, including the Managing Authorities of the Operational Programmes, has not been approved yet, in order to ensure implementation of Article 5 of the General Provisions - "State aid" the obligation of the Managing Authority of the OPTTI 2014-2020 shall be to build and maintain administrative capacity in the field of state aid.

The identified problems with delays in the implementation of public procurement procedures for selection of contractors have been also taken into account during the development of OPTTI 2014-2020. In order to minimize the risk with regard to completion of projects within the eligibility period of the programme, the efforts are focused on conducting the public procurement procedures for selection of contractors in its first half - until mid-2018. This will allow the timely completion of respective contracts for the implementation, as well as the follow-up activities related to verification, certification and auditing of EU funds. Considering one of the main problems - appeal procedures and the suspension of execution for the period of rule by the competent authorities - measures have been taken in SE NRIC to improve the process of preparing documentation for procurement by clear and transparent criteria for the selection and removal of candidates as well as the evaluation committees' proceedings. Based on analysis of the main problems that depend on the SE NRIC as an Employer, since 01.08.2014 new "Internal Rules for procurement and control of implementation of contracts in SE NRIC" are

introduced.

Within Road Infrastructure Agency the main measures for overcoming and non-admission of violations at the award and the conduct of the public procurements are based on the results from the verifications and the recommendations given within the framework of the audits of the operations by the auditing authority, the Bulgarian National Audit Office, EC, Audit of EU Funds Executive Agency, etc. Mainly the problems stated related to the award of public procurements can be separated in two groups: at the opening of the procedures and such admitted at the conduct of the procedures, and the following measures were undertaken for their overcoming:

1. The „**Internal Rules** for the conduct of procedures and award of public procurements in Road Infrastructure Agency” were updated and brought in compliance with the amendments of the Public Procurement Act (promulgated State Gazette (SG), issue 40 of 13 May 2014)
2. At the preparation of the documentations for participation in the procedures along with the attachments and the templates, the same were **fully conformed to the Public Procurement Act**, from July 2014.
3. In compliance with the new Public Procurement Act, the Road Infrastructure Agency in its capacity of a classical Contracting Authority, **maintains a Profile of the Buyer on the official website of the Contracting Authority**, and through the public access to the documents for award of public procurements full publicity and transparency and possibility for the exercise of public control will be provided as well.
4. Increase of the administrative capacity of the employees, upgrading of the acquired knowledge and skills and continuous enhancement of the qualification of the employees through participation in specialized **trainings and workshops** in the sphere of the public procurements organized both by Bulgarian and international institutions.

At national level on 09.07.2014 a “National strategy for development of public procurement in Bulgaria for the period 2014-2020” was adopted by the Council of Ministers. The implementation of the Strategy will contribute to the elaboration of the legal and institutional framework in the public procurement area, increase in the publicity and transparency in the process of contracts assignment.

In developing the overall OPTTI 2014-2020, the following applicable elements in the Position of the Commission Services on the drafting of partnership agreement and programmes in Bulgaria for the period 2014-2020 have been taken into account and reflected:

- The identified as major challenges underdevelopment of infrastructure (not very good connectivity and insufficient maintenance and reconstruction of the national and Trans-European Transport Network; low international availability of the "core" TEN-T, including rail, road, inland waterway and maritime transport; the poor technical condition of railway infrastructure, the problems of beneficiaries under OPT 2007-2013 (excluding Metropolitan EAD) with respect to their administrative capacity for the preparation and management of projects and the need for comprehensive reforms in the road and railway sector;
- All recommendations for directing and redirecting investments on financial priorities "Modern Infrastructure For Growth and Jobs" and "Green Economy

with Efficient Use of Resources", defined by the Commission;

- The specific preconditions that are critical to the successful implementation of the above priority for funding, including the need for a comprehensive national transport plan with explicit chapter on development of railway transport, including appropriate prioritization of investments in the "core" and "comprehensive" TEN-T and in the secondary network (including public transport at regional and local level);
- The priorities for European Territorial Cooperation and especially the requirement to include the objectives of the EU Strategy for the Danube Region (EUSDR), where investment priorities of utmost importance for EUSDR in Bulgaria are the connections to the Trans-European Transport Network and improvement of navigation on the Danube River;
- Opportunities for complementarity with other EU instruments, in particular the Connecting Europe Facility (to finance projects related to the "core" TEN-T, as well as building systems for traffic management or connections between the different types of transport) and the relevant financial instruments for attracting private funds for the construction of transport infrastructure. The possibility of funding the financial shortfall of projects under OPTTI by EIB through leveraged funds has also been considered.
- Provisions for effective programming and implementation of programmes;
- The assessment of funding needs in relation to the thematic objectives (TO);
- Regulations concerning the administrative capacity, human resources, management and monitoring systems, the effectiveness of procedures, stakeholder involvement and partnership.

Strategy

The strategy of the OPTTI 2014-2020 is developed and based on a number of relevant documents in line with the relevant EU and national strategies and policies. It is developed on the basis of the needs, defined in the analysis of the current situation in the transport sector, elaborated for the programme's purposes.

The strategy of the OPTTI provides for the completion of major national and Pan-European transport routes on the territory of the country. The main investments are concentrated on directions with an advanced degree of implementation, mainly funded under OPT 2007-2013 aimed at their modernisation or completion.

Regarding railway infrastructure this is the direction Dragoman – Sofia – Plovdiv - Burgas. Within the framework of the OPT 2007-2013 there were funded and are in the process of completion the investment projects by sections of the railway lines Sofia - Plovdiv (Septemvri - Plovdiv section) and Plovdiv - Burgas (sections Mihaylovo - Kaloyanovets, Stara Zagora - Zimnica and Tserkovski - Burgas). Also within the framework of the OPT 2007-2013 were funded and are in the process of completion projects for preparation of construction under investment projects, complementing the direction Dragoman – Sofia – Plovdiv - Burgas, and namely: sections Plovdiv - Orizovo, Straldzha - Tserkovski, railway junctions Burgas, Plovdiv and Sofia, as well as the sections Sofia - Elin Pelin - Ihtiman - Septemvri and Dragoman-Sofia. Within the framework of the OPTTI 2014-2020 are envisaged investments works to be financed on certain sections along the direction

Elin Pelin-Plovdiv - Burgas and namely: sections Elin Pelin - Ihtiman, Ihtiman - Septemvri and the remaining sections of Plovdiv - Burgas railway line (phase 2), while investments in the direction Serbian border - Dragoman - Sofia - Elin Pelin are planned to be financed by the funds under the Connecting Europe Facility (CEF).

Regarding road infrastructure the main priority is completion of Struma Motorway. The Bulgarian General Transport Master Plan (2010) provides for the completion of the motorway to the Greek border in order to connect directly with the Greek road network on the South to Thessaloniki and Athens (a priority status is assigned to the project). Three sections of Struma Motorway (Lot 1 Dolna Dikanya - Dupnitsa, Lot 2 Dupnitsa - Blagoevgrad and Lot 4 Sandanski - Kulata) were financed by the OPT 2007-2013. It is envisaged the investment works for completion of Struma Motorway Lot 3 Blagoevgrad - Sandanski to be financed by the OPTTI 2014-2020.

The other two priority projects, namely: Construction of the Hemus Motorway and Construction of a tunnel under the Shipka Peak - Phase 2 of the project "Bypass road of the town of Gabrovo with tunnel under the Shipka Peak" will be financed from the State Budget and/or international financial institutions. If funds under OPTTI 2014-2020 become available, they will also be used for the implementation of sections of Hemus Motorway and the Shipka Tunnel. Under the OPT 2007-2013 the link from Hemus Motorway to the Sofia Ring Road – road junction Yana was successfully completed. The "Bypass road of the town of Gabrovo" - Phase 1 is another major project funded by the OPT 2007-2013 that is under implementation. Under completion are the technical assistance projects for preparation of construction works for Struma Motorway, Hemus Motorway and Bypass road of the town of Gabrovo" - Phase 2 including the construction of a tunnel under the Shipka Peak, which were financed by the OPT 2007-2013, as well. , Another important route I-1/E79 Vidin - Montana - Vratsa - Botevgrad is split into two sections: Vidin-Vratsa and Mezdra-Botevgrad. The preparation for construction of both sections is financed under Operational Program Transport 2007 – 2013. The construction works for these sections are included in the new Programme „European Transport Corridors“. After successful initial negotiations with the European Investment Bank (EIB) and the International Bank for Reconstruction and Development (IBRD), a proposal is being prepared to the Ministry of Regional Development and the Ministry of Finance for the financing of Programme “European Transport Corridors“ with state investment loans from EIB and IBRD.

Regarding metro transport in Sofia the main investments are concentrated on the construction of a third metroline. Within the framework of the OPT 2007-2013 there were successfully completed investment projects for extension of the Sofia Metropolitan in the sections "Road Junction Nadezhda - Cherni Vrah Blvd.", and "Mladost 1 - Tsarigradsko Shose". In the process of implementation are the investment projects in the sections "Tsarigradsko Shose - Sofia Airport" and "Mladost 1 - Business Park Mladost 4", funded under OPT 2007-2013. Also within the framework of the OPT 2007-2013 was funded and is in the process of completion the project for preparation of construction under investment project for construction of a third metroline in the City of Sofia, namely the section "Botevgradsko Shosse Depot – Vladimir Vazov Blvd. – Central City Area (downtown) – Ovcha Kupel Residential Area". Within the framework of the OPTTI 2014-2020 are envisaged to be financed investments along the direction of the third

metro line in the City of Sofia "Botevgradsko Shosse Depot – Vladimir Vazov Blvd. – Central City Area (downtown) – Ovcha Kupel Residential Area".

Within the framework of the OPTTI 2014-2020 will continue the funding of investments covering the introduction of intelligent systems for traffic management, improvement of the safety and security of transport.

Actions aiming at development of intelligent traffic management systems and enhancing safety and security of the railway transport are based on two key strategic documents:

"Strategy for implementation of the technical specifications for interoperability (TSIs) of the conventional railway system in the Republic of Bulgaria 2013 - 2030"), which contains 11 different sub-strategies and a common strategy (approved by the Minister of TITC in 2013). Covered are the TSIs CR and the transversal TSIs that apply mandatory for conventional and high-speed lines. Among the main strategies requiring the deployment of intelligent and advanced systems for the traffic management in the OPTTI 2014 - 2020 investment priorities are:

- Strategy for implementation of TAF TSI „Telematic applications for freight services“ (Regulation 62/2006/EC, amended by Regulation 328/2012/EC)
- Strategy for implementation of TAP TSI „Telematic applications for passenger services“ (Regulation 454/2011/EC)
- Strategy for implementation of OPE TSI “Operation and traffic management” (Decision 757/2012/EC, amended by Decision 710/2013/EC)

For each of the TSI strategies updated national plans are elaborated and approved.

„Strategy for implementation of European railway traffic management system (ERTMS) in the Republic of Bulgaria“ and **„National Deployment Plan for European railway traffic management system (ERTMS)“**, approved by the Minister of TITC in 2012. Considering that the geographic scope of applicability of the TSIs expands, their implementation should cover not only the corridors of "core" network and "comprehensive" network but shall be applied throughout the country, i.e. range of the entire national railway network.

Pursuant to the applicable European legislation, national Strategy and NDP, NRIC will implement ERTMS in the complete system scope (subsystems for signaling ETCS and telecommunications GSM-R) along the main routes, on which investment projects will be implemented providing financing by OPTTI 2014-2020 (Priority Axis 1) and CEF. This way significant part of the network will be covered through the implementation of ERTMS along the railway lines Dragoman - Sofia - Septemvri, Plovdiv - Burgas and Vidin - Medkovets. The length of equipped lines during 2014 – 2020 will be 312 km.

For the railway line Medkovets - Sofia - Kulata which is not included as an investment project for implementation during the programming period 2014-2020, under Priority Axis 4 is foreseen implementation of GSM-R network outside the scope of Priority Axis 1 as a first step towards implementation of ERTMS in its full range. The total length of the lines equipped by such intervention with GSM-R during 2014 – 2020 is 380 km. This approach is applied in the current programming period for the project “Modernization of Septemvri - Plovdiv”, with the introduction of ETCS only along the section while the system GSM-R is built along

the entire railway line Sofia - Plovdiv.

Assistance from JASPERS was used to analyse the existing strategic documents (with focus on General Transport Master Plan) and main findings are as follows:- the focus of the analysis in the GTMP is very much on infrastructure, with a more limited scope given to organisational and operational issues; although in general the approach for the problems analysis is appropriate, the organisational and operational analysis should be developed in more depth, in particular and how these relate to the quality and use of infrastructure; more fundamentally, the GTMP lacks an interdependence assessment that identifies cause and effect relationships and root causes of identified problems.

Main conclusions and recommendations of the above analysis are as follows:

- › The general approach and scope of the GTMP is broadly in line with what would be expected of a Transport Plan. Whilst certain matters have not been addressed in sufficient depth, these do not take away from the compliance of the general structure;
- › The time horizon of the GTMP is appropriate, covering a 20-year period up till 2030, which fully covers the horizon of the current OPTTI programming period 2014-2020;
- › The GTMP is accompanied by a comprehensive analysis tool (Transport Model) that has been developed using a relatively extensive dataset. Although the model is developed using a relatively complex structure, it has been important in understanding existing and future infrastructural issues that has supported the identification of measures; and
- › The GTMP provides a list of measures and has been made subject of an SEA. The SEA procedure has been followed as required by the legislation and the GTMP was approved by the Ministry of Environment and Water;
- › Gaps in the existing work have been identified which cover a number of areas, and focus broadly on the following:
 - › The need to provide a better linkage between objectives, problems and measures, to ensure that a broader range of interventions can be defined to address specific requirements of the transport sector;
 - › Greater attention paid to organisational and operational measures when considering potential interventions;
 - › Greater insight into Capacity Building requirements in the transport sector, informed by the various measures that are identified;
 - › A general update of the analysis and assessments using more recent transport data and reference to recent policy documentation; and
 - › A great distinction between the Transport Plan outputs, and the subsequent programming exercise that defines the short-term priorities and funding sources.

The strategy of the programme contributes to achieving the objectives of Strategy “Europe 2020” and is consistent with the guidelines for the development of the European transport policy and the Trans-European transport network, with the national policies, as well as with the conclusions and recommendations defined in the analysis of socio-economic development and the strategy of the Partnership

Agreement.

Key documents related to the strategy of OPTTI 2014-2020 are as follows:

- **The Strategy “Europe 2020”²** for smart, sustainable and inclusive growth ensures that the objectives and priorities of the OPTTI are in compliance with the EU targets to achieve economic, social and territorial cohesion. OPTTI contributes to all three pillars of the strategy with an emphasis on sustainable growth to promote a greener and more competitive economy with a more efficient use of resources, which, in relation to the transport sector, suggests modernisation and decarbonisation of the transport sector to achieve increased competitiveness through a combination of measures, such as intelligent traffic management through modern navigation and information systems for the Black Sea and the Danube River, better logistics, pursuing the reduction of CO2 emissions for motor vehicles, aviation and maritime sectors, setting common standards and developing the necessary infrastructure, and to accelerate the implementation of strategic projects with high added value for Europe, to address critical bottlenecks, in particular cross-border sections and intermodal nodes
- **The National Reform Programme³**, a national document, which is updated annually in the implementation of Strategy "Europe 2020".
- **The National Development Programme: Bulgaria 2020 (NDP BG2020)⁴** is the leading strategic and programming document detailing the objectives of the development policies of the country up to 2020.
- **White Paper "Roadmap to a Single European Transport Area"⁵** includes measures to ensure growth in transport and mobility support.
- **The Guidelines for the development of the Trans-European Transport Network** (Regulation (EU) No 1315/2013⁶) aim to contribute to achieving the sustainable mobility of people and goods and promoting the development of domestic market and the global competitiveness of the European Community.
- **The National Spatial Development Concept for the period 2013-2025⁷** includes a set of priorities, one of which is to develop the national transport infrastructure as a part of the Trans-European Transport Network.
- **The Strategy for Development of the Transport System of the Republic of Bulgaria to 2020⁸** defines the following objectives of the national transport policy:
Achieving economic efficiency
Development of sustainable transport sector
Improvement of the regional and social development and commitment

The overall objective of the OPTTI 2014-2020, and of the OPT 2007-2013, is “**Development of a sustainable transport system**”, which is in compliance with

² <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2010:2020:FIN:BG:PDF>

³ <http://www.eufunds.bg/document/1064>

⁴ <http://www.eufunds.bg/document/4354>

⁵ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:BG:PDF>

⁶ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:348:0129:0171:EN:PDF>

⁷ <http://www.bgregio.eu/media/files/Programirane%20&%20ocenka/Programirane%202014-2020/NKPR%20projekt.pdf>

⁸ http://www.mtitc.government.bg/upload/docs/Transport_Strategy_2020_last_r.pdf

the thematic objectives specified above.

The planned projects for developing the transport system contribute to the effective connectivity of the transport network and to removing sections with insufficient capacity in it, reducing congestion, noise and pollution, improving safety, promoting the use of environmentally friendly modes of transport, will continue. The achievement of the overall objective of the programme and hence its contribution to TO 4 (Supporting the shifts towards a low-carbon economy in all sectors) and TO 7 (Promoting sustainable transport and removing sections with insufficient capacity in all key network infrastructures), will contribute to the realization of the concept of competitive and sustainable transport system, as well as to achieving the desired sustainable mobility of people and goods, promoting the development of the domestic market and the global competitiveness of the European Community, territorial, economic and social cohesion, public welfare, safety and security of European citizens, taking into account the environmental factors, such as climate change, air pollution and protected areas.

The specific measures under OPTTI will have a particular impact and contribution to national targets known as “the three 20 up to 2020” (20/20/20 by 2020) on climate change. In the Third National Action Plan on Climate Change the transport sector is identified as one of the major source of greenhouse gases. The reasons for this include the privatization of road transport, the significant reduction of subsidies for the railway transport and the closure of railway routes leading to a shift in the transport structure - from rail to road. Private cars have the most significant contribution to greenhouse gas emissions followed by heavy duty vehicles. In 2009 private cars and heavy duty vehicles were respectively responsible for 60% and 21% of total emissions of the transport sector. Additionally, after completion of Line 3 of the Sofia Metro in 2020, the road traffic is expected to decrease by 21 000 vehicles/day, which will result in reduction of traffic congestions and will create conditions for increasing the average speed of public transport along the central routes.

The measures of the Action Plan are focused on the following priority areas:

- Reduction of transport emissions
- Reduction of fuel consumption
- Diversification of transport
- Informing and training consumers

The OPTTI provides funding for the following specific measures with a direct effect on all four sectors, contributing to the achievement of national targets on climate change:

- Under priority axis 1 - increasing the share of railway transport;
- Under priority axis 2 - modernisation of existing road infrastructure to ensure optimum speed and optimum driving modes of automobile engines;
- Under priority axis 3 - reduction of the relative share of trips with private motor vehicles through improvement and development of urban public transport; increasing the share of public electric transport and development and construction of intermodal terminals for combined transport

Seven specific objectives have been identified as part of the overall objective of the

OPTTI 2014-2020 and accordingly the investment priorities of TO 7 and TO 4.

- 1. Increasing railway traffic of passenger and freight through improving the quality of the TEN-T railway infrastructure**
- 2. Removal of bottlenecks in the TEN-T road network"**
- 3. Increased intermodal transport**
- 4. Increased use of metro.**
- 5.Improved transport management through introduction of innovative systems**
- 6. Improved management of the railway network**
- 7. Establishment of necessary conditions for successful completion of OPT 2007-2013 and implementation of OPTTI 2014-2020, strengthening the administrative capacity and public awareness.**

The strategy of OPTTI 2014-2020 shall ensure continuity and logical sequence of investments in programming period 2007-2013, guaranteeing the completion of main directions in which investments are already made. The following **priority axes are** have been identified in the programme:

1. Development of railway infrastructure along the "core" TEN-T
2. Development of road infrastructure along the "core" and "comprehensive" TEN-T
3. Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport
4. Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety and security improvement
5. Technical assistance.

In addition to the investments under the OPTTI 2014-2020 it is planned to seek investments through public-private partnership, particularly for development of ports and airports. Investments for development of air, river and sea transport, planned for funding under the OPTTI are entirely directed towards the development of intelligent systems to improve services and management of air, river and sea transport. Also, where applicable, funding from the Connecting Europe Facility (CEF) will be used. The basic principle in the selection of projects for funding under CEF is that the projects have to meet the requirements for funding under the CEF, to have cross-border effect and be covered by assumed commitments for adequate investments by the respective neighbouring country- for example, projects to improve navigation in the joint Bulgarian-Romanian sector of the Danube River, the construction of a section of railway line Vidin-Sofia (Vidin-Medkovets), modernisation of railway line Dragoman - Sofia - Elin Pelin, etc.

Concerning improvement of navigation conditions in the common Bulgarian-Romanian sector of the Danube River common activities of Bulgarian and Romanian side are needed. The preliminary preparation of the future interventions was implemented under the project ISPA 2005/RO/16/P/PA/002.01. The preparation of measures for ensuring of normal navigability will be undertaken in programming period 2014-2020 with funds under Connecting Europe Facility. The project will contribute to achieving the following results of Priority area 1a of the European Strategy for the Danube Region - "Increasing cargo transport on the river by 20% by 2020 compared to 2010" and "Solving obstacles to navigability, taking

into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015". The project is included in the Action Plan of the Inter-ministerial Committee for Sustainable Development of Inland Waterways Transport on the Bulgarian-Romanian common sector of the Danube River, set-up in 2012 between Bulgaria and Romania.

1.1.2. A justification for the choice of thematic objectives and corresponding investment priorities having regard to the Partnership Agreement, based on an identification of regional and, where appropriate, national needs including the need to address the challenges identified in relevant country-specific recommendations adopted in accordance with Article 121(2) TFEU and the relevant Council recommendations adopted in accordance with Article 148(4) TFEU, taking into account the ex-ante evaluation.

Table 1: Justification for the selection of thematic objectives and investment priorities

Selected thematic objective	Selected investment priority	Justification for selection
04 - Supporting the shift towards a low-carbon economy in all sectors	4e - Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation- relevant adaptation measures	<ul style="list-style-type: none"> ➤ “Partnership Agreement” - <i>Strategic priority 3: “Connectivity and green economy for sustainable growth”, Sub-priority 3.2</i> ➤ “National Reform Programme” - National target 3 under the “Climate-Energy” package National Development Programme: Bulgaria 2020, Relationship with <i>Objective No. 2 “Building infrastructural networks providing optimal conditions for economic development and quality and healthy environment for the population”, Priority No. 8 “Improving transport connectivity and market access” and the following applicable sub-priorities:</i> <ul style="list-style-type: none"> ➤ Reducing the negative impact of transport on the environment and human health; ➤ Sustainable development of mass public transport. ➤ Additional priorities in “Guidelines for the development of the Trans-European Transport Network - Regulation (EU) No 1315/2013”. ➤ White Paper - 2011 Relationship with the needs assessment: - Necessity of improvement of quality of transport services, enhancing the safety and security of transport and environmental protection.

<p>07 - Promoting sustainable transport and removing bottlenecks in key network infrastructures</p>	<p>7(a)/(i) - Supporting a multimodal Single European Transport Area by investing in the TEN-T</p>	<p>➤ “Partnership Agreement” - <i>Strategic priority 3, Sub-priority 3.1</i></p> <p>➤ National Reform Programme: National target 3 under the “Climate-Energy” package and country-specific Council Recommendation 7 of July 2013</p> <p>➤ National Development Programme Bulgaria 2020: <i>Objective No. 2 , Priority No. 8</i></p> <p>➤ White Paper - 2011</p> <p>➤ Guidelines for the development of the TEN-T</p> <p>➤ Strategy for Development of the Transport System of the Republic of Bulgaria to 2020</p> <p>➤ National Spatial Development Concept for the period 2013-2025 - Strategic objective No. 1, Priority 1.4</p> <p>Relationship with the needs assessment – necessity of:</p> <ul style="list-style-type: none"> - construction and/or completion and/or reconstruction of: sections in priority rail and road directions along the Trans-European Transport Network, as well as of intermodal/multimodal terminals; railway and road connections to the sea and inland-waterways ports, intermodal terminals and airports; - introduction or completion of traffic management system, implementing and deploying telematic applications.
<p>07 – Promoting sustainable transport and removing bottlenecks in key network infrastructures</p>	<p>7(c) - Developing and improving environmentally-friendly (including low-noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility</p>	<p>➤ “Partnership Agreement” - <i>Strategic priority 3, Sub-priority 3.1</i></p> <p>➤ National Reform Programme: National target 3 under the “Climate-Energy” package and country-specific Council Recommendation 7 of July 2013</p> <p>➤ National Development Programme Bulgaria 2020: <i>Objective No. 2 , Priority No. 8</i></p> <p>➤ White Paper - 2011</p> <p>➤ Guidelines for the development of the TEN-T</p> <p>➤ Strategy for Development of the Transport System of the Republic of Bulgaria to 2020</p> <p>➤ National Spatial Development Concept for the period 2013-2025 - Strategic objective No. 1, Priority 1.4</p> <p>Relationship with the needs assessment – necessity of:</p> <ul style="list-style-type: none"> - construction and/or completion and/or reconstruction of: sections in priority rail and road directions along the Trans-European Transport Network, as well as of intermodal/multimodal terminals; railway and road connections to the sea and inland-waterways ports, intermodal

		<p>terminals and airports;</p> <ul style="list-style-type: none"> - introduction or completion of traffic management system, implementing and deploying telematic applications.
07 - Promoting sustainable transport and removing bottlenecks in key network infrastructures	7(d) - Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise reduction measures	<ul style="list-style-type: none"> ➤ “Partnership Agreement” - <i>Strategic priority 3, Sub-priority 3.1</i> ➤ National Reform Programme: National target 3 under the “Climate-Energy” package and country-specific Council Recommendation 7 of July 2013 ➤ National Development Programme Bulgaria 2020: <i>Objective No. 2 , Priority No. 8</i> ➤ White Paper - 2011 ➤ Guidelines for the development of the TEN-T ➤ Strategy for Development of the Transport System of the Republic of Bulgaria to 2020 ➤ National Spatial Development Concept for the period 2013-2025 - Strategic objective No. 1, Priority 1.4 <p>Relationship with the needs assessment – necessity of:</p> <ul style="list-style-type: none"> - construction and/or completion and/or reconstruction of: <ul style="list-style-type: none"> sections in priority rail and road directions along the Trans-European Transport Network, as well as of intermodal/multimodal terminals; railway and road connections to the sea and inland-waterways ports, intermodal terminals and airports; - introduction or completion of traffic management system, implementing and deploying telematic applications.

1.2. Justification for the financial allocation

Justification for the financial allocation (Union support) to each thematic objective and, where appropriate, investment priority, in accordance with the thematic concentration requirements, taking into account the ex-ante evaluation.

The financial allocation under OPTTI 2014-2020 is determined by the identified national needs that can be addressed with CF and ERDF funds, as well as European policies for development of the transport system. Further, in line with the strategy of OPTTI the EU funds are focused on completion of missing railway and road connections along the TEN-T network on the territory of the country and promotion of intermodal transport.

In determining the allocation of CF funds under OPTTI, the analysis of investments in development of transport infrastructure, financed under OPT 2007-2013, has been taken into account. Distribution of CF funds under OPT 2007-2013 is EUR 341,390,809 for rail infrastructure (27.19%), and EUR 727,669,892 for road infrastructure (57.95%), while the remaining EUR 186,609,191 (14.86%) have been invested in development of the subway in Sofia. The actual ratio of investments under CF of OPT 2007-2013 between rail and road infrastructure is 32% / 68% or more than 2 times in favour of investment in road infrastructure.

This trend of allocation of investment funds to development of railway and road infrastructures has been changed in OPTTI, where the equal funds are allocated to railway and road.

With regard to the abovementioned, 50% of CF is allocated to investments in railway infrastructure under priority axis 1 (Development of railway infrastructure along the “core” and “comprehensive” Trans-European transport network) – investment priority “Supporting a multi-modal Single European Transport Area by investing in Trans-European transport network”. In addition to the investments under the OPTTI “Connecting Europe Facility” funds are envisaged for modernisation of railway section “Vidin - Medkovets” (part of “Vidin - Sofia” line) and railway line “Dragoman - Sofia - Elin Pelin”.

The other 50% of CF is allocated to investments in the road network under Priority axis 2 of the programme „Development of road infrastructure along the ”core” and “comprehensive” Trans-European transport network”- investment priority “Supporting a multi-modal Single European Transport Area by investing in Trans-European transport network”.

Under priority axis 3 (improvement of intermodal transport services for passengers and freights and development of sustainable urban transport) 77.3% of ERDF is allocated to investments in improvement of infrastructure for intermodal transportations and enhancement of quality of services for passengers and freights - investment priority „Supporting a multi-modal Single European Transport Area by investing in the TEN-T” – 4.3% and investment priority “Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures” – 73 %.

The remaining 22.7% of ERDF is allocated to priority axis 4 (Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement) (14%) and priority axis 5 (technical assistance) (8.7%). The funds under priority axis 4 are allocated to the following investment priorities – investment priority “Developing and improving environmental friendly, including low-noise and low-carbon transport systems including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility” (9%) and investment priority “Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures” (5%) of funds.

Table 2: Overview of the investment strategy of the operational programme

Priority axis	Fund (ERDF ⁹ , Cohesion Fund, ESF ¹⁰) or, YEI ¹¹	Union support ¹² (EUR)	Proportion of total Union support for the operational programme ¹³	Thematic objective ¹⁴ /Investment priorities ¹⁵ /Specific objectives corresponding to the investment priority	Common and programme-specific result indicators for which a target has been set
1	CF	572 343 631.00	35.67 %	<ul style="list-style-type: none"> ▼ 07 - Promoting sustainable transport and removing bottlenecks in key network infrastructures <ul style="list-style-type: none"> ▼ 7i - Supporting a multi-modal Single European Transport Area by investing in the TEN-T ▼ 1 - Increasing railway traffic of passenger and freight through improving the quality of the TEN-T railway infrastructure 	[1.1, 1.2, 1.3]
2	CF	572 343 630.00	35.67 %	<ul style="list-style-type: none"> ▼ 07 - Promoting sustainable transport and removing bottlenecks in key network infrastructures <ul style="list-style-type: none"> ▼ 7i - Supporting a multi-modal Single European Transport Area by investing in the TEN-T ▼ 1 - Removal of bottlenecks in the TEN-T road network. 	[2.1]
3	ERDF	361 300 000.00	22.52%	<ul style="list-style-type: none"> ▼ 04 - Supporting the shift towards a low-carbon economy in all sectors <ul style="list-style-type: none"> ▼ 4e - Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures 	[6, 8]

⁹ European Regional Development Fund

¹⁰ European Social Fund

¹¹ Youth Employment Initiative

¹² Total Union support (including the main allocation and the performance reserve)

¹³ Information by Fund and by priority axis.

¹⁴ Title of thematic objective (not applicable to technical assistance).

¹⁵ Title of investment priority (not applicable to technical assistance).

				<ul style="list-style-type: none"> ▼ 1 - Increased use of metro ▼ 07 - Promoting sustainable transport and removing sections with insufficient capacity in all key network infrastructures ▼ 7a - Supporting a multi-modal Single European Transport Area by investing in the TEN-T ▼ 1 - Increased intermodal transport 	
4	ERDF	57 944 591.00	3.61%	<ul style="list-style-type: none"> ▼ 07 - Promoting sustainable transport and removing bottlenecks in key network infrastructures ▼ 7c - Developing and improving environmentally-friendly including low-noise and low-carbon transport systems including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility ▼ 1 - Improved transport management through introduction of innovative systems ▼ 7d - Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures ▼ 1 - Improved management of the railway network 	[12, 1, 2, 9]
5	ERDF	40 517 316.00	2.53%	1- Establishment of necessary conditions for successful completion of OPT 2007-2013 and implementation of OPTTI 2014-2020, strengthening the administrative capacity and public awareness of OPTTI	[19,17,18,15,16,14]

SECTION 2 PRIORITY AXES

(Reference: points (b) and (c) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

2.A A description of the priority axes other than technical assistance

(Reference: point (b) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

2.A.1 Priority axis “Development of railway infrastructure along the “core”TEN-T”

2.A.1.1 Justification for the establishment of a priority axis covering more than one category of region, thematic objective or Fund (where applicable)

(Reference: Article 96(1) of Regulation (EU) No 1303/2013)

Priority axis doesn't cover more than one category of region, thematic objective or fund.

ID of the priority axis	1
Title of the priority axis	Development of railway infrastructure along the “core” TEN-T

<input type="checkbox"/> The entire priority axis will be implemented solely through financial instruments	<i>N/A</i>
<input type="checkbox"/> The entire priority axis will be implemented solely through financial instruments set up at Union level	<i>N/A</i>
<input type="checkbox"/> The entire priority axis will be implemented through community-led local development	<i>N/A</i>
<input type="checkbox"/> For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both	<i>N/A</i>

2.A.1.2 Fund, category of region and calculation basis for Union support

(Repeated for each combination under a priority axis)

<i>Fund</i>	<i>Cohesion fund</i>
<i>Category of region</i>	<i>N/A</i>
<i>Calculation basis (public or total)</i>	<i>Public</i>
<i>Category of region for outermost regions and northern sparsely populated regions (where applicable)</i>	<i>N/A</i>

2.A.1.3 Investment priority

(Repeated for each investment priority under the priority axis)

<i>ID</i>	<i>7(i)</i>
<i>Investment priority</i>	<i>Supporting a multimodal Single European Transport Area by investing in the TEN-T</i>

2.A.1.4 Specific objectives corresponding to the investment priority and expected results

(Repeated for each specific objective under the investment priority)

(Reference: points (b)(i) and (ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>ID</i>	<i>I</i>
<i>Specific objective</i>	<i>Increasing railway traffic of passenger and freight through improving the quality of the TEN-T railway infrastructure</i>
<i>The results that the Member State seeks to achieve with EU support</i>	<ul style="list-style-type: none"> - <i>Increased speed on railway lines</i> - <i>Increased interoperability in railway transport</i> - <i>Growth in passenger and freight railway transport</i>

Table 3: Programme-specific result indicators, by specific objective (for the ERDF and the Cohesion Fund)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Specific objective</i>		<i>Increasing railway traffic of passenger and freight through improving the quality of the TEN-T railway infrastructure</i>						
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Category of region (where relevant)</i>	<i>Baseline value</i>	<i>Baseline year</i>	<i>Target value¹⁶ (2023)</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
1.1	<i>Permissible maximum speed</i>	<i>km/h</i>	<i>N/A</i>	<i>94.8 km/h</i>	<i>2013</i>	<i>137.3 km/h</i>	<i>Network statement, NRIC</i>	<i>annually</i>
1.2	<i>Passenger transport performance</i>	<i>million passenger-km</i>	<i>N/A</i>	<i>1 825.8</i>	<i>2013</i>	<i>1 917</i>	<i>NSI</i>	<i>annually</i>
1.3	<i>Freight transport performance</i>	<i>million tonne-km</i>	<i>N/A</i>	<i>3 246</i>	<i>2013</i>	<i>3 400</i>	<i>NSI</i>	<i>annually</i>

¹⁶ For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative.

Baseline value of the indicator of the permissible maximum speed by railway is determined on basis of current speeds on railway sections, subject to priority operations (Plovdiv – Burgas Phase 2 (99.4 km/h), and Elin Pelin – Ihtiman - Septemvri (77.9 km/h) according to the Reference Document for 2013¹⁷. The target value is determined based on the planned maximum speeds after completing the OPTTI operations (respectively 130 km/h for Plovdiv-Burgas Phase 2 and 160 km/h for Elin Pelin – Ihtiman - Septemvri).

The baseline indicator values for passenger and freight transport performance refers to the entire railway network. These are estimated based on data from SE NRIC on number of passenger and freight trains per sections subject of operations under Priority axis 1, average occupancy and load per train: respectively 26% for total passenger-km and 21% of total ton-km. Considering the negative trend of the decline in demand for passenger trips by rail (in average -4.4% per year for 2008-2012 period) it is defined target growth value of 5% for passenger transport performance until 2023, which corresponds to a 20% growth in passengers to be transported along sections subject of PA 1. The target growth value in terms of the freight transport performance is a 4.0% growth at a national level, which corresponds to 20% more goods transported on the railway sections, subject of operations under PA 1.

¹⁷ <http://www.rail-infra.bg/%D1%80%D0%B5%D1%84%D0%B5%D1%80%D0%B5%D0%BD%D1%82%D0%B5%D0%BD-%D0%B4%D0%BE%D0%BA%D1%83%D0%BC%D0%B5%D0%BD%D1%82/>

Table 4: Common result indicators for which a target value has been set and programme specific result indicators corresponding to the specific objective (by investment priority and category of region) (for the ESF)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

ID	Indicator	Category of region	Measurement unit for indicator	Common output indicator used as basis for target setting	Baseline value			Measurement unit for baseline and target	Baseline year	Target value ¹⁸ (2023)			Source of data	Frequency of reporting
					M	W	T			M	W	T		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹⁸ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators, they may be qualitative or quantitative. Target values may be presented as a total (men+women) or broken down by gender, the baseline values can be adjusted accordingly. “M” = men, “W”=women, “T”= total.

Table 4a: YEI result indicators and programme-specific result indicators corresponding to the specific objective

(by priority axis or by part of a priority axis)

(Reference: Article 19(3) of Regulation (EU) No 1304/2013 of the European Parliament and of the Council¹⁹)

<i>ID</i>	<i>Indicator</i>	<i>Measurement unit for indicator</i>	<i>Common output indicator used as basis for target setting</i>	<i>Baseline value</i>			<i>Measurement unit for baseline and target</i>	<i>Baseline year</i>	<i>Target value²⁰ (2023)</i>			<i>Source of data</i>	<i>Frequency of reporting</i>
				M	W	T			M	W	T		
<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

¹⁹ Regulation (EU) No 1304/2013 of the European Parliament and of the Council of 17 December 2013 on the European Social Fund and repealing Council Regulation (EC) No 1081/2006 (OJ L 347, 20.12.2013, p. 470)

²⁰ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators they may be qualitative or quantitative. All result indicators in Annex II to Regulation (EU) No 1304/2013 used to monitor YEI implementation must be linked to a quantified target value. Target values may be presented as a total (men+women) or broken down by gender, the baseline values may be adjusted accordingly. “M” = men, “W”=women, “T”= total.

2.A.1.5 Action to be supported under the investment priority

(by investment priority)

2.A.1.5.1 *Description of the type and examples of actions to be supported and their expected contribution to the specific objectives including, where appropriate, the identification of main target groups, specific territories targeted and types of beneficiaries*

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment priority</i>	<i>7(i) - Supporting a multimodal Single European Transport Area by investing in the TEN-T</i>
<p>Examples of actions eligible to be financed:</p> <p>Construction, modernisation, rehabilitation, electrification and establishment of signalling and telecommunication systems of railway sections and technical assistance measures for preparation/completion of preparation of investment projects along the “core” and “comprehensive” Trans-European Transport Network.</p> <p>The activities for the improvement and modernisation of the railway line from Plovdiv to Burgas are mainly directed towards modernisation and renewal of infrastructural systems and introduction of speed trains from Sofia to Burgas. The modernisation of the railway line Plovdiv - Burgas is required to be completed during the programming period 2014-2020 and in addition to the investment in the programming period 2007-2013 provisions should be made for laying fiber optic cable on the railway section Plovdiv-Burgas; introduction of station interlocking in the section Karnobat-Burgas; development of Burgas railway junction; preparation for the development of Plovdiv railway junction, rehabilitation of the section Plovdiv-Orizovo; modernisation of sections Orizovo-Mihaylovo, Yambol-Zimnitsa, etc. The project for modernisation of the railway line Plovdiv- Burgas is a priority project according to the General Transport Master Plan.</p> <p>Regarding the modernisation of the railway line Sofia-Plovdiv, which started during the current programming period (section Septemvri-Plovdiv), it is necessary during programming period 2014-2020 to provide for the construction of the section Sofia-Septemvri. Along with the modernisation of the railway line Plovdiv-Burgas (during the current and the next programming period) provisions will be made for a high-speed route with improved reliability and increased capacity in the section between the capital and the Black Sea. In order to fully complete the direction, it is necessary to accomplish the development of Sofia railway junction (partially), which is located at the intersection of 3 major corridors crossing the country and is compatible with major infrastructure projects which are in the process of implementation and preparation and has an extremely high socio-economic impact. The projects are a priority according to the Bulgarian General Transport Master Plan (2010).</p> <p>The modernisation of the railway line Sofia-Plovdiv, together with the completion of the reconstruction and electrification of the railway line Plovdiv - Svilengrad along corridors IV and IX: section Parvomay - Svilengrad and the electrification and</p>	

reconstruction of the railway line Svilengrad - Turkish border under Operational Programme "Transport" in the current programming period 2007 -2013 will provide greater reliability and quality of travel along the route Sofia-Plovdiv-Istanbul.

To implement these activities within the framework of this priority axis of OPTTI 2014-2020 it is envisaged funding of the following investment projects:

- Rehabilitation and modernisation of the railway station Plovdiv - Burgas Phase II (including railway junction Plovdiv and railway junction Burgas);
- Modernisation of the railway line Sofia - Septemvri in the sections Elin Pelin - Ihtiman and Ihtiman - Septemvri.

The projects are part of the core Trans-European Transport Network.

For funding under the Connecting Europe Facility are envisaged investments along the directions Serbian border – Dragoman - Sofia-Elin Pelin and Vidin - Sofia. The preparation works for carrying out the construction are entirely funded under OPT 2007-2013 for the following sections - Dragoman-Sofia, Sofia railway junction, Sofia - Elin Pelin and Vidin - Medkovets, provided that for each project the preparation for achieving a "mature" project stage is at the following phase:

- Dragoman - Sofia, completed technical design and the EIA report by the end of 2015; conducting land acquisitions in 2016.
- Sofia railway junction - completed technical design by the end of 2015; preparing the EIA report and conducting land acquisitions - not applicable.
- Sofia - Elin Pelin - completed technical design by the end of 2015; preparing the EIA report and conducting land acquisitions - not applicable.
- Vidin Medkovets - completed technical design and the EIA report by the end of 2015; conducting land acquisitions in 2016.

In addition, there is available preparation of investment projects for modernisation of railway lines under other important directions, but with insufficient "maturity" level, for which will be sought alternative sources of funding the construction works, namely – Medkovets - Sofia (preparation is funded under OPT 2007-2013), Sofia - Pernik - Radomir (preparation is funded under OPT 2007-2013) and Radomir - Kulata (preparation is a part of the "Study on the construction of Railway priority project 22" on the territory of the Republic of Bulgaria).

Potential beneficiaries:

- National Railway Infrastructure Company (NRIC)

2.A.1.5.2 Guiding principles for selection of operations

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7(i) - Supporting a multi-modal Single European Transport Area by investing in the TEN-T</i>
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****Defining the operations, included in the list of investment projects for funding under the priority axis of OPTTI 2014-2020 the following aspects were taken into account²¹:**

- Traffic demand forecasts for 2020 and 2030
- Necessity for achieving the compliance of the infrastructure along the core and comprehensive Trans-European transport network with the technical standards, set forth in Article 39 of the Regulation (EU) No 1303/2013 and
- Synergy with the OPT 2007-2013, as well as with other programmes and instruments, including the Connecting Europe Facility.

The projects selection and appraisal process was implemented at two stages – assessment of eligibility of project proposals and assessment for selection of the projects.

The first stage is focusing on the need for relation to and compliance with key strategic, programme, and applicable documents, regulations, manuals and strategies at Community and national level. The proposed interventions should meet the modes of transport, envisaged for funding under the programme. The level of relevance of the project in terms of the applied horizontal principles and policies, the availability of contribution to achieving the specific objectives of the respective priority axis is checked. The presence of European added value and need for public financial support are also checked. In the event that all requirements are fully satisfied, it shall be proceeded to the next second stage – evaluation of proposals and selection of the successful tenderer. This stage includes a detailed assessment of the proposal, where the main groups of evaluation criteria are divided into systems of sub-criteria related to the core ones.

These cover relevance, effectiveness, efficiency, coherence and sustainability.

Against **relevance** criterion is assessed the extent to which the project is consistent with the EU policies and applicable strategic documents, achieved compliance with the requirements of the common provisions regulation and its relevant regulations and any other specific EU documents related to the project. The relationship and compliance with the applicable national programme and strategic documents and subordinate manuals and procedures is further assessed. The relation of the project to the main horizontal principles and policies of the European community is also verified.

Against **effectiveness** criterion is established whether and to what extent the project contributes to achieving the specific objectives of the priority axis to the development of the TEN-T network, how its implementation affects the environment, whether and to what extent the same increases the safety of the transport system. A set of socio-economic criteria applicable to the project and depending on its specificity is also addressed. The project maturity is one of the most important parameters for evaluation within the context of effectiveness.

Against **efficiency** criteria are considered and quantified groups of sub-criteria, adapted to specifics of the type of evaluated project, which include, inter alia, evaluation of the financial plan, adequacy of risk analysis and measures for its prevention or elimination,

²¹ These methodology and approach are applicable for all projects, subject to consideration for funding under priority axes 1-4.

established time frame for implementation, human resources involved in the project, and the technical parameters of the considered project proposal.

Against **coherence** criterion, taking into account again the specifics of the type of evaluated project an analysis of coherence with the OPT 2007-2013 is made, with other operational programmes and other projects and initiatives, if it is related to the considered project and the same is subject to such assessment.

Against **sustainability** criteria is assessed whether and to what extent in the project are created consensus and partnership between the parties, whether are provided sufficient resources for operation and maintenance of the facilities after the completion of the construction works, and what conditions are ensured to guarantee the sustainability of the environment, including creation of opportunities for adaptation and increased resilience to climate change.

More attention in the evaluation for selection of the operations under the Priority Axis 1 is drawn on reporting the achievement of the following sub-criteria:

- degree of attracting passenger and freight traffic from road to railway transport;
- degree of bringing the railway infrastructure in line with the requirements for interoperability;
- upgrading or completion of investment projects funded under the OPT 2007-2013;
- degree of implementation of railway traffic management systems ERTMS;
- evaluation of the benefits from the environment;
- evaluation of the improvement of railway transport safety.

2.A.1.5.3 Planned use of financial instruments (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7(i) - Supporting a multi-modal Single European Transport Area by investing in the TEN-T</i>
<i>Planned use of financial instruments</i>	<i>N/A</i>
<i>N/A</i>	

2.A.1.5.4 Planned use of major projects (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7(i) - Supporting a multi-modal Single European Transport Area by investing in Trans-European transport network</i>
<p>Implementing the planned major projects under the priority axis, will contribute to the integrated development of the transport network of the country as a part of the Trans-European transport network.</p> <p>Within the framework of this priority axis of OPTTI 2014-2020 it is envisaged funding of the following major projects:</p> <ul style="list-style-type: none"> - Rehabilitation and modernisation of the railway station Plovdiv - Burgas Phase II (including railway junction Plovdiv and railway junction Burgas). The total length of the sections to be rehabilitated or modernised is 111 km (out of which 29 km is double line). The project includes installation of ETCS along the whole line from Plovdiv to Burgas with total length of 293 km; - Modernisation of the railway line Sofia - Septemvri in the sections Elin Pelin - Ihtiman and Ihtiman - Septemvri with total length of 79 km, entirely double line. <p>Preparation for carrying out the construction works for both projects is funded under OPT 2007-2013 and for each project the preparation for achieving a "mature" project stage is at different implementation phase.</p> <p><i>Project "Rehabilitation and modernisation of the railway station Plovdiv-Burgas Phase II (including railway junction Plovdiv and railway junction Burgas)"</i></p> <ul style="list-style-type: none"> - completed conceptual design; - completed technical design by the end of 2015; - completed EIA report (if necessary) by the end of 2015; - conducting land acquisitions in 2016. <p><i>Modernisation of the railway line Sofia-Septemvri in the sections Elin Pelin-Ihtiman and Ihtiman-Septemvri</i></p> <ul style="list-style-type: none"> - completed conceptual design; - completed technical design by the end of 2015; - completed EIA report - September 2014; - conducting land acquisitions in 2016. <p>The strategy for project preparation to the extent of "project maturity" (equivalent to the definition of FIDIC Red book) for the programming period 2014-2020 is based on a serious evaluation of the "lessons learned" by poor preparation and strategic mistakes in the planning and implementation of major infrastructure projects in 2007-2013, which were performed mainly according to the FIDIC Yellow book.</p> <p>This new approach for "project maturity" aims to avoid the major problems leading to</p>	

delay of railway investment projects implementation - timely completion of geological, geodesic and archaeological surveys, land acquisition procedures (starting after the technical design preparation), issuance of building permits, completed EIA procedures.

In view of the investment value of the projects, the MA envisages the possibility to split the two projects into several major projects.

2.A.1.5.5 Output indicators by investment priority and, where appropriate by category of region

(Reference: point (b)(iv) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Table 5: Common and programme-specific output indicators

(by investment priority, broken down by category of region for the ESF, and where relevant, for the ERDF)

<i>Investment priority</i>		7(i) - “Supporting a multi-modal Single European Transport Area by investing in Trans-European transport network”					
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Fund</i>	<i>Category of region (where relevant)</i>	<i>Target value (2023)²²</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
CO12a	Total length of reconstructed or upgraded railway line, of which: TEN-T	km	CF	Less developed regions	190	Network statement, NRIC	annually

2.A.1.6 Social innovation, transnational cooperation and contribution to thematic objectives 1-7²³

Specific provisions for ESF²⁴, where applicable (by priority axis and, where relevant, category of region): social innovation, transnational cooperation and ESF contribution to thematic objectives 1 to 7.

Description of the contribution of the planned actions of the priority axis to:

- social innovation (if not covered by a dedicated priority axis);

²² For the ESF, this list includes common output indicators for which a target value has been set. Target values may be presented as a total (men+women) or broken down by gender. For the ERDF and the Cohesion Fund, gender breakdown is in most cases not relevant. “M” = men, “W”=women, “T”= total.

²³ Only for programmes supported by the ESF.

²⁴ For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators.

- transnational cooperation (if not covered by a dedicated priority axis).
- thematic objectives referred to in points (1) to (7) of the first paragraph of Article 9 of Regulation (EU) No 1303/2013.

<i>Priority axis</i>	<i>N/A</i>
<i>N/A</i>	

2.A.1.7 Performance framework

(Reference: point (b)(v) of the first subparagraph of Article 96(2), and Annex II to Regulation (EU) No 1303/2013)

Table 6: Performance framework of the priority axis

(by fund and category of region)²⁵

<i>Priority axis</i>		“Development of railway infrastructure along the “core” Trans-European Transport Network”							
<i>ID</i>	<i>Indicator type (Key implementation step, financial, output or, where appropriate, result indicator)</i>	<i>Indicator or key implementation step</i>	<i>Measurement unit, where appropriate</i>	<i>Fund</i>	<i>Category of region</i>	<i>Milestone for 2018</i>	<i>Final target (2023)²⁶</i>	<i>Source of data</i>	<i>Explanation of relevance of indicator, where appropriate</i>
CO12a	output indicator	Total length of reconstructed or upgraded railway line, of which: TEN-T	km	CF	N/A	0	190	NRIC	The indicator refers to 100% of the budget.
1	financial indicator	Certified expenditures	Euro	CF	N/A	76 000 000	673 345 449.00	Certifying Authority	This financial indicator is suggested to be

²⁵ Where YEI is implemented as part of a priority axis, YEI milestones and targets must be distinguished from other milestones and targets for the priority axis in accordance with implementing acts referred to in the fifth subparagraph of Article 22(7) of Regulation (EU) No 1303/2013, as YEI resources (specific allocation and matching ESF support) are excluded from the performance reserve.

²⁶ Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total.

									used in the guide for determining milestones and targets for the performance framework
4	key implementation step	Number of major projects with started construction	number	CF	N/A	2	2	Managing Authority	We suggest using this implementation step because no measurable output is expected, as an output of fully implemented projects in 2018.

The milestone of the financial indicator is based on the total amount of grant funding (w/o performance reserve) amounted to 633 million and the past experience of the implementation of the OPT, i.e. by 2018 to be concluded 60% of contracts for programme implementation and to be certified 20% of the expenditure.

Additional qualitative information on the establishment of the performance framework

(optional)

Investment priorities will be implemented through the provision of grants.

2.A.1.8 Categories of intervention

(Reference: point (b)(vi) of Article 96(2) of Regulation (EU) No 1303/2013)

Categories of intervention corresponding to the content of the priority axis based on a nomenclature adopted by the Commission, and indicative breakdown of Union support.

Tables 7-11: Categories of intervention²⁷

(by Fund and category of region, if the priority axis covers more than one)

Table 7: Dimension 1 – Intervention field			
Priority axis		Development of railway infrastructure along the “core” TEN-T	
Fund	Category of region	Code	Amount (EUR)
CF	N/A	024 Railways (TEN-T Core)	572 343 631.00

Table 8: Dimension 2 – Form of finance			
Priority axis		Development of railway infrastructure along the “core” TEN-T	
Fund	Category of region	Code	Amount (EUR)
CF	N/A	01 Non-repayable grant	572 343 631.00

Table 9: Dimension 3 – Territory type			
Priority axis		Development of railway infrastructure along the “core” TEN-T	
Fund	Category of region	Code	Amount (EUR)
CF	N/A	07 Not applicable	572 343 631.00

Table 10: Dimension 4 – Territorial delivery mechanisms			
Priority axis		Development of railway infrastructure along the “core” TEN-T	
Fund	Category of region	Code	Amount (EUR)
CF	N/A	07 Not applicable	572 343 631.00

Table 11: Dimension 6 – ESF secondary theme²⁸ (ESF only)	
Priority axis	Development of railway infrastructure along the “core” TEN-T

²⁷ Amounts include total Union support (the main allocation and the allocation from the performance reserve).

²⁸ Include, where appropriate, quantified information on the ESF’s contribution to the thematic objectives referred to in points (1) to (7) of the first paragraph of Article 9 of Regulation (EU) No 1303/2013.

Fund	Category of region	Code	Amount (EUR)
N/A	N/A	N/A	N/A

2.A.1.9 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries (where appropriate)

(by priority axis)

(Reference: point (b)(vii) of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Priority axis</i>	<i>Development of railway infrastructure along the “core” TEN-T</i>
<p>Technical assistance is planned for preparation/completion of preparation of investment projects for development of railway infrastructure along the Trans-European transport network of the country, including studies, „cost-benefit” analysis, environmental impact assessment, design, impact evaluation, etc. Additionally it is envisaged the elaboration of technical design for project “Modernisation of the railway line Radomir - Gueshevo” to be financed under that Priority axis.</p> <p>Any activities, related to ensuring the administrative capacity of National Railway Infrastructure Company, will be funded under the priority axis 5 “Technical assistance”.</p>	

2.A.2 Priority axis “Development of road infrastructure along the „core” and “comprehensive” TEN-T”

2.A.2.1 Justification for the establishment of a priority axis covering more than one category of region, thematic objective or Fund (where applicable)

(Reference: Article 96(1) of Regulation (EU) No 1303/2013)

Priority axis doesn't cover more than one category of region, thematic objective or fund.

ID of the priority axis	2
Title of the priority axis	Development of road infrastructure along the „core” and “comprehensive” TEN-T

<input type="checkbox"/> The entire priority axis will be implemented solely through financial instruments	<i>N/A</i>
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The entire priority axis will be implemented solely through financial instruments set up at Union level *N/A*

<input type="checkbox"/> The entire priority axis will be implemented through community-led local development	<i>N/A</i>
<input type="checkbox"/> For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both	<i>N/A</i>

2.A.2.2 Fund, category of region and calculation basis for Union support

(Repeated for each combination under a priority axis)

<i>Fund</i>	<i>Cohesion Fund</i>
<i>Category of region</i>	<i>NA</i>
<i>Calculation basis (public or total)</i>	<i>Public</i>
<i>Category of region for outermost regions and northern sparsely</i>	<i>N/A</i>

<i>populated regions (where applicable)</i>	
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2.A.2.3 Investment priority

(Repeated for each investment priority under the priority axis)

<i>ID of the investment priority</i>	<i>7(i)</i>
<i>Investment priority</i>	<i>Supporting a multi-modal Single European Transport Area by investing in the TEN-T</i>

2.A.2.4 Specific objectives corresponding to the investment priority and expected results

(Repeated for each specific objective under the investment priority)

(Reference: points (b)(i) and (ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>ID</i>	<i>1</i>
<i>Specific objective</i>	<i>Removal of bottlenecks in the TEN-T road network</i>
<i>The results that the Member State seeks to achieve with EU support</i>	<ul style="list-style-type: none"> - <i>Increased throughput capacity of road infrastructure along the sections of the core Trans-European Transport Network across the territory of the country</i> - <i>Improved traffic safety along the core Trans-European Transport Network across the territory of the country with highest traffic intensity</i> - <i>Improved traffic safety along the core Trans-European Transport Network across the territory of the country</i> - <i>Improved connectivity and integration with the road networks of the neighbouring countries</i>

Table 3: Programme-specific result indicators, by specific objective (for the ERDF and the Cohesion Fund)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Specific objective</i>		<i>Removal of bottlenecks in the TEN-T road network</i>						
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Category of region (where relevant)</i>	<i>Baseline value</i>	<i>Baseline year</i>	<i>Target value²⁹ (2023)</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
2.1	Saturation ratio of road infrastructure along the Struma Motorway	%	N/A	Over 70%	2013	Up to 50%	NC SIP; RIA	annually

Saturation ratio of road infrastructure is measured as the ratio between the average annual daily of road traffic in number of vehicles (AADT) and the throughput capacity of the road. As at the baseline year 2013 the traffic along the direction of Lot 3 of the Struma motorway is estimated at 11,800 vehicles/daily (according to data from CIRTNENS) and the throughput capacity of the two-lane road is 10,000-15,000 vehicles/daily depending on weather conditions and traffic composition. When completed the minimum throughput capacity of Struma Motorway will grow to 30 000 - 45,000 vehicles/daily.

²⁹ For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative.

Table 4: Common result indicators for which a target value has been set and programme specific result indicators corresponding to the specific objective (by investment priority and category of region) (for the ESF)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

ID	Indicator	Category of region	Measurement unit for indicator	Common output indicator used as basis for target setting	Baseline value			Measurement unit for baseline and target	Baseline year	Target value ³⁰ (2023)			Source of data	Frequency of reporting
					M	W	T			M	W	T		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

³⁰ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators, they may be qualitative or quantitative. Target values may be presented as a total (men+women) or broken down by gender, the baseline values can be adjusted accordingly. “M” = men, “W”=women, “T”= total.

Table 4a: YEI result indicators and programme-specific result indicators corresponding to the specific objective

(by priority axis or by part of a priority axis)

(Reference: Article 19(3) of Regulation (EU) No 1304/2013 of the European Parliament and of the Council³¹)

<i>ID</i>	<i>Indicator</i>	<i>Measurement unit for indicator</i>	<i>Common output indicator used as basis for target setting</i>	<i>Baseline value</i>			<i>Measurement unit for baseline and target</i>	<i>Baseline year</i>	<i>Target value³² (2023)</i>			<i>Source of data</i>	<i>Frequency of reporting</i>
				M	W	T			M	W	T		
<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

³¹ Regulation (EU) No 1304/2013 of the European Parliament and of the Council of 17 December 2013 on the European Social Fund and repealing Council Regulation (EC) No 1081/2006 (OJ L 347, 20.12.2013, p. 470)

³² This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators they may be qualitative or quantitative. All result indicators in Annex II to Regulation (EU) No 1304/2013 used to monitor YEI implementation must be linked to a quantified target value. Target values may be presented as a total (men+women) or broken down by gender, the baseline values may be adjusted accordingly. “M” = men, “W”=women, “T”= total.

2.A.2.5 Action to be supported under the investment priority

(by investment priority)

2.A.2.5.1 *Description of the type and examples of actions to be supported and their expected contribution to the specific objectives including, where appropriate, the identification of main target groups, specific territories targeted and types of beneficiaries*

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment priority</i>	<i>7(i) - Supporting a multi-modal Single European Transport Area by investing in the TEN-T</i>
<p>Examples of actions to be financed:</p> <p>Construction and modernisation of sections of the “core” TEN-T road infrastructure and technical assistance for preparation of projects along the “core” and “comprehensive” Trans-European Transport Network.</p> <p>The main axis North-South between West Romania and Greece passes through the territory of Bulgaria. The corridor starts in the North at the town of Vidin, crosses the Danube Valley and the Stara Planina Mountains before reaching Sofia. To the South of Sofia the corridor passes through the western parts of Vitosha Mountain and then follows the valley of the Struma River to the Greek border at Kulata. Important international road links follow the route which provides land links between Northwest Bulgaria, Sofia and Greece on the one hand and between Sofia and Burgas on the other. The opening of the bridge Vidin – Calafat provides a direct link across the Danube to Romania through the corridor.</p> <p>The central section of the route includes a great number of topographical and environmental challenges, particularly in the area of Kresna gorge. Therefore, the construction of the motorway should be implemented in stages where the North Section (Dolna Dikanya to Blagoevgrad) and the Southern Section (Sandanski to Kulata) are constructed in the programming period 2007-2013, and the construction of the Central Section (Blagoevgrad to Sandanski) should be implemented in the programming period 2014-2020, when the significant engineering and environmental impacts should be mitigated or overcome.</p> <p>Construction of the road section Blagoevgrad - Sandanski of the Struma Motorway is the main priority in the PA 2 of the program. In order to accelerate the project implementation this section is divided into three subsections and for two of these, namely Blagoevgrad – Krupnik and Kresna - Sandanski in 2014 were launched procedures for award of public procurement contracts with prequalification. The section in the Kresna Gorge is being developed as a long tunnel. In accordance with the environmental strategy of JASPERS after the preparation of the tunnel design it should be elaborated an updated environmental impact assessment. In relation to the risks inherent for a project of similar scale (financial, time-related, geological, environmental, etc.) it will be assessed also additional options, acceptable <i>inter alia</i> from an environmental point of view. The division into the three subsections and launched public procurement procedures comply with the technical implementation of</p>	

Lot 3, and it will not predetermine the construction of the tunnel when considering additional options.

Within the PA 2 of the OPTTI 2014-2020 it is envisaged to finance the completion of Construction works for Struma Motorway Lot 3 Blagoevgrad-Sandanski. Infrastructure investments on other TEN-T corridors, such as Hemus Motorway stage 1 (Jablanitza-Road II-35) and Shipka tunnel will be considered for funding under the OPTTI only in the event of established budget availability. To this end the Action Plan for fulfilment of ex-ante conditionality 7.1 will provide for the necessary framework for the development and further maturation of the project pipeline of priority investments. :

Potential beneficiaries:

- National Company Strategic Infrastructure Projects;
- Road Infrastructure Agency.

2.A.2.5.2 Guiding principles for selection of operations

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7i - Supporting a multi-modal Single European Transport Area by investing in the TEN-T</i>
<p>Defining the operation, included in the list of investment projects for funding were used the methodology and the approach, as outlined in section 2.A.1.5.2: ⁰.</p> <p>More attention in the evaluation for selection of the operation under the Priority Axis 2 is drawn on reporting the achievement of the following sub-criteria:</p> <ul style="list-style-type: none"> - degree of intensity of international passenger traffic; - degree of overlapping with main directions of demand for freight transport by road; - completion of investment projects funded under the OPT 2007-2013; - evaluation of the benefits from the environment; - evaluation of the improvement of road transport safety. 	

2.A.2.5.3 Planned use of financial instruments (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7i - Supporting a multi-modal Single European Transport Area by investing in</i>
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	<i>the TEN-T</i>
<i>Planned use of financial instruments</i>	<i>N/A</i>
<i>N/A</i>	

2.A.2.5.4 *Planned use of major projects* (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7i - Supporting a multi-modal Single European Transport Area by investing in the TEN-T</i>
<p>Within the framework of this priority axis of OPTTI 2014-2020 it is envisaged funding of the major project Construction of the Struma Motorway Lot 3 – Blagoevgrad – Sandanski. Implementing the planned major project under the priority axis, will contribute to the removal of the bottlenecks in the road network and will ensure infrastructure conditions for conflict-free distribution of local and international traffic along sections of the Trans-European transport network across the territory of Bulgaria.</p> <p>Preparation for carrying out the construction works for the project Construction of the Struma Motorway Lot 3 – Blagoevgrad – Sandanski was funded under OPT 2007-2013 Project “Construction of the Struma Motorway Lot 3 - Blagoevgrad-Sandanski” is at the following stage for achieving maturity:</p> <ul style="list-style-type: none"> - available conceptual design (technical design will be prepared as a part of the construction contracts); - available EIA report; - conducting land acquisitions by March 2015. <p>In view of the scope and investment value of the project, MA envisages the possibility the said to be split into several major projects.</p>	

2.A.2.5.5 *Output indicators by investment priority and, where appropriate by category of region*

(Reference: point (b)(iv) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Table 5: Common and programme-specific output indicators

(by investment priority, broken down by category of region for the ESF, and where relevant, for the ERDF)

<i>Investment priority</i>		<i>7i - Supporting a multi-modal Single European Transport Area by investing in the TEN-T</i>					
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Fund</i>	<i>Category of region (where relevant)</i>	<i>Target value (2023)³³</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
CO13a	Total length of newly built roads, of which: TEN-T	km	CF	N/A	61.6	NC SIP	annually

2.A.2.6 Social innovation, transnational cooperation and contribution to thematic objectives 1-7³⁴

Specific provisions for ESF³⁵, where applicable (by priority axis and, where relevant, category of region): social innovation, transnational cooperation and ESF contribution to thematic objectives 1 to 7.

Description of the contribution of the planned actions of the priority axis to:

- social innovation (if not covered by a dedicated priority axis);
- trans national cooperation (if not covered by a dedicated priority axis).
- thematic objectives referred to in points (1) to (7) of the first paragraph of Article 9 of Regulation (EU) No 1303/2013.

<i>Priority axis</i>	<i>Development of road infrastructure along the „core” and “comprehensive” TEN-T</i>
N/A	

³³ For the ESF, this list includes common output indicators for which a target value has been set. Target values may be presented as a total (men+women) or broken down by gender. For the ERDF and the Cohesion Fund, gender breakdown is in most cases not relevant. “M” = men, “W”=women, “T”= total.

³⁴ Only for programmes supported by the ESF.

³⁵ For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators.

2.A.2.7 Performance framework

(Reference: point (b)(v) of the first subparagraph of Article 96(2), and Annex II to Regulation (EU) No 1303/2013)

Table 6: Performance framework of the priority axis

(by fund and category of region)³⁶

<i>Priority axis</i>		<i>“Development of road infrastructure along the „core” and “comprehensive” Trans-European transport network”</i>							
<i>ID</i>	<i>Indicator type (Key implementation step, financial, output or, where appropriate, result indicator)</i>	<i>Indicator or key implementation step</i>	<i>Measurement unit, where appropriate</i>	<i>Fund</i>	<i>Category of region</i>	<i>Milestone for 2018</i>	<i>Final target (2023)³⁷</i>	<i>Source of data</i>	<i>Explanation of relevance of indicator, where appropriate</i>
CO13a	output indicator	Total length of newly built roads, of which: TEN-T	km	CF	N/A	0	61.6	NC SIP	Length of newly built roads represents the whole budget.
<i>I</i>	financial indicator	Certified expenditure	euro	CF	N/A	63 000 000	673 345 448.00	Certifying Authority	This financial indicator is suggested to be used in the guide for determining

³⁶ Where YEI is implemented as part of a priority axis, YEI milestones and targets must be distinguished from other milestones and targets for the priority axis in accordance with implementing acts referred to in the fifth subparagraph of Article 22(7) of Regulation (EU) No 1303/2013, as YEI resources (specific allocation and matching ESF support) are excluded from the performance reserve.

³⁷ Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total.

									milestones and targets for the performance framework
4	key implementation step	Number of major projects with started construction	number	CF	N/A	1	1	Managing Authority	We suggest using this implementation step because no measurable output is expected, as an output of fully implemented projects in 2018.

The milestone of the financial indicator is based on the total amount of grant funding (w/o performance reserve) amounted to 633 million euro and the past experience of the implementation of the OPT, i.e. by 2018 to be concluded 50% of contracts for programme implementation and to be certified 20% of the expenditure.

Additional qualitative information on the establishment of the performance framework
(optional)

Investment priorities will be implemented through the provision of grants.

2.A.2.8 Categories of intervention

(Reference: point (b)(vi) of Article 96(2) of Regulation (EU) No 1303/2013)

Categories of intervention corresponding to the content of the priority axis based on a nomenclature adopted by the Commission, and indicative breakdown of Union support.

Tables 7-11: Categories of intervention³⁸

(by Fund and category of region, if the priority axis covers more than one)

Table 7: Dimension 1 – Intervention field			
Priority axis		“Development of road infrastructure along the „core” and “comprehensive” Trans-European transport network”	
Fund	Category of region	Code	Amount (EUR)
CF	N/A	028 TEN-T motorways and roads – core network (new construction)	572 343 630.00

Table 8: Dimension 2 – Form of finance			
Priority axis		“Development of road infrastructure along the „core” and “comprehensive” Trans-European transport network”	
Fund	Category of region	Code	Amount (EUR)
CF	N/A	01 Non-repayable grant	572 343 630.00

Table 9: Dimension 3 – Territory type			
Priority axis		“Development of road infrastructure along the „core” and “comprehensive” Trans-European transport network”	
Fund	Category of region	Code	Amount (EUR)
CF	N/A	07 Not applicable	572 343 630.00

Table 10: Dimension 4 – Territorial delivery mechanisms			
Priority axis		“Development of road infrastructure along the „core” and “comprehensive” Trans-European transport network”	
Fund	Category of region	Code	Amount (EUR)

³⁸ Amounts include total Union support (the main allocation and the allocation from the performance reserve).

CF	N/A	07 Not applicable	07 Not applicable
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Table 11: Dimension 6 – ESF secondary theme ³⁹ (ESF only)			
Priority axis		N/A	
Fund	Category of region	Code	Amount (EUR)
N/A	N/A	N/A	N/A

2.A.2.9 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries (where appropriate)

(by priority axis)

(Reference: point (b)(vii) of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Priority axis</i>	<i>Development of road infrastructure along the „core” and “comprehensive” TEN-T</i>
<p>Technical assistance is planned for preparation/completion of preparation of investment projects for development of road infrastructure of the country along the Trans-European transport network, including studies, „cost-benefit” analysis, environmental impact assessment, design, impact assessment of the programme, etc. Additionally it is envisaged the preparation of project “Cherno More Motorway” and “Ruse-Veliko Tarnovo” including extension of Ruse-Giurgiu bridge to be financed under that Priority axis.</p> <p>Any activities related to ensuring the administrative capacity will be funded under the Priority axis 5 “Technical assistance”.</p>	

³⁹ Include, where appropriate, quantified information on the ESF’s contribution to the thematic objectives referred to in points (1) to (7) of the first paragraph of Article 9 of Regulation (EU) No 1303/2013.

2.A.3 Priority axis “Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport”

2.A.3.1 Justification for the establishment of a priority axis covering more than one category of region, thematic objective or Fund (where applicable)

(Reference: Article 96(1) of Regulation (EU) No 1303/2013)

This priority axis covers TO 7 (promoting sustainable transport and removing bottlenecks in key network infrastructures) and TO 4 (supporting the shifts towards a low-carbon economy in all sectors).

The selected investment priority under TO 7 is "supporting a multimodal Single European Transport Area by investing in the TEN-T" (Art. 5 (7)(a) of ERDF regulation).

The selected investment priority under TO 4 is "promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures" (Art. 5 (4)(e) of ERDF regulation).

This priority axis combines two thematic objectives in order to increase the impact of investments in sustainable multimodal mobility under the selected investment priorities. The intermodal terminals establish conditions for optimal combination and integration of different modes of transport.

The reconstruction of key railway stations creates conditions for the provision of high quality services to customers (i.e. railway operators and passengers) as a part of the multimodal transport system.

The Sofia metro provides an intermodal link between the national railway network (metro-station Central Railway Station and metro-station Iskarsko Chaussee), the aviation passenger system (Sofia Airport station), as well as connections with the tramway and bus network.

ID of the priority axis	3
Title of the priority axis	Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport

<input type="checkbox"/> The entire priority axis will be implemented solely through financial instruments	<i>N/A</i>
<input type="checkbox"/> The entire priority axis will be implemented solely though financial instruments set up at Union level	<i>N/A</i>

<input type="checkbox"/> The entire priority axis will be implemented through community-led local development	<i>N/A</i>
<input type="checkbox"/> For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both	<i>N/A</i>

2.A.3.2 Fund, category of region and calculation basis for Union support

(Repeated for each combination under a priority axis)

<i>Fund</i>	<i>European Regional Development Fund</i>
<i>Category of region</i>	<i>Less developed</i>
<i>Calculation basis (public or total)</i>	<i>public</i>
<i>Category of region for outermost regions and northern sparsely populated regions (where applicable)</i>	<i>N/A</i>

2.A.3.3 Investment priority

(Repeated for each investment priority under the priority axis)

<i>ID of the investment priority</i>	<i>4e</i>
<i>Investment priority</i>	<i>Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures</i>

2.A.3.3.1 Specific objectives corresponding to the investment priority and expected results

(Repeated for each specific objective under the investment priority)

(Reference: points (b)(i) and (ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>ID</i>	<i>1</i>
<i>Specific objective</i>	<i>Increased use of metro</i>

<i>The results that the Member State seeks to achieve with EU support</i>	<ul style="list-style-type: none">- <i>Increased number of passengers transported by metro;</i>- <i>Increased share of metro in public transportations.</i>
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Table 3: Programme-specific result indicators, by specific objective (for the ERDF and the Cohesion Fund)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Specific objective</i>		<i>Increased use of metro</i>						
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Category of region (where relevant)</i>	<i>Baseline value</i>	<i>Baseline year</i>	<i>Target value⁴⁰ (2023)</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
8	Trips by metro	Number per year	Less developed regions	80 000 000*	2013	105 000 000	Metropolitan EAD	annually

* Passengers reported for 2013 from the system of counting passengers in the metro

⁴⁰ For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative.

Table 4: Common result indicators for which a target value has been set and programme specific result indicators corresponding to the specific objective (by investment priority and category of region) (for the ESF)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

ID	Indicator	Category of region	Measurement unit for indicator	Common output indicator used as basis for target setting	Baseline value			Measurement unit for baseline and target	Baseline year	Target value ⁴¹ (2023)			Source of data	Frequency of reporting
					M	W	T			M	W	T		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

⁴¹ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators, they may be qualitative or quantitative. Target values may be presented as a total (men+women) or broken down by gender, the baseline values can be adjusted accordingly. “M” = men, “W”=women, “T”= total.

Table 4a: YEI result indicators and programme-specific result indicators corresponding to the specific objective

(by priority axis or by part of a priority axis)

(Reference: Article 19(3) of Regulation (EU) No 1304/2013 of the European Parliament and of the Council⁴²)

<i>ID</i>	<i>Indicator</i>	<i>Measurement unit for indicator</i>	<i>Common output indicator used as basis for target setting</i>	<i>Baseline value</i>			<i>Measurement unit for baseline and target</i>	<i>Baseline year</i>	<i>Target value⁴³ (2023)</i>			<i>Source of data</i>	<i>Frequency of reporting</i>
				M	W	T			M	W	T		
<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

⁴² Regulation (EU) No 1304/2013 of the European Parliament and of the Council of 17 December 2013 on the European Social Fund and repealing Council Regulation (EC) No 1081/2006 (OJ L 347, 20.12.2013, p. 470)

⁴³ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators they may be qualitative or quantitative. All result indicators in Annex II to Regulation (EU) No 1304/2013 used to monitor YEI implementation must be linked to a quantified target value. Target values may be presented as a total (men+women) or broken down by gender, the baseline values may be adjusted accordingly. “M” = men, “W”=women, “T”= total.

2.A.3.3.2 Action to be supported under the investment priority

(by investment priority)

2.A.3.3.2.1 *Description of the type and examples of actions to be supported and their expected contribution to the specific objectives including, where appropriate, the identification of main target groups, specific territories targeted and types of beneficiaries*

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment priority</i>	<i>4(e) - Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures</i>
<p>Examples of actions to be financed:</p> <p>Extension of Sofia Metro and establishment of new intermodal connections for passengers in the public transport system of Sofia.</p> <p>Construction of metro line 3 of Sofia Metro “Botevgradsko Shose Blvd. - Vladimir Vazov Blvd.-Central Urban Area-Ovcha Kupel Residential Area” – Line 3 is planned to have an underground section crossing the Central Urban Area and, where appropriate conditions exist –an open section (in the periphery of the city) – on routes separated towards the rest of the transport modes; capacity – comparable to the classic metro system; transport automation and current collection - similar to that of the Western European metropolitans with predominant open sections (upper current collection, continuous automation, etc.). Total length of the third line is 16 km long and the number of stations is 19. Under the OPTTI the construction of the middle section of line 3 with total length of 8 km and 8 metro stations will be financed. The indicators in table 5 correspond to scope of the major project co-financed under OPTTI. (Value of indicator 8 in table 3 presents passengers reported for 2013 from the system of counting passengers in the metro.)</p> <p>Extension of metro line 2 (from metro station “James Bouchier” to the junction of bul. Cherni vruch and bul. “Hanrik Ibsen” and “Sreburna” str.) – the extension serves the densely populated southern part of “Lozenetz” quarter, as well as the need to establish transport connection to the well-developed public transport to Cherni Vruh Blvd. from the quarters “Krustova voda”, “Dragalevtzi”, “Gotze Delchev”, „Hladilnika” etc. The planned extension is 1.3 km and includes one station.</p> <p>The metro projects aim at offering fast, secure, comfortable and sustainable public transport services in the most populous city of Bulgaria. The new line 3 and the extension of line 2 will make public transportation more attractive which should reduce car traffic and consequently reduce greenhouse gas emissions and improve air quality.</p> <p>Potential beneficiary:</p> <p>- Metropolitan EAD.</p>	

2.A.3.3.2.2 Guiding principles for selection of operations

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>4e - Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures</i>
<p>The process of selection and evaluation of proposals for investment project funding covers the methodology and the approach, as outlined in section 2.A.1.5.2: (**)</p> <p>More attention in the evaluation for selection of the operations under the investment priority, included in the Priority Axis 3, is drawn on reporting the achievement of the following sub-criteria:</p> <ul style="list-style-type: none"> - degree of reduction of noise from road transport; - degree of reduction of congestion in urban areas; - degree of attracted passengers from other modes of urban transport; - evaluation of the benefits from the environment; - evaluation of the improvement of urban transport safety. 	

2.A.3.3.2.3 Planned use of financial instruments (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>4e - Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures</i>
<i>Planned use of financial instruments</i>	<i>N/A</i>

N/A

2.A.3.3.2.4 Planned use of major projects (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>4e - Promoting low-carbon strategies for</i>
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	<i>all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures</i>
<p>Project Construction of metroline 3 of Sofia Metro “Botevgradsko Shose Blvd. - Vladimir Vazov Blvd.- Central Urban Area - Ovcha Kupel Residential Area”</p> <p>Preparations are at the following implementation phase:</p> <ul style="list-style-type: none"> - available conceptual design; - available technical design by the mid-2016; - available EIA report; - conducting land acquisitions – not applicable. 	

2.A.3.3.2.5 Output indicators by investment priority and, where appropriate by category of region

(Reference: point (b)(iv) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Table 5: Common and programme-specific output indicators

(by investment priority, broken down by category of region for the ESF, and where relevant, for the ERDF)

<i>Investment priority</i>		<i>4e - Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures</i>					
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Fund</i>	<i>Category of region (where relevant)</i>	<i>Target value (2023)⁴⁴</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
CO15	Total length of new or improved tram and metro lines	km	ERDF	Less developed regions	8	Metropolitan EAD	annually
16	New metro stations	number	ERDF	Less developed regions	8	Metropolitan EAD	annually

Target values correspond to the available budget under the OPTTI sufficient only for partial completion of the third metroline in 2014-2020 programming period.

⁴⁴ For the ESF, this list includes common output indicators for which a target value has been set. Target values may be presented as a total (men+women) or broken down by gender. For the ERDF and the Cohesion Fund, gender breakdown is in most cases not relevant. “M” = men, “W”=women, “T”= total.

2.A.3.4 Investment priority

(Repeated for each investment priority under the priority axis)

<i>ID of the investment priority</i>	7(a)
<i>Investment priority</i>	<i>Supporting a multimodal Single European Transport Area by investing in the TEN-T</i>

2.A.3.4.1 Specific objectives corresponding to the investment priority and expected results

(Repeated for each specific objective under the investment priority)

(Reference: points (b)(i) and (ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>ID</i>	2
<i>Specific objective</i>	Increased intermodal transport
<i>The results that the Member State seeks to achieve with EU support</i>	<ul style="list-style-type: none">- Increased use of intermodal transportations, achieved through improving the capacity for freight handling- Improved access to passenger transport at key railway stations

Table 3: Programme-specific result indicators, by specific objective (for the ERDF and the Cohesion Fund)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Specific objective</i>		Increased intermodal transport						
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Category of region (where relevant)</i>	<i>Baseline value</i>	<i>Baseline year</i>	<i>Target value⁴⁵ (2023)</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
6	Intermodal transport units (ITU), carried by railway, inland waterway or sea	ITU ⁴⁶ /year	Less developed regions	191 500.00	2011	229 800	NRIC, EA “Maritime Administration”	annually

The baseline value is defined as the sum of intermodal transport units (ITU), carried by rail through the border railway stations⁴⁷ and completed twenty-foot equivalent units (TEU), handled in sea and river ports⁴⁸. The target value is determined on basis of the forecast of 2% average annual growth of intermodal freight volume and scheduled completion of the operation and the commissioning of the terminal in 2020.

⁴⁵ For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative.

⁴⁶ Intermodal Transport Unit (ITU)

⁴⁷ OP_Analysis_SWOT, p. 46

⁴⁸ Annex 1 to OP_Analysis_SWOT, p. 15

Table 4: Common result indicators for which a target value has been set and programme specific result indicators corresponding to the specific objective (by investment priority and category of region) (for the ESF)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

ID	Indicator	Category of region	Measurement unit for indicator	Common output indicator used as basis for target setting	Baseline value			Measurement unit for baseline and target	Baseline year	Target value ⁴⁹ (2023)			Source of data	Frequency of reporting
					M	W	T			M	W	T		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

⁴⁹ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators, they may be qualitative or quantitative. Target values may be presented as a total (men+women) or broken down by gender, the baseline values can be adjusted accordingly. “M” = men, “W”=women, “T”= total.

Table 4a: YEI result indicators and programme-specific result indicators corresponding to the specific objective

(by priority axis or by part of a priority axis)

(Reference: Article 19(3) of Regulation (EU) No 1304/2013 of the European Parliament and of the Council⁵⁰)

<i>ID</i>	<i>Indicator</i>	<i>Measurement unit for indicator</i>	<i>Common output indicator used as basis for target setting</i>	<i>Baseline value</i>			<i>Measurement unit for baseline and target</i>	<i>Baseline year</i>	<i>Target value</i> ⁵¹			<i>Source of data</i>	<i>Frequency of reporting</i>
				M	W	T			M	W	T		
<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

⁵⁰ Regulation (EU) No 1304/2013 of the European Parliament and of the Council of 17 December 2013 on the European Social Fund and repealing Council Regulation (EC) No 1081/2006 (OJ L 347, 20.12.2013, p. 470)

⁵¹ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators they may be qualitative or quantitative. All result indicators in Annex II to Regulation (EU) No 1304/2013 used to monitor YEI implementation must be linked to a quantified target value. Target values may be presented as a total (men+women) or broken down by gender, the baseline values may be adjusted accordingly. “M” = men, “W”=women, “T”= total.

2.A.3.4.2 Action to be supported under the investment priority

(by investment priority)

2.A.3.4.2.1 *Description of the type and examples of actions to be supported and their expected contribution to the specific objectives including, where appropriate, the identification of main target groups, specific territories targeted and types of beneficiaries*

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

Investment priority 7(a) - Supporting a multimodal Single European Transport Area by investing in the TEN-T

Examples of actions to be financed:

Construction of new intermodal freight terminals

Constructing intermodal freight terminals the necessary conditions will be established for integration of different modes of transport and effective use of the specific advantages of different modes of transport in a single multimodal transport chain.

The construction of intermodal freight terminal in Ruse (the North Central Region for planning the regional development in Bulgaria) will establish conditions for optimal combination and integration of different modes of transport (inland waterway, rail and road). Ruse railway station is connected with the big Black Sea Port of Varna through the railway line Ruse-Varna, which is a very important link for intermodal transport. The terminal will allow for the efficient transport of freight from the Black Sea to Central Europe. This project is included in the list of priority projects of the General Transport Master Plan and it is intended to be financed under the OPTTI.

Reconstruction of key railway stations along the main railway lines

The main objective of the reconstruction of key stations is to improve the functional requirements of the main activities associated with trains' movement management, as well as creating conditions for the provision of a high quality customer service – to railway undertakings and passengers. The reconstruction aims improved intermodality for passengers by connecting the stations with metro/bus station/ airport, as well as communication solutions for the connections of the station - vehicular and pedestrian.

In addition, the stations will be put in compliance with the legal requirements to build an accessible environment in urban areas. Energy efficiency measures such as smart management systems for passive and active heating, energy efficient air conditioning, lighting and information will be implemented.

The reconstruction of key railway stations which started in the 2007-2013 period will continue under the OPTTI. It is foreseen to finance under the OPTTI the reconstruction of the railway stations of Stara Zagora, Nova Zagora and Chirpan, which are outside of the scope of projects for modernisation of railway infrastructure under Priority axis 1

Potential beneficiaries:

- National Railway Infrastructure Company.

2.A.3.4.2.2 *Guiding principles for selection of operations*

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7(a) -Supporting a multimodal Single European Transport Area by investing in the TEN-T</i>
Defining the operations, included in the list of investment projects for funding were used the methodology and the approach, as outlined in section 2.A.1.5.2: (**) More attention in the evaluation for selection of the operations under the investment priority, included in the Priority Axis 3 is drawn on reporting the achievement of the following sub-criteria: <ul style="list-style-type: none">- degree of improvement of intermodality in the EU;- degree of impact on the integration of different modes of transport in the area of intervention;- degree of improvement of the quality of freight transport services;- degree of efficiency in the transport of large amounts of freight.	

2.A.3.4.2.3 *Planned use of financial instruments* (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7(a) - Supporting a multimodal Single European Transport Area by investing in the TEN-T</i>
<i>Planned use of financial instruments</i>	<i>N/A</i>
<i>N/A</i>	

2.A.3.4.2.4 *Planned use of major projects* (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7(a) - Supporting a multimodal Single European Transport Area by investing in the TEN-T</i>
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Major projects are not planned under the priority axis.

2.A.3.4.2.5 Output indicators by investment priority and, where appropriate by category of region

(Reference: point (b)(iv) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Table 5: Common and programme-specific output indicators

(by investment priority, broken down by category of region for the ESF, and where relevant, for the ERDF)

<i>Investment priority</i>		<i>7a - “Supporting a multi-modal Single European Transport Area by investing in Trans-European transport network”</i>						
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Fund</i>	<i>Category of region (where relevant)</i>	<i>Target value (2023)⁵²</i>	<i>Source of data</i>	<i>Frequency of reporting</i>	
7	Reconstructed railway stations	number	ERDF	Less developed regions	3	NRIC	annually	
7.1	Built Intermodal freight terminal	number	ERDF	Less developed regions	1	NRIC	annually	

2.A.3.5 Social innovation, transnational cooperation and contribution to thematic objectives 1-7⁵³

Specific provisions for ESF⁵⁴, where applicable (by priority axis and, where relevant, category of region): social innovation, transnational cooperation and ESF contribution to thematic objectives 1 to 7.

Description of the contribution of the planned actions of the priority axis to:

- social innovation (if not covered by a dedicated priority axis);
- transnational cooperation (if not covered by a dedicated priority axis).

⁵² For the ESF, this list includes common output indicators for which a target value has been set. Target values may be presented as a total (men+women) or broken down by gender. For the ERDF and the Cohesion Fund, gender breakdown is in most cases not relevant. “M” = men, “W”=women, “T”= total.

⁵³ Only for programmes supported by the ESF.

⁵⁴ For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators.

- thematic objectives referred to in points (1) to (7) of the first paragraph of Article 9 of Regulation (EU) No 1303/2013.

<i>Priority axis</i>	<i>Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport</i>
<i>Not applicable.</i>	

2.A.3.6 Performance framework

(Reference: point (b)(v) of the first subparagraph of Article 96(2), and Annex II to Regulation (EU) No 1303/2013)

Table 6: Performance framework of the priority axis

(by fund and category of region)⁵⁵

<i>Priority axis</i>		<i>Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport</i>							
<i>ID</i>	<i>Indicator type (Key implementation step, financial, output or, where appropriate, result indicator)</i>	<i>Indicator or key implementation step</i>	<i>Measurement unit, where appropriate</i>	<i>Fund</i>	<i>Category of region</i>	<i>Milestone for 2018</i>	<i>Final target (2023)⁵⁶</i>	<i>Source of data</i>	<i>Explanation of relevance of indicator, where appropriate</i>
1	financial indicator	Certified expenditure	Euro	ERDF	Less developed regions	72 000 000	425 058 824.00	Certifying Authority	This financial indicator is suggested to be used in the guide for determining milestones and targets for the performance framework
4	key implementation	Number of	Number	ERDF	Less	1	1	Managing	We suggest using

⁵⁵ Where YEI is implemented as part of a priority axis, YEI milestones and targets must be distinguished from other milestones and targets for the priority axis in accordance with implementing acts referred to in the fifth subparagraph of Article 22(7) of Regulation (EU) No 1303/2013, as YEI resources (specific allocation and matching ESF support) are excluded from the performance reserve.

⁵⁶ Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total.

	step	major projects with started construction			developed regions			Authority	this implementation step because no measurable output is expected, as an output of fully implemented projects in 2018.
<i>CO15</i>	output indicator	Total length of new or improved tram and metro lines	km	ERDF	Less developed regions	0	8	Metropolitan EAD	Share of this indicator represents 88% of priority axis budget

The milestone of the financial indicator is based on the total amount of grant funding (w/o performance reserve) amounted to 400 million euro and the past experience of the implementation of the OPT, i.e. by 2018 to be concluded 60% of contracts for programme implementation and be certified 30% of the expenditure.

Additional qualitative information on the establishment of the performance framework
(optional)

Investment priorities will be implemented through the provision of grants.

2.A.3.7 Categories of intervention

(Reference: point (b)(vi) of Article 96(2) of Regulation (EU) No 1303/2013)

Categories of intervention corresponding to the content of the priority axis based on a nomenclature adopted by the Commission, and indicative breakdown of Union support.

Tables 7-11: Categories of intervention⁵⁷

(by Fund and category of region, if the priority axis covers more than one)

Table 7: Dimension 1 – Intervention field			
Priority axis		<i>Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport</i>	
Fund	Category of region	Code	Amount (EUR)
ERDF	Less developed region	035 Multimodal transport (TEN-T)	20 000 000.00
ERDF	Less developed region	043 Clean urban transport infrastructure and promotion (including equipment and rolling stock)	341 300 000.00

Table 8: Dimension 2 – Form of finance			
Priority axis		<i>Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport</i>	
Fund	Category of region	Code	Amount (EUR)
ERDF	Less developed region	01 Non-repayable grant	361 300 000.00

Table 9: Dimension 3 – Territory type			
Priority axis		<i>Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport</i>	
Fund	Category of region	Code	Amount (EUR)
ERDF	Less developed region	07 Not applicable	361 300 000.00

Table 10: Dimension 4 – Territorial delivery mechanisms			
Priority axis		<i>Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport</i>	

⁵⁷ Amounts include total Union support (the main allocation and the allocation from the performance reserve).

Fund	Category of region	Code	Amount (EUR)
ERDF	Less developed region	07 Not applicable	361 300 000.00

Table 11: Dimension 6 – ESF secondary theme ⁵⁸ (ESF only)			
Priority axis		<i>Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport</i>	
Fund	Category of region	Code	Amount (EUR)
Not applicable	Not applicable	Not applicable	Not applicable

2.A.3.8 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries (where appropriate)

(by priority axis)

(Reference: point (b)(vii) of Article 96(2) of Regulation (EU) No 1303/2013)

Priority axis	<i>3 Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport</i>
<p>Technical assistance is planned for preparation/completion of preparation of investment projects for development of the intermodal transport on the territory of the country including studies, cost-benefit analysis, environmental impact assessment, design, impact assessment of the programme, etc.</p> <p>Activities, related to ensuring the administrative capacity of Metropolitan EAD and National Railway Infrastructure Company will be funded under the Priority axis 5.</p>	

⁵⁸ Include, where appropriate, quantified information on the ESF's contribution to the thematic objectives referred to in points (1) to (7) of the first paragraph of Article 9 of Regulation (EU) No 1303/2013.

2.A.4 Priority axis “Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”

2.A.4.1 Justification for the establishment of a priority axis covering more than one category of region, thematic objective or Fund (where applicable)

(Reference: Article 96(1) of Regulation (EU) No 1303/2013)

Priority axis does not cover more than one category of region, thematic objective or fund.

ID of the priority axis	4
Title of the priority axis	Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement

<input type="checkbox"/> The entire priority axis will be implemented solely through financial instruments	<i>N/A</i>
<input type="checkbox"/> The entire priority axis will be implemented solely through financial instruments set up at Union level	<i>N/A</i>
<input type="checkbox"/> The entire priority axis will be implemented through community-led local development	<i>N/A</i>
<input type="checkbox"/> For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both	<i>N/A</i>

2.A.4.2 Fund, category of region and calculation basis for Union support

(Repeated for each combination under a priority axis)

<i>Fund</i>	<i>European Regional Development Fund</i>
<i>Category of region</i>	<i>Less developed</i>
<i>Calculation basis (public or total)</i>	<i>public</i>
<i>Category of region for outermost regions and northern sparsely populated regions (where applicable)</i>	<i>N/A</i>

2.A.4.3 Investment priority

(Repeated for each investment priority under the priority axis)

<i>ID of the investment priority</i>	<i>7c</i>
<i>Investment priority</i>	<i>Developing and improving environmentally-friendly including low-noise and low-carbon transport systems including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility</i>

2.A.4.3.1 Specific objectives corresponding to the investment priority and expected results

(Repeated for each specific objective under the investment priority)

(Reference: points (b)(i) and (ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>ID</i>	<i>1</i>
<i>Specific objective</i>	<i>Improved transport management through introduction of innovative systems</i>
<i>The results that the Member State seeks to achieve with EU support</i>	<ul style="list-style-type: none">- <i>Improved navigation conditions in the Danube waterway;</i>- <i>Improved access to Bulgarian ports of “core” and “comprehensive” Trans-European transport network;</i>- <i>Improved environmental management in the area of water transport and civil aviation</i>- <i>Availability of a system for analysis and assessment of traffic on motorways and first class roads in the Republic of Bulgaria as part of the TEN-T networks.</i>

Table 3: Programme-specific result indicators, by specific objective (for the ERDF and the Cohesion Fund)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Specific objective</i>		<i>Improved transport management through introduction of innovative systems</i>						
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Category of region (where relevant)</i>	<i>Baseline value</i>	<i>Baseline year</i>	<i>Target value⁵⁹ (2023)</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
1	Navigation period along the Bulgarian section of the Danube River	Share of the annual number of days with min draught along the fairwater of 2.5 m	Less developed	62.5%	2012	94%	Executive Agency for Exploration and Maintenance of the Danube River	annually
2	Ship-generated waste and cargo residues treated in the ports	m ³ /year	Less developed	0	2013	20 000	State Enterprise Port Infrastructure	annually

⁵⁹ For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative.

9	Capacity of airports	Aircraft movements	Less developed	75 000	2013	85 000	CAA	annually
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Base value for the indicator for navigation period on the Danube River is set based on statistical data for number of days with low waters in 2011/2012. Target value is set based on the recommendations of the Danube commission for securing min draught of 2.5 m in 94% of the days.

The base value for the indicator regarding the ship-generated wastes and cargo residuals is set based on the statistics for wastes delivered for treatment in the two maritime ports in 2013. The target value is set assuming annual growth rate of 10%, which shall include also the quantities to be delivered at Danube ports, for which no statistical data are available.

The base value for the airport capacity indicator is based on statistical data for 2013. Target value is set assuming 13% increase.

Table 4: Common result indicators for which a target value has been set and programme specific result indicators corresponding to the specific objective (by investment priority and category of region) (for the ESF)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

ID	Indicator	Category of region	Measurement unit for indicator	Common output indicator used as basis for target setting	Baseline value			Measurement unit for baseline and target	Baseline year	Target value ⁶⁰ (2023)			Source of data	Frequency of reporting
					M	W	T			M	W	T		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

⁶⁰ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators, they may be qualitative or quantitative. Target values may be presented as a total (men+women) or broken down by gender, the baseline values can be adjusted accordingly. “M” = men, “W”=women, “T”= total.

Table 4a: YEI result indicators and programme-specific result indicators corresponding to the specific objective

(by priority axis or by part of a priority axis)

(Reference: Article 19(3) of Regulation (EU) No 1304/2013 of the European Parliament and of the Council⁶¹)

<i>ID</i>	<i>Indicator</i>	<i>Measurement unit for indicator</i>	<i>Common output indicator used as basis for target setting</i>	<i>Baseline value</i>			<i>Measurement unit for baseline and target</i>	<i>Baseline year</i>	<i>Target value⁶² (2023)</i>			<i>Source of data</i>	<i>Frequency of reporting</i>
				M	W	T			M	W	T		
<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

⁶¹ Regulation (EU) No 1304/2013 of the European Parliament and of the Council of 17 December 2013 on the European Social Fund and repealing Council Regulation (EC) No 1081/2006 (OJ L 347, 20.12.2013, p. 470)

⁶² This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators they may be qualitative or quantitative. All result indicators in Annex II to Regulation (EU) No 1304/2013 used to monitor YEI implementation must be linked to a quantified target value. Target values may be presented as a total (men+women) or broken down by gender, the baseline values may be adjusted accordingly. “M” = men, “W”=women, “T”= total.

2.A.4.3.2 Action to be supported under the investment priority

(by investment priority)

2.A.4.3.2.1 *Description of the type and examples of actions to be supported and their expected contribution to the specific objectives including, where appropriate, the identification of main target groups, specific territories targeted and types of beneficiaries*

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment priority</i>	<i>7(c) - Developing and improving environmentally-friendly including low-noise and low-carbon transport systems including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility</i>
Examples of actions to be financed <p>Development of navigation information systems, upgrading the existing systems and the systems under construction, supply of multipurpose vessels, development of information systems for road traffic management, modernisation and construction of port reception facilities for treatment of ship-generated waste and cargo residues in Bulgarian ports of national importance for improvement of environmental management, improvement of quality of aeronautical data and information in the area of civil aviation.</p> <p>Further development of information systems for vessels traffic management including search and rescue systems will enhance the safety and security of navigation.</p> <p>Supply of multipurpose vessels to collect information for the navigation conditions along the Danube River will provide the EA EMDR with the necessary data to adequate intervene in low water periods for providing the min draught, needed for the IWW navigation, to improve the navigation condition, and for increasing the river navigation safety.</p> <p>Road safety analysis showed the need to take measures to: improving the efficiency of monitoring and control on the road users; establishment of system to monitor and control the vehicle's speed; modernisation of road safety information systems; improving traffic management. Currently under implementation is a project funded under the OPT 2007-2013 for Integrated system for analysis and assessment of traffic on the motorways and first class roads in the Republic of Bulgaria, which are part of the TEN-T network. It is envisaged in 2014-2020 programming period the activities for the development and upgrading of information systems for road traffic management on the national road network to go on.</p> <p>The need of establishment of own port reception facilities to treat the ship-generated waste and cargo residues at Bulgarian ports of national importance was identified within the project "Technical assistance for management of wastes in Bulgarian ports of national importance", funded under OPT 2007-2013. This project updated the data for the current and anticipated types and quantities of wastes and set up proposal for modernisation options and construction of new facilities at the Bulgarian ports of</p>	

national importance on the Danube River and Black sea.

The improvement of quality of aeronautical data and information includes research, elaboration and establishment of processes and procedures for management of aeronautical data. This aims establishment of information databases with electronic data for the ground, obstacles and airports, which will meet the ICAO standards and best practices. The data will provide for the establishment of automated systems for collection and management of aeronautical data and information, ensuring quality of data from the source to the final user according to the requirements of Regulation (EC) 73/2010.

The improvement of environmental management in the civil aviation envisages preparation/adaptation and establishment of instruments for simulation and environmental impact assessment of the changes in aviation infrastructure, procedures and means of traffic management.

Potential beneficiaries:

- Executive Agency for Exploration and Maintenance of the Danube River;
- State Enterprise Port Infrastructure;
- National Company Strategic Infrastructure Projects;
- Road Infrastructure Agency;
- Executive Agency “Maritime Administration”;
- General Directorate “Civil Aviation Administration” / Bulgarian Air Traffic Services Authority.

2.A.4.3.2.2 Guiding principles for selection of operations

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7(c) - Developing and improving environmentally-friendly (including low-noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility</i>
<p>The process of selection and evaluation of proposals for project funding covers the methodology and the approach, as outlined in section 2.A.1.5.2: (**)</p> <p>More attention in the evaluation for selection of the operations under the investment priority, included in Priority Axis 4, is drawn on reporting the achievement of the following sub-criteria:</p> <ul style="list-style-type: none">- contribution to the implementation of the Integrated Maritime Policy of the EU;- introduction of information systems in river transport in accordance with EU standards;- contribution to the development of information systems for automobile traffic management on the national road network;	

- contribution to the development of automated systems for processing and storage of aeronautical data and applications for their use;
- introduction of innovations in management of services and modernisation of the infrastructure for air traffic management.

2.A.4.3.2.3 Planned use of financial instruments (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>Developing and improving environmentally-friendly including low-noise and low-carbon transport systems including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility</i>
<i>Planned use of financial instruments</i>	<i>N/A</i>
Financial instruments are not envisaged in the process of OPTTI implementation.	

2.A.4.3.2.4 Planned use of major projects (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>Developing and improving environmentally-friendly including low-noise and low-carbon transport systems including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility</i>
Major projects are not envisaged.	

2.A.4.3.2.5 Output indicators by investment priority and, where appropriate by category of region

(Reference: point (b)(iv) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Table 5: Common and programme-specific output indicators

(by investment priority, broken down by category of region for the ESF, and where relevant, for the ERDF)

<i>Investment priority</i>		<i>“Developing and improving environmentally-friendly including low-noise and low-carbon transport systems including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility”</i>					
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Fund</i>	<i>Category of region (where relevant)</i>	<i>Target value (2023)⁶³</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
9	Introduced/ upgraded navigation information systems	number	ERDF	Less developed regions	1	Executive Agency “Maritime Administration”	annually
10	Delivered of multipurpose vessels	number	ERDF	Less developed regions	3	Executive Agency for Exploration and Maintenance of the Danube River	annually
11	Commissioned port reception facilities for ship-generated waste	number	ERDF	Less developed regions	2	State Enterprise “Bulgarian Ports Infrastructure Company”	annually

2.A.4.4 Investment priority

(Repeated for each investment priority under the priority axis)

<i>ID of the investment priority</i>	<i>7d</i>
<i>Investment priority</i>	<i>Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures”</i>

2.A.4.4.1 Specific objectives corresponding to the investment priority and expected results

(Repeated for each specific objective under the investment priority)

(Reference: points (b) (i) and (ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

⁶³ For the ESF, this list includes common output indicators for which a target value has been set. Target values may be presented as a total (men+women) or broken down by gender. For the ERDF and the Cohesion Fund, gender breakdown is in most cases not relevant. “M” = men, “W”=women, “T”= total.

<i>ID</i>	2
<i>Specific objective</i>	<i>Improved management of the railway network</i>
<i>The results that the Member State seeks to achieve with EU support</i>	<i>- Improved interoperability and safety of the Bulgarian railway infrastructure;</i>

Table 3: Programme-specific result indicators, by specific objective (for the ERDF and the Cohesion Fund)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Specific objective</i>		<i>Improved management of the railway network</i>						
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Category of region (where relevant)</i>	<i>Baseline value</i>	<i>Baseline year</i>	<i>Target value⁶⁴ (2023)</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
12	Share of TEN-T railway network covered with GSM-R	%	Less developed regions	3.6%	2013	27.2%	NRIC	annually

The baseline value is determined on the basis of data from the Reference document for the network of **SE NRIC** for 2013, according to which as at 2013 there is GSM-R network in operation in the railway section Sofia-Dimitrovgrad with a total length of 77.7 km, which represents 3.59% of total length of the TEN-T railway network in the country (2 176 km). The target value includes:

- 54 km of Dimitrovgrad – Svilengrad section under construction
- 53 km of Septemvri – Plovdiv section under construction
- 293 km Plovdiv – Burgas Phase II, to be implemented under PA 1
- 79 km Elin Pelin – Septemvri, to be implemented under PA 1 and
- 35 km, which will be implemented under this PA.

⁶⁴ For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative.

Table 4: Common result indicators for which a target value has been set and programme specific result indicators corresponding to the specific objective (by investment priority and category of region) (for the ESF)

(Reference: point (b)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

ID	Indicator	Category of region	Measurement unit for indicator	Common output indicator used as basis for target setting	Baseline value			Measurement unit for baseline and target	Baseline year	Target value ⁶⁵ (2023)			Source of data	Frequency of reporting
					M	W	T			M	W	T		
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

⁶⁵ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators, they may be qualitative or quantitative. Target values may be presented as a total (men+women) or broken down by gender, the baseline values can be adjusted accordingly. “M” = men, “W”=women, “T”= total.

Table 4a: YEI result indicators and programme-specific result indicators corresponding to the specific objective

(by priority axis or by part of a priority axis)

(Reference: Article 19(3) of Regulation (EU) No 1304/2013 of the European Parliament and of the Council⁶⁶)

<i>ID</i>	<i>Indicator</i>	<i>Measurement unit for indicator</i>	<i>Common output indicator used as basis for target setting</i>	<i>Baseline value</i>			<i>Measurement unit for baseline and target</i>	<i>Baseline year</i>	<i>Target value⁶⁷ (2023)</i>			<i>Source of data</i>	<i>Frequency of reporting</i>
				M	W	T			M	W	T		
<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

⁶⁶ Regulation (EU) No 1304/2013 of the European Parliament and of the Council of 17 December 2013 on the European Social Fund and repealing Council Regulation (EC) No 1081/2006 (OJ L 347, 20.12.2013, p. 470)

⁶⁷ This list includes common result indicators for which a target value has been set and all programme-specific result indicators. Target values for common result indicators must be quantified; for programme-specific result indicators they may be qualitative or quantitative. All result indicators in Annex II to Regulation (EU) No 1304/2013 used to monitor YEI implementation must be linked to a quantified target value. Target values may be presented as a total (men+women) or broken down by gender, the baseline values may be adjusted accordingly. “M” = men, “W”=women, “T”= total.

2.A.4.4.2 Action to be supported under the investment priority

(by investment priority)

2.A.4.4.2.1 Description of the type and examples of actions to be supported and their expected contribution to the specific objectives including, where appropriate, the identification of main target groups, specific territories targeted and types of beneficiaries

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment priority</i>	<i>7(d) - Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures</i>
<p>Examples of actions to be financed:</p> <p>Development of systems for railway traffic management:</p> <ul style="list-style-type: none">- establishment of modern systems for railway traffic management. <p>The establishment of these systems is made in implementation of the policy and related EU legislation regulating the implementation of the requirements of Directive 2008/57 and amendments thereof, as well as the technical specifications for interoperability relating to the “Telematic applications for freight subsystem of the trans-European conventional rail system” (Regulation (EC) No 62/2006 as amended by Regulation (EU) No 328/2012) and to the "Telematics applications for passenger services of the trans-European conventional rail system" (Regulation (EU) No 454/2011). Modern systems should meet the requirements of the European mode of operation. The systems will include activities related to all stages of the movement of all trains - long term planning, short-term planning, train traffic dispatcher control, operational reporting, statistical reporting, calculation of infrastructure charges, preparing data for analysis relating to telematic systems for freight and passenger services of the trans-European conventional rail system.</p> <ul style="list-style-type: none">- establishment of GSM-R network (for sections, beyond the scope of the projects for modernisation of the railway infrastructure under Priority Axis 1). <p>The railway sections along the Trans-European transport network, beyond the projects for modernisation of the railway infrastructure under priority axis 1 „Development of the railway infrastructure along the “core” and “comprehensive” Trans-European transport network” is needed to be equipped with modern systems for signalling and telecommunications. Through the establishment of new systems and technologies for signalling and telecommunications will be ensured the safety of the railway transport on the main railway lines.</p> <p>Potential beneficiaries:</p> <ul style="list-style-type: none">- National Railway Infrastructure Company (NRIC).	

2.A.4.4.2.2 Guiding principles for selection of operations

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>7(d)- “Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures”</i>
<p>The process of selection and evaluation of proposals for project funding covers the methodology and the approach, as outlined in section 2.A.1.5.2: (**)</p> <p>More attention in the evaluation for selection of the operations under the investment priority, included in the Priority Axis 4, is drawn on reporting the achievement of the following sub-criteria:</p> <ul style="list-style-type: none"> - degree of implementation of railway traffic management systems; - evaluation of the improvement of railway transport safety. 	

2.A.4.4.2.3 Planned use of financial instruments (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures</i>
<i>Planned use of financial instruments</i>	<i>N/A</i>
Financial instruments are not envisaged in the process of OPTTI implementation.	

2.A.4.4.2.4 Planned use of major projects (where appropriate)

(Reference: point (b)(iii) of the first subparagraph of Article 96 (2) of Regulation (EU) No 1303/2013)

<i>Investment Priority</i>	<i>Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures</i>
Major projects are not envisaged.	

2.A.4.4.2.5 Output indicators by investment priority and, where appropriate by category of region

(Reference: point (b)(iv) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Table 5: Common and programme-specific output indicators

(by investment priority, broken down by category of region for the ESF, and where relevant, for the ERDF)

<i>Investment priority</i>		<i>–“Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures”</i>					
<i>ID</i>	<i>Indicator</i>	<i>Measurement unit</i>	<i>Fund</i>	<i>Category of region (where relevant)</i>	<i>Target value (2023)⁶⁸</i>	<i>Source of data</i>	<i>Frequency of reporting</i>
13	Built GSM-R network	Km	ERDF	Less developed regions	35	NRIC	annually

2.A.4.5 Social innovation, transnational cooperation and contribution to thematic objectives 1-7⁶⁹

Specific provisions for ESF⁷⁰, where applicable (by priority axis and, where relevant, category of region): social innovation, transnational cooperation and ESF contribution to thematic objectives 1 to 7.

Description of the contribution of the planned actions of the priority axis to:

- social innovation (if not covered by a dedicated priority axis);
- transnational cooperation (if not covered by a dedicated priority axis).
- thematic objectives referred to in points (1) to (7) of the first paragraph of Article 9 of Regulation (EU) No 1303/2013.

<i>Priority axis</i>	<i>4-“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”</i>
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⁶⁸ For the ESF, this list includes common output indicators for which a target value has been set. Target values may be presented as a total (men+women) or broken down by gender. For the ERDF and the Cohesion Fund, gender breakdown is in most cases not relevant. “M” = men, “W”=women, “T”= total.

⁶⁹ Only for programmes supported by the ESF.

⁷⁰ For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators.

Not applicable.

2.A.4.6 Performance framework

(Reference: point (b)(v) of the first subparagraph of Article 96(2), and Annex II to Regulation (EU) No 1303/2013)

Table 6: Performance framework of the priority axis

(by fund and category of region)⁷¹

<i>Priority axis</i>		<i>4-“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”</i>							
<i>ID</i>	<i>Indicator type</i>	<i>Indicator or key implementation step</i>	<i>Measurement unit, where appropriate</i>	<i>Fund</i>	<i>Category of region</i>	<i>Milestone for 2018</i>	<i>Final target (2023)⁷²</i>	<i>Source of data</i>	<i>Explanation of relevance of indicator, where appropriate</i>
<i>1</i>	financial indicator	Certified expenditure	Euro	ERDF	Less developed regions	7 700 000	68 170 108.00	Certifying Authority	This financial indicator is suggested to be used in the guide for determining milestones and targets for the performance framework
<i>13</i>	output indicator	Built GSM-R network	km	ERDF	Less developed regions	0	35	NRIC	Share of this indicator represents over 50 % of priority axis budget

⁷¹ Where YEI is implemented as part of a priority axis, YEI milestones and targets must be distinguished from other milestones and targets for the priority axis in accordance with implementing acts referred to in the fifth subparagraph of Article 22(7) of Regulation (EU) No 1303/2013, as YEI resources (specific allocation and matching ESF support) are excluded from the performance reserve.

⁷² Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total.

5	key implementation step	Number of contracts started with construction	number	ERDF	N/A	1	1	Managing Authority	We suggest using this implementation step because no measurable output is expected, as an output of fully implemented projects in 2018.
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The milestone of the financial indicator is based on the total amount of grant funding (w/o performance reserve) amounted to 64 million euro and the past experience of the implementation of the OPT, i.e. by 2018 to be concluded 60% of contracts for programme implementation and be certified 30% of the expenditure.

Additional qualitative information on the establishment of the performance framework
(optional)

Investment priorities will be implemented through the provision of grants.

2.A.4.7 Categories of intervention

(Reference: point (b)(vi) of Article 96(2) of Regulation (EU) No 1303/2013)

Categories of intervention corresponding to the content of the priority axis based on a nomenclature adopted by the Commission, and indicative breakdown of Union support.

Tables 7-11: Categories of intervention⁷³

(by Fund and category of region, if the priority axis covers more than one)

Table 7: Dimension 1 – Intervention field			
Priority axis		“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”	
Fund	Category of region	Code	Amount (EUR)
ERDF	Less developed	037 Airports (TEN-T)	5 000 000.00
ERDF	Less developed	039 Seaports (TEN-T)	6 617 750.00
ERDF	Less developed	041 Inland waterways and ports (TEN-T)	6 617 750.00
ERDF	Less developed	044 Intelligent transport systems (including the introduction of demand management, tolling systems, IT monitoring control and information systems)	39 709 091.00

Table 8: Dimension 2 – Form of finance			
Priority axis		“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”	
Fund	Category of region	Code	Amount (EUR)
ERDF	Less developed	01 Non-repayable grant	57 944 591.00

Table 9: Dimension 3 – Territory type			
Priority axis		“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”	
Fund	Category of region	Code	Amount (EUR)
ERDF	Less developed	00 Not applicable	57 944 591.00

⁷³ Amounts include total Union support (the main allocation and the allocation from the performance reserve).

Table 10: Dimension 4 – Territorial delivery mechanisms			
Priority axis		“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”	
Fund	Category of region	Code	Amount (EUR)
ERDF	Less developed	07 Not applicable	57 944 591.00

Table 11: Dimension 6 – ESF secondary theme⁷⁴ (ESF only)			
Priority axis		“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”	
Fund	Category of region	Code	Amount (EUR)
<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

2.A.4.8 Summary of the planned use of technical assistance including, where necessary, actions to reinforce the administrative capacity of authorities involved in the management and control of the programmes and beneficiaries (where appropriate)

(by priority axis)

(Reference: point (b)(vii) of Article 96(2) of Regulation (EU) No 1303/2013)

Priority axis	<i>4 - Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement</i>
<p>Technical assistance is planned for preparation/completion of preparation of projects, including studies, cost-benefit analyses, environmental impact assessments, design, impact assessment of the programme, etc.</p> <p>Activities, related to ensuring the administrative capacity of EA “Exploration and Maintenance of the Danube River”, State Enterprise “Bulgarian Ports Infrastructure Company”, EA “Maritime Administration”, Directorate General "Civil Aviation Administration" / State enterprise "Air Traffic Control", National Company Strategic Infrastructure Projects, Road Infrastructure Agency and National Railway Infrastructure Company will be funded under the Priority axis 5.</p>	

⁷⁴ Include, where appropriate, quantified information on the ESF’s contribution to the thematic objectives referred to in points (1) to (7) of the first paragraph of Article 9 of Regulation (EU) No 1303/2013.

2.B Description of the priority axes for technical assistance

(Reference: point (c) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

2.B.1 Priority axis “Technical Assistance”

2.B.2 Reasons for establishing a priority axis covering more than one category of region (where applicable)

(Reference: Article 96(1) of Regulation (EU) No 1303/2013)

Not applicable.

<i>ID of the priority axis</i>	5
<i>Title of the priority axis</i>	<i>Technical Assistance</i>

2.B.3 Fund and category of region (repeated for each combination under the priority axis)

<i>Fund</i>	<i>European Regional Development Fund</i>
<i>Category of region</i>	<i>Less developed</i>
<i>Calculation basis</i>	<i>public</i>

2.B.4 Specific objectives and expected results

(repeated for each specific objective under the priority axis)

(Reference: points (c)(i) and (ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>ID</i>	<i>1</i>
<i>Specific objective</i>	<i>Establishment of necessary conditions for successful completion of OPT 2007-2013 and implementation of OPTTI 2014-2020, strengthening the administrative capacity and public awareness of OPTTI</i>

<p><i>Results that the Member State seeks to achieve with Union support</i>⁷⁵</p>	<ul style="list-style-type: none"> - <i>strengthened and enhanced capacity of the MA and the beneficiaries by continuing use of good practices established in the previous programming period and inclusion of new measures to achieve the required capacity related to the preparation, implementation, monitoring and control of the OPTTI;</i> - <i>provided external expertise necessary for the development of strategic and programme documents/plans/manuals; technical studies and databases; of independent analyses and assessments and other relevant activities;</i> - <i>provided information and publicity of the OPTTI and promoting it to the general public;</i> - <i>ensured adequate level of administrative and logistics of the OPTTI;</i> - <i>successfully completed OPT 2007-2013;</i> - <i>successfully implemented reforms in relevant sectors and respectively introduced policies.</i>
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2.B.5 Result indicators⁷⁶

Table 12: Programme-specific result indicators (by specific objective)

(for ERDF/ESF/Cohesion Fund)

(Reference: point (c)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Priority axis</i>			<i>“Technical assistance”</i>				
<i>ID</i>	<i>Indicator</i>	<i>Measure ment unit</i>	<i>Baseline value</i>	<i>Baseline year</i>	<i>Target value</i> ⁷⁷ (2023)	<i>Source of data</i>	<i>Frequency of reporting</i>
14	Trained people	%	0	2013	100	Managing authority	annually

⁷⁵ Required where Union support for technical assistance in the programme exceeds EUR 15 million

⁷⁶ Required where objectively justified given the content of the action and where Union support for technical assistance in the programme exceeds EUR 15 million and where objectively justified by the given the content of the actions.

⁷⁷ Target values may be qualitative or quantitative. Target values may be presented as a total (men+women) or broken down by gender, the baseline values may be adjusted accordingly. “M” = men, “W”=women, “T”= total.

	according to training programs					and beneficiaries	
15	Completed activities under the Communication Plan	%	0	2013	100%	Managing authority	annually
16	Average time required to pay beneficiary from the date of submission of the application for reimbursement	days	30	2013	25	Managing authority	annually
17	Average time for evaluation of project	days	30	2013	25	Managing authority	annually
18	Degree of public awareness of OPTTI	%	0	2013	30%	Managing authority	annually
19	Share of expenditure covered by on the spot checks	%	0	2013	100%	Managing authority	annually

2.B.6 Actions to be supported and their expected contribution to the specific objectives (by priority axis)

(Reference: points (c)(i) and (ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

2.B.6.1 A description of actions to be supported and their expected contribution to the specific objectives

(Reference: points (c)(i) and (iii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

<i>Priority axis</i>	<i>“Technical Assistance”</i>
Activities aimed at the successful completion of the OPT (2007-2013 programming period) and the preparation of the next 2021-2027 programming period:	
- preparation of surveys, analyses and evaluations in relation to the	

implementation and completion of the OPT 2007-2013;

- carrying out specific activities of verification, control and audit in relation to the completion of the OPT 2007-2013;
- preparation of the necessary documents in relation to the completion of the OPT 2007-2013, including the final report and statement of completion of the programme;
- implementation of envisaged communication activities and information and publicity activities in relation to the completion of the OPT 2007-2013, including holding of the final meetings of the Monitoring Committee of the programme;
- supporting the preparation of the operational programme for the period 2014-2020 (consultations, surveys, manuals, etc.).

Activities aimed at strengthening and enhancing the administrative capacity of the Managing Authority and the beneficiaries of the OPTTI:

- ensuring the implementation of motivational scheme for employees of the Managing Authority and the beneficiaries of the programme for regular and overtime work on management and carrying out of activities related to the Structural and Cohesion Funds; ensuring financial resources for remuneration, overtime work and social contributions for employees - in accordance with the established national rules;
- providing funds for accommodation and travel expenses for employees responsible for the management and implementation of activities under the Structural and Cohesion Funds, for example in relation to conducting audits and on-the-spot checks, trips abroad, in relation to the programme management;
- preparing, organising and conducting specialised training courses for the employees responsible for the management and implementation of activities under the Structural and Cohesion Funds, including the room and equipment hire costs, lecturer fees, fees for participation in training courses for employees, preparation and photocopying of materials, and catering costs, where appropriate;
- improving the physical infrastructure, including rental, leasing, purchase and/or insurance of equipment needed by the personnel of the Managing Authority and beneficiaries to carry out their activities in programming/identification, preparation, financial management, monitoring, reporting and control of the implementation of projects/operations under the OPTTI;
- organisation of the activities of the Monitoring Committee of the OPTTI, meetings of monitoring sub-committees, in case such are established in the process of implementation of the programme (including administrative and logistics costs);
- organisation of seminars, workshops, including the room and multimedia equipment and audio systems hire costs, preparation, photocopying/printing and distribution of reports and other documents, as well as for translation and interpretation services, catering costs, if necessary;
- assistance from IFI's in specific area as development of sector policy, advisory

support in project management, capacity building measures, etc.

Activities aimed at effective preparation, implementation, monitoring, control, evaluation and promotion of the transport investments:

- preparation and update of strategic and programme documents in the field of transport including implementation of ex-ante conditionalities in the transport sector for programming period 2014-2020, mid-term review and update of the Strategy for the Development of the Transport System of the Republic of Bulgaria until 2020, update of the transport model /General Transport Master Plan/, etc., in accordance with the latest trends in European and national policies and in accordance with recommendations of the European Commission;
- preparation and update of feasibility studies, technical surveys and databases etc.;
- developing and implementing a plan for environmental monitoring;
- development of a manual for the preparation and implementation of measures to mitigate the negative environmental impacts during the implementation of infrastructure projects;
- provision of technical assistance, including surveys, analyses and evaluations (ex-ante, on-going and ex-post), as well as advice from national and international experts on various aspects of the management and implementation of activities under the Structural and Cohesion Funds, including preparation of tender specifications;
- specialised external expertise in the implementation of activities on monitoring, management and financial control of the programme;
- ensuring support for the preparation of projects for funding within the OPTTI framework;
- preparation, monitoring and update of the Communication Plan of the programme;
- organisation of large-scale information campaigns;
- holding seminars and conferences, room, multimedia and audio systems hire costs;
- disseminating information and promoting the related activities at the programme level, including preparation, photocopying/printing and publishing of promotional materials, use of respective media and communication tools (publications, exhibitions, posters, radio, TV, VCR/DVD, websites). This includes targeted initiatives to raise the profile of the programme among the various partner organisations, initiatives promoting the programme through presentations, accessible for people with disabilities (costs of venue hire and fees of speakers, printing and promotion, creating websites, translation services, and use the services of intermediaries);
- conducting sociological surveys.

Activities aimed at the implementation of Directive 2014/24 of the European Parliament of the Council of 26 February 2014 on the mandatory transmission of the tenders (electronic submission);

Activities aimed at supporting the MTITC in the field of strategic management of the railway sector, including for reforms implementation in the said sector;

Activities aimed at supporting the MA of the OPTTI, together with MF in the application of the state aid rules, including training, exchange of experience, development of procedures and other relevant activities in the sector.

2.B.6.2 Output indicators expected to contribute to results (by priority axis)

(Reference: point (c)(iv) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Table 13: Output indicators (by priority axis)

(for ERDF/ESF/Cohesion Fund)

<i>Priority axis</i>		<i>“Technical assistance”</i>		
<i>ID</i>	<i>Indicator</i> ⁷⁸	<i>Measurement unit</i>	<i>Target value (2023)</i> ⁷⁹ <i>(optional)</i>	<i>Source of data</i>
25	Number of trainings of employees of Managing Authority and beneficiaries	number	1 000.00	Managing Authority and beneficiaries
26	Adopted communication Strategy	number	1.00	Managing Authority
20	Adopted Evaluation plan	number	1.00	Managing Authority
21	Meetings held of the MC	number	16	Managing Authority
22	Number of employees (Full-time equivalents, FTEs) whose salaries are co-financed by technical assistance	number	45	Managing Authority

⁷⁸ For the ESF, this list includes all common output indicators for which targets have been set and all programme-specific output indicators.

⁷⁹ Target values for output indicators under technical assistance are optional. Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total.

23	Major information activities	number	8	Managing Authority
24	Number of public information events	number	20	Managing Authority
27	Number of on the spot checks	number	120	Managing Authority

2.B.7 Categories of intervention (by priority axis)

(Reference: points (c)(v) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Corresponding categories of intervention based on a nomenclature adopted by the Commission, and an indicative breakdown of Union support.

Tables 14-16: Categories of intervention⁸⁰

Table 14: Dimension 1 – Intervention field			
<i>Priority axis</i>		<i>“Technical assistance”</i>	
<i>Fund</i>	<i>Category of region</i>	<i>Code</i>	<i>Amount (EUR)</i>
ERDF	Less developed regions	121 Preparation, implementation, monitoring and inspection	16 921 750.00
ERDF	Less developed regions	122 Evaluation and studies	21 569 566.00
ERDF	Less developed regions	123 Information and communication	2 026 000.00

Table 15: Dimension 2 – Form of finance			
<i>Priority axis</i>		<i>“Technical assistance”</i>	
<i>Fund</i>	<i>Category of region</i>	<i>Code</i>	<i>Amount (EUR)</i>
ERDF	Less developed regions	01 Non-repayable grant	40 517 316.00

⁸⁰ Amounts include total Union support (the main allocation and the allocation from the performance reserve).

Table 16: Dimension 3 – Territory type			
<i>Priority axis</i>		<i>“Technical assistance”</i>	
<i>Fund</i>	<i>Category of region</i>	<i>Code</i>	<i>Amount (EUR)</i>
ERDF	Less developed regions	07 Not applicable	40 517 316.00

SECTION 3 FINANCING PLAN

(Reference: point (d) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

3.1 Financial appropriation from each fund and amounts for performance reserve

(Reference: point (d)(i) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Table 17

	Fund	Category of region	2014 r.		2015 r.		2016 r.		2017 r.		2018 r.		2019 r.		2020 r.		Total	
			Main allocation ⁸¹	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve	Main allocation	Performance reserve
1	ERDF	In less developed regions	53 762 607.00	3 431 656.00	56 516 398.00	3 607 430.00	59 530 702.00	3 799 832.00	62 006 239.00	3 957 845.00	64 437 117.00	4 113 008.00	66 810 357.00	4 264 491.00	69 112 771.00	4 411 454.00	432 176 191.00	27 585 716.00
2	CF		133 400 038.00	8 514 896.00	140 596 931.00	8 974 272.00	148 402 381.00	9 472 492.00	154 661 752.00	9 872 027.00	160 539 867.00	10 247 226.00	166 578 812.00	10 632 690.00	171 826 244.00	10 967 633.00	1 076 006 025.00	68 681 236.00
3	Total		187 162 645.00	11 946 552.00	197 113 329.00	12 581 702.00	207 933 083.00	13 272 324.00	216 667 991.00	13 829 872.00	224 976 984.00	14 360 234.00	233 389 169.00	14 897 181.00	240 939 015.00	15 379 087.00	1 508 182 216.00	96 266 952.00

⁸¹ Total allocation (Union support) less allocation to performance reserve.

3.2 Total financial appropriation by fund and national co-financing (EUR)

(Reference: point (d)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

1. The table sets out the financial plan by priority axis.
2. Where a priority axis covers more than one fund, the Union support and national counterpart is broken down by fund with a separate co-financing rate within the priority axis for each fund.
3. Where the priority axis covers more than one category of region, the Union support and national counterpart is broken down by category of region with a separate co-financing rate within the priority axis for each category of region.
4. The EIB contribution is presented at priority axis level.

Table 18A: Financing plan (in euro)

Priority	Fund	Category of region	Basis for calculation of Union support (Total eligible cost or public eligible cost)	Union support	National counterpart	Indicative breakdown of national counterpart			Total funding	Co-financing rate	For information EIB contributions	Main allocation (total funding less performance reserve)		Performance reserve		Performance reserve amount as proportion of total Union support
						National funding	public	National private funding (1)				Union support	National counterpart	Union support	National counterpart ⁸²	
				(a)	(b) = (c) + (d))	(c)	(d)	(e) = (a) + (b)	(f) = (a)/(e) (2)	(g)	(h)=(a)-(j)	(i) = (b) – (k)	(j)	(k)= (b) * ((j)/(a))	*	(l) = (j)/(a) * 100

⁸² The national counterpart is divided pro-rata between the main allocation and the performance reserve.

Priority axis 1	CF	N/A	public	572 343 631.00	101 001 818.00	101 001 818.00	0	673 345 449.00	84,999 999903 5%		538 003 013.00	94 941 709.00	34 340 618.00	6 060 109.00	6.00%
Priority axis 2	CF	N/A	public	572 343 630.00	101 001 818.00	101 001 818.00	0	673 345 448.00	84,999 999881 2%		538 003 012.00	94 941 709.00	34 340 618.00	6 060 109.00	6.00%
Priority axis 3	ERDF	Less developed	public	361 300 000.00	63 758 824.00	63 758 824.00	0	425 058 824.00	84.999 999905 9%		337 190 961.00	59 504 288.00	24 109 039.00	4 254 536.00	6.67%
Priority axis 4	ERDF	Less developed	public	57 944 591.00	10 225 517.00	10 225 517.00	0	68 170 108.00	84,999 998826 5%		54 467 914.00	9 611 986.00	3 476 677.00	613 531.00	6.00%
Priority Axis 5	ERDF	Less developed	public	40 517 316.00	7 150 115.00	7 150 115.00	0	47 667 431.00	84.999 999265 7%		40 517 316.00	7 150 115.00			
Total	CF	N/A	public	1 144 687 261.00	202 003 636.00	202 003 636.00	0	1 346 690 897.00	84.999 999892 3%		1 076 006 025.00	189 883 418.00	68 681 236.00	12 120 218.00	6.00%
Total	ERDF	Less developed	public	459 761 907.00	81 134 456.00	81 134 456.00	0	540 896 363.00	84.999 999713 4%		432 176 191.00	76 266 389.00	27 585 716.00	4 868 067.00	6.00%
Grand Total				1 604 449 168.00	283 138 092.00	283 138 092.00	0	1 887 587 260.00	84.999 999841 1 %		1 508 182 216.00	266 149 807.00	96 266 952.00	16 988 285.00	6.00%

(1) To be completed only when priority axes are expressed in total costs.

(2) This rate may be rounded to the nearest whole number in the table. The precise rate used to reimburse payments is the ratio (f).

Table 18B: Youth Employment Initiative – ESF- and YEI-specific allocations⁸³ (where appropriate)

Not applicable.

Table 18C: Breakdown of the financial plan by priority axis, fund, category of region and thematic objective

(Reference: point (d)(ii) of the first subparagraph of Article 96(2) of Regulation (EU) No 1303/2013)

Priority axis	Fund ⁸⁴	Category of region	Thematic objective	Union support (in euro)	National counterpart (in euro)	Total funding
1. “Development of railway infrastructure along the „core” and „comprehensive” Trans-European transport network”	Cohesion Fund	N/A	TO 7	572 343 631.00	101 001 818.00	673 345 449.00
2. “Development of road infrastructure along the „core” network”	Cohesion Fund	N/A	TO 7	572 343 630.00	101 001 818.00	673 345 448.00
3. “Improvement of intermodal transport services	European Regional Development Fund	Less developed	TO 4	341 300 000.00	60 229 412.00	401 529 412.00
		Less developed	TO 7	20 000 000.00	3 529 412.00	23 529 412.00

⁸³ To be completed for every (part of a) priority axis which implements the YEI.⁸⁴ For the purposes of this table, the YEI (specific allocation and matching ESF support) is considered as a fund.

for passengers and freights and development of sustainable urban transport”						
4. “Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”	European Regional Development Fund	Less developed	TO 7	57 944 591.00	10 225 517.00	68 170 108.00
Total		Less developed	-	1 563 931 852.00	275 987 977.00	1 839 919 829.00

Table 19: Indicative amount of support to be used for climate change objectives(Reference: Article 27(5) of Regulation (EU) No 1303/2013)⁸⁵

Priority axis	Indicative amount of support to be used for climate change objectives (EUR)	Proportion of total allocation to the operational programme (%)
1. “Development of railway infrastructure along the „core” and „comprehensive” Trans-European transport network”	228 937 452.40	14.27%
2. “Development of road infrastructure along the „core” and “comprehensive” Trans-European transport network”	0	0
3. “Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport”	144 520 000.00	9.01%
4. “Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”	21 177 836.40	1.32%
5. “Technical Assistance”	0	0
Total	394 635 288.80	24.60%

⁸⁵ This table is generated automatically on the basis of tables on categories of intervention under each priority axis.

SECTION 4 INTEGRATED APPROACH TO TERRITORIAL DEVELOPMENT

(Reference: Article 96(3) of Regulation (EU) No 1303/2013)

Description of the integrated approach to territorial development taking into account the content and objectives of the operational programme having regard to the Partnership Agreement and showing how the operational programme contributes to the accomplishment of the objectives of the operational programme and expected results

According to the Partnership Agreement, the integrated approach to territorial development aimed at reducing the social, economic and territorial disparities will be applied through the following instruments:

- pilot implementation of Integrated Territorial Investments for the North-Western Region (at NUTS II level), identified as the weakest developed within the whole territory of the European Union;
- implementation of the new instrument “Community Led Local Development (CLLD)”, including the implementation of multifunded integrated territorial CLLD, by programming and implementing innovative integrated multisectoral strategies for local development;
- continuing investments to promote sustainable urban development based on Integrated plans for urban regeneration and for development of the identified growth poles;
- continuing implementation of the European Territorial Cooperation, including the EU Strategy for the Danube Region.

Pursuant to the provisions of the Partnership Agreement and giving due consideration to the contents and objectives of OPTTI 2014-2020, the contribution of the operational program will be only to the implementation of the EU Strategy for the Danube Region.

4.1 Community-led local development (where appropriate)

(Reference: point (a) of Article 96(3) of Regulation (EU) No 1303/2013)

Where appropriate, the approach to the use of community-led local development instruments and the principles for identifying the areas in where they will be implemented

Not applicable.

4.2 Sustainable urban development (where appropriate)

(Reference: point (b) of Article 96(3) of Regulation (EU) No 1303/2013; Article 7(2) and (3) of Regulation (EU) No 1301/2013 of the European Parliament and of the Council⁸⁶)

Where appropriate the indicative amount of ERDF support for integrated actions for sustainable urban development to be implemented in accordance with the provisions under Article 7(2) of Regulation (EU) No 1301/2013 and the indicative allocation of ESF support for integrated action.

Not applicable.

Table 20: Sustainable urban integrated actions – indicative amounts of ERDF and ESF support

Fund	ERDF and ESF support (indicative) (EUR)	Proportion of fund's total allocation to programme
Total ERDF	Not applicable	Not applicable
Total ESF	Not applicable	Not applicable
TOTAL ERDF+ESF	Not applicable	Not applicable

4.3 Integrated Territorial Investment (ITI) (where appropriate)

(Reference: point (c) of Article 96 (3) of Regulation (EU) No 1303/2013)

Where appropriate, the approach to the use of Integrated Territorial Investment (ITI) (as defined in Article 36 of Regulation (EU) No 1303/2013) other than those for urban development under Article 7(2) of Regulation (EU) No 1301/2013 and their indicative financial allocation from each priority axis.

Not applicable

Table 21: Indicative financial allocation to ITI other than those mentioned under point 4.2

(aggregate amount)

⁸⁶ Regulation (EU) No 1301/2013 of the European Parliament and of the Council of 17 December 2013 on the European Regional Development Fund and on specific provisions concerning the Investment for growth and jobs goal and repealing Regulation (EC) No 1080/2006 (OJ L 347, 20.12.2013, p. 289).

Priority axis	Fund	Indicative financial allocation (Union support) (€)
N/A	N/A	N/A
N/A	N/A	N/A
Total	N/A	N/A

4.4 The arrangements for interregional and transnational actions, within the operational programme, with beneficiaries located in at least one other Member State (where appropriate)

(Reference: point (d) of Article 96(3) of Regulation (EU) No 1303/2013)

A possible project to qualify for funding is the rehabilitation of the Danube Bridge Ruse-Giurgiu. This project is intended for funding only by the State budget, i.e. with a source of funding outside the OPTTI 2014-2020.

4.5 Contribution of the planned actions under the programme to macro-regional and sea-basin strategies, subject to the needs of the programme area as identified by the Member State (where appropriate)

(Where the Member State and regions participate in macro-regional strategies and sea basin strategies)

(Reference: point (d) of Article 96(3) of Regulation (EU) No 1303/2013)

The concept for development of the TEN-T network is established in the Guidelines for the development of the Trans-European Transport Network. The construction and modernisation of the transport infrastructure along the TEN-T network requires joint actions by the countries, on the territory of which pass the network directions.

Under Operational Programme “Transport and Transport Infrastructure” 2014-2020 will be funded projects for construction and modernisation of priority sections along the main directions of the Trans-European transport network, passing on the territory of the country, in order to be achieved connectivity and integration to the transport networks of the neighbouring countries.

The EU Strategy for the Danube region is a macro regional strategy ensuring a new approach for development of the region. One of the priority areas of the Action Plan of the strategy is “To improve mobility and multimodality”.

In this regard OPTTI 2014-2020 will contribute to the objectives of the relevant priority areas of the EU Strategy for the Danube Region, namely:

- Priority area 1A Improving the mobility and multimodality | Inland Waterways.
To achieve the objectives of this priority area will contribute some of the projects to be financed under Priority axis 4 of the OPTTI related to upgrading and further development of harmonized navigation information systems, improving navigability of the river, etc.
- Priority area 1B Improving the mobility and multimodality | Road, railway and air connections.

To achieve the objectives of this priority will contribute part of the projects to be financed under Priority axes 1, 3 and 4 OPTTI related to the construction of an intermodal terminal in Ruse, implementation of the project for restoration of design parameters of the Ruse-Varna railway line, etc.

SECTION 5 SPECIFIC NEEDS OF GEOGRAPHICAL AREAS MOST AFFECTED BY POVERTY OR TARGET GROUPS AT HIGHEST RISK OF DISCRIMINATION OR SOCIAL EXCLUSION (WHERE APPROPRIATE)

(Reference: point (a) of Article 96(4) of Regulation (EU) No 1303/2013)

5.1 Geographical areas most affected by poverty/target groups at highest risk of discrimination

Not applicable.

5.2 Strategy to address the specific needs of geographical areas/target groups most affected by poverty, and where relevant, the contribution to the integrated approach set out in the Partnership Agreement

Not applicable.

Table 22: Actions to address specific needs of geographical areas/target groups most affected by poverty⁸⁷

Target group/geographical area	Main types of planned action as part of integrated approach	Priority axis	Fund	Category of region	Investment priority
N/A	N/A	N/A	N/A	N/A	N/A

SECTION 6 SPECIFIC NEEDS OF GEOGRAPHICAL AREAS WHICH SUFFER FROM SEVERE AND PERMANENT NATURAL OR DEMOGRAPHIC HANDICAPS (WHERE APPROPRIATE)

(Reference: point (b) of Article 96(4) of Regulation (EU) No 1303/2013).

Not applicable.

⁸⁷ If the programme covers more than one category of region, a breakdown by category may be necessary.

SECTION 7 AUTHORITIES AND BODIES RESPONSIBLE FOR MANAGEMENT, CONTROL AND AUDIT AND THE ROLE OF RELEVANT PARTNERS

(Reference: Article 96(5) of Regulation (EU) No 1303/2013)

7.1 Relevant authorities and bodies

(Reference: points (a) and (b) of Article 96(5) of Regulation (EU) No 1303/2013)

Table 23: Relevant authorities and bodies

Authority/body	Name of authority/body and department or unit	Head of authority/body (position or post)
Managing authority	“Coordination of Programmes and Projects” Directorate, Ministry of Transport, Information Technology and Communications	Ivaylo Moskovsky– Minister of Transport, Information Technology and Communications and Head of the Managing Authority
Certifying authority, where applicable	“National Fund” Directorate, Ministry of Finance	Diyana Marinova – Acting Director of Directorate and Head of the Certifying Authority
Audit authority	IA “Audit of EU Funds”	Ludmila Rangelova – Executive Director
Body to which Commission will make payments	“National Fund” Directorate, Ministry of Finance	Diyana Marinova – Acting Director of Directorate and Head of Certifying Authority

7.2 Involvement of relevant partners

(Reference: point (c) of Article 96(5) of Regulation (EU) No 1303/2013)

7.2.1 Actions taken to involve the relevant partners in the preparation of the operational programme, and the role of those partners in the implementation, monitoring and evaluation of the programme

The OPTTI 2014-2020 is developed in accordance with Art. 5 of Ministerial Council Decree № 5 dated 18.01.2012 for the development of strategic and programme documents of Republic of Bulgaria for management of resources from the funds under the Common Strategic Framework of the European Union for the 2014-2020 programming period (promulgated, SG, issue 7 of 24.01.2012) and in connection with Decision № 328 of 25 April 2012 approving a list of thematic objectives that are to be included in the Partnership Agreement of Republic of Bulgaria for the programming period 2014-2020, a list of programmes and leading office for the elaboration of each Programme. Ministry of Transport, Information Technology and Communications (“Coordination of Programmes and Projects” Directorate) is leading institution for the preparation of OPTTI 2014-2020. In the process of preparation of the Programme the experience of the Managing Authority in the preparation, management and implementation of Operational Programme Transport 2007-2013 is used.

Working group for the preparation of OPTTI 2014-2020 was established with Order No ПД-08-458/07.08.12 of the Minister of transport, information technology and communications, coordinated with the Minister of EU funds management. The composition of the Working group is according to Council of Ministries Decree No 5

dated 18.01.2012. The Working Group includes representatives of Central Coordination Unit, Certifying Authority and Audit Authority, institutions, responsible for the policies measures of which will be funded under the programme, National Statistical Institute, Commission for Protection against Discrimination, Regional development councils on level 2, Nationally represented organizations of employers, workers and servants, acknowledged by the Council of Ministers according to the labour code, Nationally represented organizations of and for people with disabilities, acknowledged by the Council of Ministers according to the Law for integration of people with disabilities, National Association of Municipalities in Republic of Bulgaria, non-governmental organizations (NGOs) etc.

The role of the partners in the elaboration of the Operational programme is regulated in Council of Ministries Decree No 5/18.01.2012, as well as in Internal Rules and Procedures for the organization and functioning of the Working Group (WG) for preparation of Operational Programme „Transport and Transport Infrastructure” for the period 2014 -2020.

The selection of representatives of NGOs was proceeded, according to the approved by the Minister of EU funds management, Mechanism for selection of NGOs, which representatives should participate in the working for elaboration of Partnership agreement and Operational programmes of Republic of Bulgaria for the period 2014-2020. According to the Mechanism, representatives of the following NGOs are members of the Working Group for preparation of Operational Programme “Transport and Transport Infrastructure” 2014-2020 – ecological organisations, organisations in the transport sector and organisations in the area of policies for development.

The representatives of the partner’s institutions and organizations are involved in the process of preparation, assessment and agreement of the separate developments and texts of the Operational programme, as well as the final version of the programme. Their basic tasks are related to the preparation and submission of proposals, comments and statements, participation on the Working Group meetings, voting etc.

The meetings are proceeded with clear organization, according to the adopted by the WG members Internal Rules and Procedures for the organization and functioning of the Working Group. The materials for each meeting are submitted in due time before the meetings, in order to be ensured the necessary time and information for the WG members and deputies to prepare competent statements on the materials discussed. There were held 6 meetings of the WG, provided that the specific programme components and prepared completed texts were submitted to the WG’s members for their comments and statements.

With regard to the dissemination of information to the public for the preparation of Operational Programme „Transport and Transport Infrastructure”, the memos and developments of the meetings are publicized on the web page of OP on Transport and on the EU Structural Funds Single Information Web Portal.

During the process of elaboration of the operational programme the most appropriate decisions were discussed with regard to the achievement of the programme specific objectives. The most serious were discussions concerning the selection of operations and activities under the programme. The scope of the operational programme is in compliance with the eligible funding activities under the relevant investment priority and thematic objective.

With regard to the proposed inclusion of secondary roads in the text of the program a conclusion was drawn that the framework of the programme is clear and it is focused on

the TEN-T (the regional programme should include projects for second-class roads) Proposals to include additional measures such as development of ports were also considered. It was clarified that the development of port infrastructure is intended to be implemented through public-private partnership.

The resources from EU funds are allocated according to the principle of complementarity, i.e. the operational programme itself cannot solve all the problems of the national transport system. It was concluded that it is necessary to look for other options and sources of funding.

At a meeting of the WG it was discussed to consolidate investments in road and rail infrastructure into a single priority axis 1. It was finally decided that the investments would be divided into priority axes by modes of transport.

It was discussed the contribution of the programme in terms of environmental and climate change policies. It was found that a major part of the investments provided by the OPTTI 2014-2020, contribute to the implementation of these policies as horizontal measures. These are investments in rail infrastructure, water and intermodal transport. Specific measures for environment, climate change and energy efficiency were included under the relevant thematic objectives within the scope of other programmes for 2014-2020 period.

With regard to innovations, the WG concluded that the examples of activities that are embedded in the respective priority axis of the programme are completely appropriate and in line with the current situation in the transport sector and the funding of the programme.

In addition, the progress in the preparation of the programming period 2014-2020 is reported also at the meetings of the Monitoring Committee of the Operational Programme "Transport" 2007-2013, which includes representatives of the European Commission.

Continuous coordination is carried out by the Central Coordination Unit with the Council of Ministers. Coordination in the development process of operational programmes for the programming period 2014-2020, including Operational Programme "Transport and Transport Infrastructure" 2014-2020, is carried out within the framework of the Council for coordination and management of EU funds.

The partnership principle will be applied in the implementation, monitoring and evaluation of OPTTI 2014-2020. The participation of identified in the preparation of the programme administrative, social and economic partners will be ensured through the participation of its representatives in the Monitoring Committee of OPTTI 2014-2020. The Monitoring Committee will monitor the progress in the achievement of objectives and strategy of the programme guaranteeing its efficient and quality implementation.

Beneficiaries under priority axes of OPTTI 2014-2020 will be active and reliable partners of the Managing Authority in the process of implementation of the programme. In this regard measures are undertaken to ensure readiness of projects for programming period 2014-2020 and to build the necessary administrative capacity for absorption of EU funds under OPTTI 2014-2020.

7.2.2 Global grants (for the ESF, where appropriate)

(Reference: Article 6(1) Regulation (EU) No 1304/2013

Not applicable.

7.2.3 Earmarking for capacity building (for the ESF, where appropriate)

(Reference: Article 6(2) and (3) of Regulation (EU) No 1304/2013)

Not applicable.

SECTION 8 COORDINATION BETWEEN THE FUNDS, THE EAFRD, THE EMFF AND OTHER UNION AND NATIONAL FUNDING INSTRUMENTS, AND WITH THE EIB

(Reference: point (a) of Article 96(6) of Regulation (EU) No 1303/2013)

The mechanisms to ensure coordination between the Funds, the European Agricultural Fund for Rural Development (EAFRD), the European Maritime and Fisheries Fund (EMFF) and other Union and national funding instruments, and with the European Investment Bank (EIB), taking into account the relevant provisions laid down in the Common Strategic Framework

At national level coordination of funds is ensured preparing the Partnership agreement.

Operational Programme “Transport and Transport Infrastructure” 2014-2020 is financing under the Cohesion Fund and the European Regional Development Fund.

The operations in the scope of the programme are related mainly to development of road and railway infrastructure of the country along the Trans-European transport network and promotion of intermodal transport.

Relationship and differentiation with other programmes under the Common Strategic Framework (CSF):

Operational Programme “Regions in Growth” 2014-2020 (OPRG):

Relationships of the OPTTI with the OPRD

The activities under the Priority Axis 1 of the OPRD "*Sustainable and Integrated Urban Development*" regarding the promotion of measures to shift towards a low-carbon economy are related closely to investments to achieve the development of a sustainable transport system. In addition to the investments in integrated urban transport under OPRD, OPTTI 2014-2020 will finance the further development of the Sofia metro. Complementarity between both programmes reflects and is related to Priority 3) "Connectivity and green economy for sustainable growth" of the strategic priority with a complementary area "Development of sustainable transport and transport systems" Synergy between both programmes will occur by promoting measures to build the multimodal Single European Transport Area, through investment in Trans-European Transport Network for development of environmentally friendly and low-carbon transport systems and support for sustainable urban mobility, and in particular by financing the project for extension of the metro system in the city of Sofia funded by resources under the OPTTI.

There is also a relationship of the OPTTI with the Priority Axis 6 of the OPRD "*Regional Road Infrastructure*" to improve the mobility at regional level by connecting secondary and tertiary nodes to the infrastructure of the Trans-European Transport Network, provided that, by the modernisation and construction of missing rail and road sections along the directions of the TEN-T network will be removed the "bottlenecks" to ensure connectivity between the regions, as well as with the neighbouring countries, which will improve the accessibility of services and opportunities for the development

of trade and tourism.

Differentiation

OPRD is aimed primarily at improving connectivity and accessibility of the network of cities and sites of cultural and natural heritage with the TEN-T network. It will be financed the first, second and third class roads outside the TEN-T network, previously identified on the basis of a methodology for its prioritizing. OPTTI includes projects on the development of road infrastructure along the TEN-T network.

Operational Programme "Good Governance" 2014-2020 (OPGG):

Relationship of the OPTTI with the OPGG

No relationship has been found between these two programmes. The activities for strengthening the administrative capacity, which are scheduled to be funded under the OPTTI are specifically intended to its beneficiaries.

Differentiation

OPGG supports overall institutional capacity enhancement, effective public administration and public services of specifically differentiated eligible beneficiaries, other than participants in the OPTTI.

Operational Programme "Environment" (OPE)

Relationship of the OPTTI with the OPOPE

The investments made under the OPE will be made in the sectors of water, waste, biodiversity and Natura 2000. In addition to the investments under the OPE, in the sector "Transport" is planned financing of measures included in the Maritime Strategic Plan for the Black Sea (regarding the pollution from ships, port facilities and other marine waste). In addition, through the implementation of the extension of the Sofia metro under the OPTTI it will be contributed to the implementation of measures aimed at protecting and restoring the urban environment and directly, which is directly related to the national policy for green infrastructure.

There is also a relationship and complementarity between the OPE and OPTTI in the field of air quality. It is expressed through the Priority 3) of the Strategic priority, namely: "Connectivity and green economy for sustainable growth." The complementarity area between the programmes will include reducing air pollution, which falls within the framework of OPTTI and will be achieved through the development of greener transport, environmentally friendly and low-carbon transport systems and promoting the sustainable urban mobility and improving the infrastructure within the TO 7.

Differentiation

In another context, the two programmes have no overlapping with regard to any investments and measures.

Operational Programme "Human Resources Development" (HRD)

Relationship of the OPTTI with the OPHRD

OPTTI has no direct relationship with the OPHRD but indirectly, by improving the transport infrastructure, it will contribute to the development of the economy and will raise the standard of living of the population in accordance with the objectives of the Europe 2020 Strategy. The benefits from the interventions made under the OPTTI will have also a significant effect on inclusive growth by improving connectivity of the

regions and creating new jobs, especially in the regions of the country that are lagging behind others. Thus, the OPTTI will contribute to the increase of the positive effect of the application of the OPHRD.

Differentiation In another context, the two programmes have no overlapping with regard to any investments and measures.

Operational Programme "Innovation and Competitiveness" (OPIC)

Relationship of the OPTTI with the OPIC

Complementary activities to achieve the objectives of the OPIC under the Priority Axes 2 and 3 will be carried out also under Priority Axis 4 of the OPTTI: Innovations in management and services - implementation of modernised infrastructure for traffic management, improving the safety and security of transport.

Differentiation

In another context, the two programmes have no overlapping with regard to any investments and measures.

Operational Programme "Science and Education for Smart Growth"

The two programmes have no overlapping with regard to any investments and measures.

Programme „Maritime and Fisheries” 2014-2020 (PMF):

Relationship of the OPTTI with the PMF

In addition to the measures under the PMF, the implementation of the OPTTI will contribute to the improvement of maritime connectivity and of marine and coastal economy in general. In the OPTTI is provided for financing of a specific project that is related to the Maritime Strategic Plan for the Black Sea regarding the marine waste treatment in the sea ports of national importance.

Differentiation

In another context, the two programmes have no overlapping with regard to any investments and measures.

Programme for Rural Development 2014-2020 (PRD):

Relationship of the OPTTI with the PRD

OPTTI has no direct relationship with the PRD, but indirectly, by improving the transport infrastructure in the country, it will contribute to economic development and poverty reduction of the rural population. The benefits from the interventions made under the OPTTI will have a significant effect on inclusive growth by improving connectivity of the regions and creating new jobs, also in the regions of the country that are lagging behind others.

Differentiation

In another context, the two programmes have no overlapping with regard to any investments and measures.

Territorial cooperation programmes (TCP)

Cross-border cooperation (CBC)

The CBC programmes with participation of our country will support predominantly

specific soft measures, and by exception some small-scale projects that should be prepared by representatives of both neighbouring countries and to be with a clear cross-border impact. Between the implementation of the projects that will be funded under the OPTTI and the projects and programmes under the CBC there is no direct or indirect relationship.

Transnational cooperation

Our country participates in the South East Europe Transnational Cooperation Programme of the EU. The programme finances the implementation of joint actions aimed at improving the territorial, economic and social integration process in South East Europe and aims to contribute to the implementation of cohesion policies. There will be funded non-investment activities and projects based on partnerships between the countries participating in the programme. In this regard the OPTTI and transnational cooperation programme, in which our country is participating, have no overlapping of investments and measures.

Interregional cooperation

Our country participates in the EU Interregional Cooperation Programme "Interreg IVC". It involves all European countries. It funds joint activities related to innovations and knowledge-based economy, environmental protection and risk prevention. Typical tools for gaining experience are thematic workshops, seminars, conferences, surveys, and study visits for exchange of good practices. In this regard, there is no overlapping between the measures intended for funding under the OPTTI and those of interregional cooperation programme, in which our country is participating.

Connecting Europe Facility

Financial resources under „Connecting Europe Facility” are envisaged for funding the modernisation of railway line „Vidin – Medkovets” (section of „Vidin-Sofia” direction) as well as for modernisation of railway line “Dragoman-Sofia-Elin Pelin”. For these projects is available respective preparation degree for achieving a "mature" project stage, which is described in Section 2 of this Programme. . Financial resources under „Connecting Europe Facility” are envisaged for funding the measures for ensuring of normal navigability in the Bulgarian-Romanian common section of the Danube River. Under the ISPA programme by the Romanian part has been carried out preparation for future interventions.

National funds and the EIB

The financial resources of Cohesion Fund and European Regional Development Fund under the Operational Programme “Transport and Transport Infrastructure” 2014-2020 will be complemented by national co-financing (state budget) and/or EIB loans.

Republic of Bulgaria has good experience in cooperation with the EIB in the programming period 2007-2013. With the Credit Agreement for structural programme loan Bulgaria - co-financing of EU funds 2007-2013, between the Republic of Bulgaria and the European Investment Bank (EIB), ratified by the Law of 11.07.2008 it was provided a structural programme loan to the Republic of Bulgaria cover the national co-financing of projects under several programmes financed by the Structural and Cohesion Funds, including OP "Transport" 2007- 2013 at a total amount of € 700 million.

As at May 2014 by the EIB were approved the following projects funded under the OPT:

1. Extension of Sofia metro along the sections: Nadezhda road junction - CENTRAL Railway Station – Sveta Nedelya Square – Cherni Vrah Blvd.;
2. Sofia Metro Extension: Stage 2 - Lot 1 "Obelya - Nadezhda" Lot 2 "Mladost 1 - Tsarigradsko Shose;
3. Project for extension of Sofia Metro Stage 3 - Lot 1 Tsarigradsko Shose - Sofia Airport Lot 2 Mladost 1 - Business Park Mladost 4;
4. Electrification and reconstruction of railway line Svilengrad-Turkish border;
5. Renovation of railway sections along the railway line Plovdiv - Burgas (along the Trans-European transport network);
6. Modernisation of September - Plovdiv section of the railway line Sofia-Plovdiv (along the Trans-European transport network);
7. Completion of Trakia Motorway- Lots 2, 3 and 4;
8. Construction of Maritsa Motorway, Lots 1 and 2;
9. Struma Motorway, Lots 1, 2 and 4;
10. Bypass road of the town of Montana – Road I-1 (E-79).

It is envisaged that the cooperation between the Republic of Bulgaria and the EIB in the field of providing structural loans will continue also during the 2014-2020 programming period. At this stage there are no specific data on the financial framework of such cooperation, but it is planned to hold negotiations with the EIB to ensure the necessary funds to complete the main directions along the Trans-European Transport Network passing through the country.

SECTION 9 EX-ANTE CONDITIONALITIES

(Reference: point (b) of Article 96(6) of Regulation (EU) No 1303/2013)

9.1 Ex-ante conditionalities

Information on the assessment of the applicability and the fulfilment of ex-ante conditionalities (optional)

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Table 24: Applicable ex-ante conditionalities and assessment of their fulfilment

Ex-ante conditionalities	Priority Axes to which conditionalities apply	Ex-ante conditionality fulfilled (yes /No/partially)	Criteria	Criteria fulfilled (Yes/No)	Reference (reference to strategies, legal act or other relevant documents, incl. relevant sections, articles or paragraphs, accompanied by web-links or access to full text)	Explanations
Thematic ex-ante conditionalities						
7.1. Road transport: The existence of a comprehensive plan(s) or framework(s) for transport investment in accordance with the Member States' institutional set-up (including public transport at regional and local level) which supports infrastructure development and improves connectivity to the TEN-T comprehensive and core networks.	"Development of road infrastructure along the "core" Trans-European transport network"	Partially	The existence of a comprehensive transport plan(s) or framework(s) for transport investment which fulfils legal requirements for strategic environmental assessment and sets out: - the contribution to the single European Transport Area consistent with Article 10 of Regulation No. [TEN-T], including priorities for investments in: - the core TEN-T network and the comprehensive network where investment from the ERDF and CF is envisaged; and	No	Strategy for development of transport sector of Republic of Bulgaria until 2020; General transport master plan; Strategic environmental assessment (on the General transport master plan). Update of transport model (prepared as a part of General transport master plan) in order to be identified the priority investments along the main directions of TEN-T until 2020 and 2030 (road and railway transport).	In the General Transport Master Plan, Section 6 "Option Identification", are included long lists of options for development of the road infrastructure.. Long lists are reduced to a list of priority projects, recommended for development and implementation. At the update (2013) of the transport model, developed as a part of the General Transport Master Plan, are defined the directions in the road and railway

			- secondary connectivity. a realistic and mature pipeline for projects envisaged for support from the ERDF and CF.		Strategy for development of road infrastructure until 2020. Methodology for prioritization of road sections of OPRG 2014-2020	network with the greatest expected traffic increase with horizon 2020 and 2030, where the forecast demand is close to or exceeds the existing capacity. In the preparation process of the OPTTI 2014-2020 it was made a prioritization of projects within the scope of the programme, based on multicriteria analysis. At the preparation of the National Multimodal Transport Strategy / Integrated Transport Strategy and environmental assessment will be carried out.
7.2. Railway transport: The existence within the comprehensive transport plan(s) or framework(s) of an explicit section on railway development in accordance with the Member States' institutional set-up (including public transport at regional and local level) which supports infrastructure development and improves connectivity to the TEN-T comprehensive and core networks. The investments cover mobile assets,	"Development of railway infrastructure along the "core" and "comprehensive" Trans-European transport network"	Partially	The existence of a section on railway development within the transport plan(s) or framework(s) as set out above which fulfils legal requirements for strategic environmental assessment and sets out a realistic and mature project pipeline (including a timetable, budgetary framework)	No	Strategy for development of transport sector of Republic of Bulgaria until 2020; General transport master plan; Strategic environmental assessment (on the General transport master plan). Update of transport model (prepared as a part of General transport master plan) in order to be identified the priority investments along the main directions of TEN-T until 2020 and 2030 (road and railway transport). Strategy for development of	In the General Transport Master Plan, Section 6 "Option Identification", are included long lists of options for development of the road infrastructure. Long lists are reduced to a list of priority projects, recommended for development and implementation. At the update (2013) of the transport model, developed as a part of the General Transport Master Plan, are defined the directions in the road and railway network with the

interoperability and capacity building.					road infrastructure until 2020. Ongoing technical assistance projects to ensure the capacity of beneficiaries to deliver the project pipeline.	greatest expected traffic increase with horizon 2020 and 2030, where the forecast demand is close to or exceeds the existing capacity. In the preparation process of the OPTTI 2014-2020 it was made a prioritization of projects within the scope of the programme, based on multicriteria analysis.
7.3. Other modes of transport, including inland-waterways and maritime transport, ports, multimodal links and airport infrastructure: The existence within the comprehensive transport plan(s) or framework(s) of an explicit section on inland-waterways and maritime transport, ports, multimodal links and airport infrastructure, which contribute to improve connectivity to the TEN-T comprehensive and core networks and to promote sustainable regional and local mobility	“Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport”; “Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”;	Partially	The existence of a section on inland-waterways and maritime transport, ports, multimodal links and airport infrastructure within the transport plan(s) or framework(s) which: - fulfils legal requirements for strategic environmental assessment - sets out a realistic and mature project pipeline (including a timetable, budgetary framework); Measures to ensure the capacity of intermediary bodies and beneficiaries to deliver the project pipeline.	No	Strategy for development of transport sector of Republic of Bulgaria until 2020; General transport master plan; Strategic environmental assessment (on the General transport master plan). Ongoing technical assistance projects to ensure the capacity of beneficiaries to deliver the project pipeline.	In the General Transport Master Plan, Section 6 "Option Identification", is included a long list of ports and waterways options (Table 6.4), a long list of air transport options (Table 6.5) and a long list of intermodal options (Table 6.6). Long lists are reduced to a list of priority projects, recommended for development and implementation. There are finally recommended 7 projects for water transport, 2 projects for air transport and 3 projects for intermodal transport (Table 9.14, Priority projects). The projects included in Table 9.14 are subject to cost-benefit analysis. In the preparation process of the OPTTI 2014-

						2020 it was made a prioritization of projects within the scope of the programme, based on multicriteria analysis. It is envisaged development of multimodal links (road and rail) with ports and airports, and the construction of an intermodal terminal in Rousse, through which will be integrated the three modes of transport (road, rail and inland waterways). No projects for the development of port and airport infrastructure are envisaged within the scope of the OPTTI 2014-2020. Measures to improve navigation in the Bulgarian-Romanian common section of the Danube are planned for the programming period 2014-2020 with funding from the Connecting Europe Facility.
General ex-ante conditionalities (ExAC)						
4. Existence of framework for the effective implementation of EU legislation on public procurement in the field of EU structural and investment funds.	All axes of OPTTI	Partially	Existence of framework for the effective implementation of EU legislation on public procurement in the field of EU structural and investment funds.	YES	Development of National strategy for development of the public procurement sector in Bulgaria for the period 2014 - 2020	-Additional extension of the scope of ex-ante control, exercised by the PPA - Enforcement of new European directives through elaboration of entirely new framework law - Elaboration of

						Action plan for implementation of the Strategy
			Framework, guaranteeing transparent procedures for awarding public procurement contracts	YES	The principle of publicity and transparency is guaranteed by the Public Procurement Registry and last amendments and supplements to the PPA	Forthcoming introduction entirely of electronic communication up to the stage of submission of electronic tender
			Framework for the training of staff involved in the implementation of EU structural and investment funds and for communicating information to this staff	NO	Conducting trainings for the MA, related to implementation of EU legislation on public procurement, avoiding the risk of imposing financial corrections and administrative sanctions	Use of UMIS Various trainings on the PPA for the period since 2007 to present were attended by 50 employees of the MA of the OPT
			Framework guaranteeing the administrative capacity to implement and enforce EU rules on public procurement.	NO	In the MA of the OPT there are designated employees, who have in their job descriptions included responsibilities on public procurement issues MA provide required information, including in the form of elaborated documents, manuals, instructions, etc., in the field of public procurement In the National strategy for development of the public procurement sector in Bulgaria for the period 2014 – 2020 (in process of development) are envisaged measures to provide technical assistance to the persons, who apply the rules on public	In the MA of the OPT there are 8 employees, who have in their job descriptions included responsibilities on public procurement issues

					procurement.	
5. Existence of framework for the effective implementation of EU rules on state aid in the field of EU structural and investment funds.	All axes of OPTTI	YES	Framework for the effective implementation of EU rules on state aid	YES	Available national laws on state aid: SAA and ROISAA;	Subject to mandatory concurrence are all measures for aid – for notification or exempted from this obligation, excluding de minimis aid The cumulative rules shall directly apply in accordance with the requirements of the measures for granting the aid The effective national laws provide for procedure for refunding of illegitimate and ineligible aid under the procedure of the Tax and Social Insurance Procedure Code
			Framework for the training of staff involved in the implementation of EU structural and investment funds and for communicating information to this staff	YES	Employees of the MA of the OPT attended trainings on state aid issues Information on publicity for the state aid is submitted via specific Internet page of the “State Aid Department” with the MF, as well as through official correspondence and electronic mail	Forthcoming is the establishment and maintenance of administrative capacity on planning, development, notification, management, reporting and control of the state aid and the provision of de minimis aid
			Framework guaranteeing the administrative capacity to implement and enforce EU rules on state aid	YES	MF is the national competent body in charge of monitoring, transparency and coordination of state aid. It is envisaged introduction of a specific obligation for state aid	The planned amendments to the SAA will introduce an obligation for each state aid administrator, as is the case with MA of the OPT, to establish, maintain and provide

					administrators to establish, maintain and provide sufficient capacity on planning, development, notification, management, reporting and control of the provided state aid and de minimis aid	sufficient capacity on planning, development, notification, management, reporting and control of the provided state aid and de minimis aid
6. Existence of framework for the effective implementation of EU legislation on environment, EIA and SEA.	All axes of OPTTI	YES	Framework for the effective implementation of Directive 2011/92/EU of the European Parliament and the Council (2) (EIA) and Directive 2001/42/EU of the European Parliament and the Council (3) (SEA)	YES	Applicable legislation: - EPA Regulation on the terms and conditions for carrying out EIA - Regulation on the terms and conditions for SEA	Applicable harmonisation legislation for implementation of EIA Directive and SEA Directive, for public involvement in various stages of the procedures under EIA and SEA, as well as clear regulations on right of access to justice for all stakeholders
			Framework for the training of staff involved in the implementation of EIA Directive and SEA Directive and for communicating information to this staff	YES	- Conducted trainings, working meetings, seminars. - Prepared instructions. - Provided access to the instructions and issued manuals via electronic communication and by conventional mail	Issued guidelines and manuals on roads, railway projects, waste, wastewater, application of Article 7 of the EIA Directive and Practical Guidance on SEA/EIA Directives Training, including annex with a list of judgements of the Court of Justice of the EU on the SEA Directive.
			Framework for ensuring sufficient administrative capacity	YES	Established administrative units, in charge of EIA and SEA issues and engaged experts, whose job descriptions include responsibilities on coordination of the	- Conducted trainings, working meetings, seminars. - Prepared instructions. - Provided access to the instructions and issued manuals via electronic

					procedures under EIA and SEA.	communication and by conventional mail
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9.2 Description of actions to fulfil ex-ante conditionalities, responsible bodies and timetable ⁸⁸

Table 25: Actions to fulfil applicable general ex-ante conditionalities (ExAC)

General ex-ante conditionality (ExAC)	Criteria not fulfilled	Actions to be taken	Deadline (date)	Bodies responsible
4. Existence of framework for the effective implementation of EU legislation on public procurement in the field of EU structural and investment funds.	Framework for the effective implementation of EU legislation on public procurement in the field of ESIF.	Action 1. Adoption of National strategy for development of the public procurement sector in Bulgaria for the period 2014 - 2020.	January 2015	MEET, PPA
		Action 2. Establishment of codified, sustainable and simplified legislation in the field of public procurement through adoption of new Public Procurement Act (PPA) and subordinate legislation on its implementation.	January 2016	MEET, PPA
		Action 3. Introduction of measures for strengthening the systems for management and control of European funds, including effective cooperation aimed at guaranteeing the coordination of activities under ex-ante and ex-post control.	January 2016	MA CCU AEUFEA PPA SE ASF I
		Action 4. Review of the system for appeals and suggestions in view of its optimisation (e.g. guarantees against abuse of the right of appeal, etc.)	October 2014	CPC, SAC

⁸⁸ Tables 25 and 26 cover only applicable general and thematic ex-ante conditionalities which are completely unfulfilled or partially fulfilled (see Table 24) at the time of submission of the programme.

		Action5 Elaboration of Action plan for implementation of the National strategy for development of the public procurement sector in Bulgaria for the period 2014 - 2020.	January 2015	MEET, PPA, MA of OP
	Framework for the training and communicating information to the staff, involved in management of resources from ESIF	Action 1. Elaboration and implementation of training program for persons involved in in management of resources from European funds (including trainings on public procurement within the framework of Training Academy under ESIF) Action 2. Review and updating of existing systems for communication and exchange of information between the staff of the Managing Authorities and beneficiaries and other stakeholders with regard to public procurement, in order to import a uniform practice.	December 2016 December 2016	IPA, MA of OP, PPA MA, CCU, AEUFEA, PPA, SE, ASFI
	Framework guaranteeing the administrative capacity to implement and enforce EU rules on public procurement.	Action 1. Strengthening and stabilisation of administrative capacity of PPA through increasing staff number and conducting specialised trainings. Action 2. Providing technical assistance to the persons who apply the rules on public procurement through organisation and holding of ongoing trainings and other necessary measures/actions, defined on results of conducted studies and consultations with relevant target groups.	December 2015 December 2016	MEET, PPA IPA, MA, PPA
7. Availability of a statistical base needed to perform assessments on the effectiveness and impact of programmes.	Effective system of outcome indicators, including: - selection of outcome	Action 1 Selection of outcome indicators for each operational programme. The output and outcome indicators	In two-month period after the adoption of OPTTI	NSI, MA of OPTTI

	<p>indicators for each programme, which provide information on the rationale of the selection of policy-related activities funded by the programme;</p> <ul style="list-style-type: none"> - setting quantitative targets for these indicators; - consistency of each item with the following requisites: robustness and statistical validation, clarity of normative interpretation, responsiveness to measures taken on policy level, timely data collection. 	<p>are relevant and linked to the thematic axes, objectives and measures of the OP. For purposes of statistical validation will apply unified system of requirements for collection of microdata on applicable methodologies and definitions of their scope and procedure applicable to processing and summarising the data. The framework for statistical validation will be developed in accordance with the European Code of Practice and methodological requirements of the statistical regulations of the European Commission and the Parliament.</p> <p>Action 2 Inspection on meeting the requirements for each indicator in terms of its stability, clarity of interpretation, timeliness of data collection and responsiveness to the policy.</p>	December 2014	NSI, MA of OPTTI
	<p>Procedures which should guarantee that all operations funded under the programme have adopted an effective system of indicators</p>	<p>Action 1. Development of the procedures for collection of microdata, required for assessment of contribution of the operations to specific objectives of each OP.</p>	In two-month period after the adoption of OPTTI	NSI, MA of OPTTI

Table 26: Actions to fulfil applicable thematic ex-ante conditionalities

Thematic ex-ante conditionality	Criteria not fulfilled	Actions to be taken	Deadline (date)	Bodies responsible
7.1. Road transport: The existence of a comprehensive plan(s) or framework(s) for transport investment in	The existence of a comprehensive transport plan(s) or	Action 2 Adoption of Strategy for development of	Deadline for Action 2. December 2014	MRD, MTITC

<p>accordance with the Member States' institutional set-up (including public transport at regional and local level) which supports infrastructure development and improves connectivity to the TEN-T comprehensive and core networks.</p> <p>*</p>	<p>framework(s) for transport investment which fulfils legal requirements for strategic environmental assessment and sets out:</p> <ul style="list-style-type: none"> - the contribution to the single European Transport Area consistent with Article 10 of Regulation No. [TEN-T], including priorities for investments in: - the core TEN-T network and the comprehensive network where investment from the ERDF and CF is envisaged; and - secondary connectivity. - a realistic and mature pipeline for projects envisaged for support from the ERDF and CF. 	<p>road infrastructure in the Republic of Bulgaria 2014-2020</p>		
		<p>Action 1</p> <p>Preparation of National multimodal transport strategy.</p> <p>it will be included separate chapter for road transport that fulfil criteria for ex-ante conditionalities</p>	<p>Deadline for Action 1. July 2015</p>	<p>MTITC</p>
		<p>Action</p> <p>Elaboration of Action Plan of JASPERS</p>	<p>Deadline for Action</p> <p>December 2014</p>	<p>MTITC</p>
<p>7.2. Railway transport: The existence within the comprehensive transport plan(s) or framework(s) of an explicit section on railway development in accordance with the Member States' institutional set-up (including public transport at regional and local level) which supports infrastructure development and improves connectivity to the TEN-T comprehensive and core networks. The investments cover mobile assets, interoperability and capacity building.</p>	<p>The existence of a section on railway development within the transport plan(s) or framework(s) as set out above which fulfils legal requirements for strategic environmental assessment and sets out a realistic and mature project pipeline (including a timetable, budgetary framework)</p>	<p>Action 1</p> <p>Preparation of National multimodal transport strategy.</p> <p>it will be included separate chapter for railway transport that fulfil criteria for ex-ante conditionalities</p>	<p>Deadline for Action</p> <p>July 1, 2015</p>	<p>MTITC</p>
		<p>Action</p> <p>Elaboration of Action plan for JASPERS</p>	<p>Deadline – December 2014</p>	<p>MTITC</p>
<p>7.3 Other modes of transport, including</p>	<p>The existence of a section on</p>	<p>Action 1</p>	<p>Deadline for Action</p>	<p>MTITC</p>

<p>inland-waterways and maritime transport, ports, multimodal links and airport infrastructure: The existence within the comprehensive transport plan(s) or framework(s) of an explicit section on inland-waterways and maritime transport, ports, multimodal links and airport infrastructure, which contribute to improve connectivity to the TEN-T comprehensive and core networks and to promote sustainable regional and local mobility</p>	<p>inland-waterways and maritime transport, ports, multimodal links and airport infrastructure within the transport plan(s) or framework(s) which: - fulfils legal requirements for strategic environmental assessment - sets out a realistic and mature project pipeline (including a timetable, budgetary framework);</p>	<p>Preparation of National multimodal transport strategy.</p> <p>it will be included separate chapters for other modes of transport that fulfil criteria for ex-ante conditionalities</p> <p>Action</p> <p>Elaboration of Action plan for JASPERS</p>	<p>July 1, 2015</p> <p>Deadline – December 2014</p>	<p>MTITC</p>
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SECTION 10 Reduction of administrative burden for beneficiaries

(Reference: point (c) of Article 96(6) of Regulation (EU) No 1303/2013)

Summary of the assessment of the administrative burden for beneficiaries and, where necessary, the actions planned accompanied by an indicative timeframe to reduce administrative burden

Overview and assessment of the administrative burden for the period 2007-2013

Within the framework of each programme the administrative burden, created in various stages of the project cycle is the same, regardless of the nature and the budget of a specific project. All stages of the project cycle are characterised by a large volume of documents and difficult document flow. Complex procedures and the large volume of required documents often result in delays in the evaluation of proposals, and the delays in the verification process and refunding of incurred costs deprive beneficiaries of free financial resources.

The public procurement rules for the beneficiaries unnecessarily burden or delay the implementation of projects and procedures under the ex-ante/ex-post control of tender documents do not guarantee that the beneficiary will not be subsequently imposed by financial corrections for breaches of public procurement procedures. Additional burden arises from the general rules and procedures in force in the respective sectors. **Measures planned by the Council of Ministers to reduce the administrative burden at a national level:**

- Adoption of regulations to implement the programmes, funded under the ESIF (May 2014);
- Computerization of the processes related to the provision, implementation, reporting and monitoring of financial assistance (December 2016);
- Introduction of integrated project proposals for possible funding under more than one programme and their evaluation by one committee only (May 2014);
- Introduction of new instruments for providing financial assistance under the EU funds (October 2014);
- Adoption of a national methodology for application of simplified cost approach for the projects funded under the ESIF (December 2014);
- Staged creation of the functionalities of the UMIS 2020 system for electronic communication between beneficiaries and the administration (September 2015).

Reduction of administrative burden of the beneficiaries under OPT 2007-2013 and OPTTI 2014-2020:

The large number and frequently changing national laws and regulations cause difficulties and serious delays for the beneficiaries of the OPT during the preparation and implementation of infrastructure projects - the administrative procedures under the land acquisitions or change of use of land, coordination and issuance of required permits under the Spatial Planning Act, as well as the

archaeological excavations, the application of environmental laws and regulations and the Public Procurement Act.

Despite of the fact that these areas are not actually in the portfolio of the MTITC the Managing Authority of the OPT within its powers and competence has always supported the beneficiaries in the formulation and the proceeding of their suggestions for specific changes to the current laws and has assisted them in their interaction with other institutions (regional, national and in neighbouring countries) for solving problems in the preparation and implementation of the projects. The provision of such support and assistance will continue also in the 2014-2020 period.

The beneficiaries also face additional difficulties due to frequent changes in the guidelines and procedures for implementation of the OPT. Eighth version of Procedure Manual of the OPT is dated 27.02.2013. Most of the beneficiaries have certain difficulties in the preparation and are late in their updates of their respective procedure manuals.

In this regard in the process of drafting and update of the Procedure Manual of the OPTTI will be involved responsible professionals of the beneficiaries with a view to accelerate bringing the procedure manual of the beneficiaries in the required compliance.

Regarding the procedures for the preparation and evaluation of project proposals, award of grants, implementation, monitoring, control and reporting on the OPT the current evaluations made in 2011 show that beneficiaries consider these procedures as too complex, requiring the production of a large volume of documents in the environment of difficult document flow (considering the initial lack of information system and subsequently limited functionalities of the UMIS system), but ultimately proved as workable and successfully applied.

The Managing Authority of the OPT has assisted the beneficiaries in preparation of all required documents. So the formal reporting due to the lack of progress of the projects in the programme's inception in 2012 the quality of reporting by the beneficiaries has improved significantly. The measures taken to reduce the administrative burden on beneficiaries in this regard are:

- Dropping out of the requirement for preparation of semi-annual reports by the beneficiaries and the optimisation of the templates of the monthly and annual progress reports;
- Reducing the required information on the progress of projects at the time of submission of the payment requests by beneficiaries (removed resubmission of already existing and officially submitted information);
- Maintaining constant feedback with beneficiaries. In addition to the periodic meetings to review progress, whereat, if necessary, are discussed any problems occurred, there were established the practice immediately after studying the information, submitted by the beneficiaries to the MA the relevant experts of the MA to send by E-mail their notes for removals/supplements/corrections to be made by the beneficiaries. After each on-site inspection is held a final meeting with all stakeholders (beneficiaries, contractors, etc.) within the relevant framework, whereat are discussed in detail the findings and relevant recommendations. – Thus, the inspectors are finally convinced that they have not reached some erroneous or imprecise conclusions in the course of the

inspection, and on the other hand is avoided the possibility of misunderstanding of the recommendations by the beneficiaries;

- The optimum use of the functionalities of the UMIS system, being developed during the 2007-2013 programming period.

During the period 2014-2020 the MA of the OPPTI will continue to:

- maintain a constant feedback with the beneficiaries;
- implement the new functionalities of UMIS 2020;
- reduce (if possible) the information required by the beneficiaries (in terms of frequency and content), while conforming to the minimum requirements of the legislation;
- reduce the time for ex-ante/ex-post control and verification through the optimisation of the organisational structure of the Managing Authority and the use of external expertise.

Through the established mechanism by which, upon exhausting the limits the MA of the OPT is able to submit timely requests for funding to the National Fund, and thus is minimizing the risk for lack of resources available at a disposal of the MA to lead to a delay in reimbursement of funds to the beneficiaries.

After mid 2011 the funds to cover the financial gap are provided to the beneficiaries through the Bulgarian Development Bank (BDB), in accordance with the provisions of the Mechanism approved by CM for use of funds under the Credit Agreement and contract between the BDB and MF.

The MA of the OPT will use its powers to support the provision of necessary financial aid (through financial instruments available) to the beneficiaries of the OPTTI at the earliest possible stage.

In addition to all above-mentioned actions, MA of the OPTTI is planning also the implementation of the following activities:

- until 31.01.2015 – inclusion in the Procedure Manual of the OPTTI of the National methodology for application of simplified costs;
- until 31.12.2016 - computerization of the processes of all phases of the project cycle, including trainings on work with the new functionalities of UMIS 2020

SECTION 11 Horizontal principles

(Reference : Article 96(7) of Regulation (EU) No 1303/2013)

11.1 Sustainable development

Description of specific action to address environmental protection requirements, resource efficiency, climate change mitigation and adaptation, disaster resilience and risk prevention and management, in the selection of operations.

In the current programming period will be given a special attention to the compliance and appropriate application of sustainable development as one of the main horizontal principles, in particular in the context of: environmental protection, efficient use of

resources, climate change mitigation and adaptation, disaster resilience and prevention and management of disaster risk.

At the implementation of the OPTTI 2014-2020 and the projects included therein this principle will be applied through achieving compliance with applicable Community and national laws in relation to the environmental impact assessment of investment plans and environmental assessment of plans and programmes, as well as assessing the compatibility with NATURA 2000 network.

Environmental Protection

The OPTTI will follow the overall objective of Bulgaria to reduce emissions causing global warming as compared to the current period as a part of the overall objective of reducing global emissions. Special attention is given to the principles of sustainable development in its context of environmental protection, which are integrated into the implementation of all priority axes. At the project level, all projects related to construction of transport infrastructure will be subject to the application of for environmental impact assessment and in accordance with applicable law. In the cost-benefit analysis (CBA) and environmental impact assessment (EIA) will be included relevant qualitative criteria influencing the selection of the same, provided that it will be considered both the positive and negative impacts on the environment. The developed principles for selection of operations with regard to transport infrastructure projects include, *inter alia*, the application of standard practice for screening of potential vulnerabilities to climate change by addressing the opportunities for adaptation and increased resilience to climate change. This will be done in accordance with guidelines for integrating resilience to climate change in the conventional lifecycle of assets and the defined modules in the process of resistance to climate change developed in the "Non-paper Guidelines for Project Managers: Making vulnerable investments climate resilient".⁸⁹

In line with the EU Strategy for green infrastructure development within the Community, the OPTTI will contribute to achieving sustainable development through implementation of measures to protect the natural landscape and areas of high natural value and habitat restoration, which will involve the parameters of each prepared to implement infrastructure project design and construction of artificial *eco-passages* and/or *eco-bridges* to facilitate movement of species through areas difficult to overcome or existing linear facilities, which act as artificial barriers from the viewpoint of protection and development of the natural landscape. In the OPTTI the aspects of environmental protection will be taken into account at the programming stage - through inclusion of appropriate groups of environmental criteria in the criteria for selection of projects. At the implementation and monitoring of projects - using indicators for tracking the progress - at the level of outputs and results. At the assessment - in current and thematic evaluations of the OPTTI will be included evaluation aspects related to the protection of the environment.

Efficient use of resources

In the transport sector and the implementation of the OPTTI, through the efficient use of resources will also aim to achieve carbon-free transport systems, introduction of technologies for traffic management, use of cleaner vehicles, the introduction of standards and market-based incentives and instruments. An important element of this

⁸⁹ http://ec.europa.eu/clima/policies/adaptation/what/docs/non_paper_guidelines_project_managers_en.pdf

strategy is an approach to the use of green public procurement, which will be subject to annual reporting. At the assignment of public procurement contracts will be imposed a condition for applying environmental standards for all purchased goods and services in order to achieve efficient use of resources.

To achieve effective use of resources in the context of the implementation of the OPTTI there will be followed and reported the general requirements for savings, recycling, substitution by alternatives, reducing the amount of materials and proper evaluation used of natural resources.

Climate change mitigation and adaptation

Through its measures the OPTTI will contribute to the implementation of a group of interventions included in the national document “*Guidelines on Mainstreaming of Environmental Policy and Climate Change Policy in the Cohesion Policy, Common Agricultural Policy and Common Fisheries Policy Funds for the period 2014-2020*”, and namely: Intervention 5. Interventions for climate actions: improving air quality and reducing greenhouse gas emissions, Intervention 5.1. Implementation of measures to improve ambient air quality, Measure 5.1.3. Development of the railway system (TEN-T Railway Network) - this will be achieved through the implementation of the operations set out in Priority axis 1 of the OPTTI on the development of railway transport and Priority axis 3 on further construction of the underground metropolitan in Sofia.

Disaster resilience

For achievement of sustainability to natural disasters and accidents it is necessary both at national level and at the level of implementation of the OPTTI 2014-2020 to establish and use information systems for early warning, alerting and monitoring; forecasting and information provision, adequate coordination and exchange of data between different competent institutions.

11.2 Equal opportunities and non-discrimination

Description of specific action to promote equal opportunities and prevent discrimination based on gender, racial or ethnic origin, religion or belief, disability, age or sexual orientation during the preparation, design and implementation of the programme, in particular in relation to access to funding and the need to ensure accessibility for persons with disabilities.

Gender equality and non-discrimination

During the programming phase of the OPTTI compliance with this horizontal principle will be guaranteed through the implementation of the following measures:

- Inclusion in the composition of the working group for the preparation of the programme of representatives of non-governmental organisations working in the field of equal opportunities and non-discrimination, established for the public interest; representatives of the Commission for Protection against Discrimination; representatives of organisations in the field of equality and non-discrimination and other interested institutions.
- Define as one of the main functions of the working group for the preparation of the OPTTI, the task to ensure observance of the mainstreaming the horizontal principle for promotion of equal opportunities and preventing discrimination based on sex,

racial or ethnic origin, religion or belief, disability, age or sexual orientation. This means all interventions planned to allow the mainstreaming of the above principle, i.e. constantly reflects the need for its observance by ensuring equal accessibility to infrastructure and facilities that are planned to be funded and constructed, with a special emphasis on the use of accessibility measures for vulnerable groups and people with disabilities.

During the implementation phase of the OPTTI the proper application of this horizontal principle may be pursued through the implementation of the measures described below:

- Application of the prepared by the Central Coordination Unit universal guidelines on compliance with the horizontal principles of the Community, in particular the one discussed here.
- Inclusion in all priority axes of the programme (1÷4) related to the funding for the construction of infrastructure facilities, compliance with the mandatory horizontal activity to improve and facilitate the access for people with disabilities.

Inclusion in the composition of the Monitoring Committee of the OPTTI of representatives of non-governmental organisations established for the public benefit, working in the field of equal opportunities, non-discrimination and equal access, as well as representatives of institutions designated as competent at national level for the horizontal issue in question.

11.3 Equality between men and women

Description of contribution to the promotion of equality between men and women and, where appropriate, arrangements to ensure integration of the gender perspective at programme and operation level.

Maintaining conditions of equality between women and men in their social and professional development is an important element of horizontal Community policies and has a significant social dimension. Particularly in the transport sector, a conclusion may be drawn that men definitely have an advantage in finding a job due to the specifics of this sector. For the above-mentioned reason it could be concluded that the horizontal principle considered will have a relatively limited effect on OPTTI.

In this regard, the compliance with the **principle of gender equality** in the OPTTI will be achieved through application of appropriate activities at the stages of implementation, monitoring and evaluation of the programme the most important of which are the following:

- Inclusion of requirements in the terms of reference of the tender documents and in the contracts for the provision of grants assuming of commitment by the beneficiaries to ensure the right of equal access and participation of men and women in the projects.
- Reporting the number of created new jobs equally distributed between men and women.
- Zero tolerance to conditions for artificially creating advantages for one gender, and discrimination of the other, respectively.
- - Preparation and submission of information by the beneficiaries on the contribution of the projects to the appropriate application of this horizontal principle of the

Community.

- Preparation by the MA at the programme level and submission of information on the application of this horizontal principle of the Community.
- - Description of measures to promote gender equality and non-discrimination in this area for all funded projects.
- – Carrying out of independent thematic evaluation of the OPTTI regarding the implementation of the principle of gender equality.
- Inclusion in the composition of the Monitoring Committee of the OPTTI of representatives of non-governmental organisations, working in the field of gender equality, as well as representatives of the competent institutions on this horizontal issue.
- In the composition of the Monitoring Committee of the OPTTI must be ensured equal representation by gender.

SECTION 12 Separate elements

12.1 Major projects to be implemented during programming period

(Reference: point (e) of Article 96(2) of Regulation (EU) No 1303/2013)

Table 27: List of major projects

Project	Planned notification/submission date (year, quarter)	Planned start of implementation (year, quarter)	Planned completion date (year, quarter)	Priority Axes/Investment Priorities
Rehabilitation of railway line Plovdiv-Burgas - Phase II	3 quarter of 2015	1 quarter of 2016	1 quarter of 2019	“Development of railway infrastructure along the “core” and “comprehensive” Trans-European Transport Network”
Modernisation of railway section Sofia-Septemvri (Elin Pelin-Ihtiman and Ihtiman-Septemvri subsections).	1 quarter of 2016	2 quarter of 2016	4 quarter of 2020	“Development of railway infrastructure along the “core” and “comprehensive” Trans-European Transport Network”
„Struma” Motorway, Lot 3 „Blagoevgrad-Sandanski”	1 quarter of 2015	2 quarter of 2015	1 quarter of 2020	“Development of road infrastructure along the “core” and “comprehensive” Trans-European Transport Network”
Construction of the third metroline of Sofia metro	1 quarter of 2015	2 quarter of 2015	1 quarter of 2019	“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”

12.2 Performance framework of operational programme

Table 28: Performance framework by fund and category of region (summary table)

Priority axis	Fund	Category of region	Indicator or key implementation step	Measurement unit, where appropriate	Milestone for 2018	Final target (2023) ⁹⁰
Priority axis 1 “Development of railway infrastructure along the “core” and “comprehensive” Trans-European Transport Network”	CF	Less developed regions	Certified expenditure	Euro	76 000 000	673 345 449.00
	CF	Less developed	Number of major projects under implementation	Number	2	2
	CF	Less developed	Total length of reconstructed or upgraded railway lines	km	0	190
Priority axis 2 “Development of road infrastructure along the “core” and “comprehensive” Trans-European Transport Network”	CF	Less developed	Certified expenditure	Euro	63 000 000	673 345 448.00
	CF	Less developed	Number of major projects under implementation	Number	1	1
	CF	Less developed	Total length of new roads	km	0	61.6
Priority axis 3 “Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport”	ERDF	Less developed	Certified expenditure	Euro	72 000 000	425 058 824.00
	ERDF	Less developed	Number of major projects under implementation	Number	1	1
	ERDF	Less developed	Length of new metro lines	km	0	8
	ERDF	Less developed	Reconstructed rail station complexes	Number	0	3

⁹⁰ The target value may be presented as a total (men+women) or broken down by gender.

Priority axis 4 “Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”	ERDF	Less developed	Certified expenditure	Euro	7 700 000	68 170 108.00
Priority axis 5 “Technical assistance”	ERDF	N/A	N/A	N/A	N/A	N/A

12.3 Relevant partners involved in preparation of programme

In accordance with the regulations of the European Union on the Structural and Cohesion Funds the OPTTI 2014-2020, is being prepared in cooperation and consultation with the administrative, economic and social partners. For the purposes of its development it was established a working group, which includes representatives of relevant ministries, municipalities, regional authorities, environmental NGOs, organisations of and for people with disabilities, research organisations, representatives of the employers, trade unions and business professionals.

The partnership principle will be applied during the implementation, monitoring and evaluation of the OPTTI. The participation of the administrative, social and economic partners identified in the development of programme will be ensured by the transformation of the working group in a Monitoring Committee of the OPTTI 2014-2020, Such committee will monitor the progress in achieving the objectives and strategy of the OPTTI and thus will ensure the effectiveness and quality implementation thereof.

Detailed description of the role of the partners in the implementation, monitoring and evaluation of the OPTTI has been set forth in a procedure manual, as a part of the management and control systems of the programme. The envisaged programme beneficiaries with representatives in the Working Group are as follows:

- National Railway Infrastructure Company (NRIC);
- National Company Strategic Infrastructure Projects (NC SIP);
- Road Infrastructure Agency (RIA);
- Metropolitan EAD;
- Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR);
- Bulgarian Ports Infrastructure Company (BPIC).
- EA “Maritime Administration”

The Working Group on development of the OPTTI 2014-2020 includes representatives of the following institutions and organisations:

Auditing body

- Executive Agency Audit of EU Funds – Ministry of Finance.

Council of Ministers

- Strategic Development and Coordination Directorate;
- Programming of EU Funds Directorate.

Ministry of Transport, Information Technology and Communications

- Coordination of Programmes and Projects Directorate;
- National Transport Policy Directorate.

Ministry of Environment and Water

- Cohesion Policy for Environment Directorate.

Ministry of Finance

- National Fund Directorate;
- Economic and Financial Policy Directorate.

Ministry of Interior

- Communication and Information Systems Directorate;
- National Police Chief Directorate.

Ministry of Regional Development and Public Works

- Programming of Regional Development Directorate General;
- Road Projects Directorate.

National Statistical Institute

- Business Statistics Directorate.

Beneficiaries of the OPTTI

- National Railway Infrastructure Company (NRIC);
- National Company Strategic Infrastructure Projects (NC SIP);
- Road Infrastructure Agency (RIA);
- Metropolitan EAD;
- Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR);
- Bulgarian Ports Infrastructure Company (BPIC).
- Executive Agency Maritime Administration

Municipalities

- Metropolitan Municipality;
- Plovdiv Municipality.

District administrations

- District Governor of Yambol District;
- District Governor of Gabrovo District;
- District Governor of Dobrich District;
- District Governor of Haskovo District;

- District Governor of Vratsa District.

Other

- Bulgarian Association of Road Transport Unions;
- Bulgarian Association of Consulting Companies in Railway Construction;
- Union of Transport Trade Unions in Bulgaria;
- Association of Industrial Capital in Bulgaria;
- Bulgarian Chamber of Commerce and Industry;
- Bulgarian Industrial Association;
- Confederation of Labour Podkrepa;
- Union of Disabled People in Bulgaria;
- Association of Road Engineers and Consultants;
- Bulgarian Federation for Passenger Transport;
- Commission for Protection against Discrimination;
- Information and Education Centre of Ecology;
- Bulgarian Orthodox Church.

ANNEXES (uploaded to electronic data exchange system as separate files):

- Draft report of ex-ante evaluation with executive summary (mandatory)
(Reference: Article 55(2) of Regulation (EU) No 1303/2013)
- Documentation on assessment of applicability and fulfilment of ex-ante conditionalities (as appropriate)
- Action Plan for implementation of the ex-ante conditionalities
- Opinion of national equality bodies on sections 12.2 and 12.3 (as appropriate)
(Reference: Article 96(7) of Regulation (EU) No 1303/2013)
- Citizens' summary of operational programme (as appropriate)