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]](#footnote-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.

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| **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, Voluyak – Dragoman, 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 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 and speed roads along the Kalotina – Sofia route and Vidin - Sofia - Kulata route, which is part of the Orient/East-Mediterranean corridor /OEM/.  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 extend 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 І class roads by 110.5%, on ІІ class roads by 73.3% and on ІІІ 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 І and ІІІ 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 transhipment, 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*  For the development of "corridors of solidarity" with Ukraine after the Russian aggression, the modernization of terminals in the area of Burgas Port is necessary in order to provide new maneuvering areas for ships. At the moment, there are no berths for container ships with a depth of 15.50 m at the terminals in the area of the port of Burgas, as restrictive parameters for the draft and length of the ships have been established.  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. 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.  **Energy**  In addition, Russia's military aggression against Ukraine, the sanctions imposed and the retaliatory measures taken have led to unprecedentedly high gas and electricity prices, well above the high levels seen in the period before the aggression. In the context of the EU's emergency intervention to address high energy prices as a result of Russia's war against Ukraine, the adoption of Regulation (EU) 2023/435 of 27.02.23 enabled member states to take targeted emergency temporary measures for the use of Cohesion Policy funds to support SMEs that are particularly affected by increases in energy prices, starting from 01.02.22 inclusive, according to the Cohesion Policy framework for the period 2014-2020, specified in Regulation (EU) No. 1303/2013.  In Bulgaria, all SMEs are particularly affected by increases in energy prices according to the eligibility criterion of final recipients, specified in item 2.4. from the Temporary Frame. The analysis of the average monthly price BGN/MWh achieved on the organized exchange market of electricity in the Republic of Belarus in 2022 compared to that for the reference period in 2021 shows that the price jump varied between 180%-380%. For this reason, within the framework of national programs, compensations have been provided to all non-domestic final customers of electricity, including of all SMEs.  **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 – 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 Septemvri- Plovdiv section in the 2007-2013 programming period, much of the route of the OEM 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 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 step is 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. Preparatory activities where funded under the OPT 2007-2013 and OPTTI 2014-2020. Construction of section Voluyak – Dragoman, phase 1 is envisaged for funding under OPTTI 2014-2020.  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 OEM Corridor of the core network, the cross-border links with Greece will be significantly improved. Construction of section Sofia – Pernik – Radomir is envisaged for funding under programming period 2021-2027. The project for Technical assistance for modernisation of Radomir - Kulata railway line is completed.. Preliminary design and CBA are prepared. 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 North Macedonia hereinafter referred to as North Macedonia. Preparatory activities are also planned. It is envisaged in the 2014-2020 period to carry out work on preparing the project "Modernisation of the Sofia – Pernik - Radomir - Gueshevo – Border of North Macedonia Railway Line", including technical designs and detailed development plan for modernisation of Sofia-Pernik-Radomir section, updates and optimisation of the conceptual design for Radomir-Gueshevo section, detailed design and detailed development plan for Radomir - Border of North Macedonia section, assessment of interoperability and compliance assessment under the Law on Spatial Planning.  *Roads*  In order to integrate the national road network in the EU transport network it must be developed "core" and "comprehensive" TEN-T 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 are the projects for road sections from Blagoevgrad to Sandanski along the Struma Motorway in the direction of the OEM corridor of the TEN-T network. Implementation of project for construction ofEuropa MW /along road I-8/ from km 15+500 to km 48+903 is also envisaged under OPTTI 2014-2020.Road I-8 “Kalotina – Sofia Ring Road” is located in west direction from Sofia. The route is part from the “core” TEN-T and represents an important link to corridor OEM. Another important project envisaged for funding with national funds, is the project for construction of Road E-79, section Ruzhintsi – Montana. The road is located in north-west Bulgaria and represents a part of the TEN-T corridor OEM. The projects for completion the sections of the Hemus Motorway are under construction with national funding. 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 OPT 2007 – 2013 is planned for funding in programming period 2021-2027. 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, as well as the construction of bypass roads providing a connection to the TEN-T. Funding is planned for the bypass road of the city of Burgas, connecting "Trakia" Motorway, which is part of the OEM corridor and road I-9 Burgas - Varna - part of the "comprehensive" TEN-T.  *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).  Republic of Bulgaria will seek to increase freight and passenger traffic and to promote water transport in accordance with the transport policy of the EU. 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, as well as to improve transport links with Ukraine and develop "solidarity lines" after the Russian aggression through the modernization of port infrastructure. 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:   * 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. Preparation of "Study for development of North-South railway direction" identifying the necessary intermodal terminals network. * Development of intermodal connections between ports and railway network, with regard to the promotion of potential growth in trade and transit transportations.   *Air transport*  Air transport in the country contributes to increasing the mobility of the population and developing intermodality. Support is needed to manage the aviation sector, including attracting of private investors. For this purpose, it is envisaged to analyse and identify effective solutions for improvement of transport services.  *Metro*  Thegrowing demand for public transport services requires the subsequent development of the Sofia metro system. Construction of sections along the direction Botevgradsko Shosse – 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.  In addition, preparatory activities will be carried out for the extension of Line 3, section "Shipka Str. - Geo Milev district - residential area Slatina - Hall Arena Armeets/Tech Park Sofia - Tsarigradsko Shose Blvd.  **SMEs**  Within the priority axis created for the purpose, support will be provided to mitigate the consequences of the energy crisis through operations to recover funds already paid to compensate SMEs for their increased electricity costs. The funds were disbursed within the framework of a National measure for compensating non-domestic end-customers of electricity, approved by a decision of the Council of Ministers and implemented by the Electricity System Security Fund. Support under the priority axis will be provided by reimbursing eligible costs for compensating SMEs for their increased electricity costs for the period 01 February - 30 September 2022.  **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 NRIC shall signed a long-term five-year contract with the State, represented by the Minister of Transport and Communications 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 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 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, was regulated in two articles of the Roads Act. Article 44, Paragraph 1 of the Roads Act stipulated 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 was stipulated that such funds shall be used for the operation, maintenance, repair and reconstruction of the national roads. For the state enterprise National Company "Strategic Infrastructure Projects" /NCSIP/, which was in charge for the separately listed motorways (Struma, Hemus and Cherno More), the funding of maintenance was regulated in Article 28c, Paragraph 1, of the Roads Act, which stipulated that the activities of NCSIP shall be financed out of the state budget through the budget of the Ministry of Regional Development and Public Works, as well as by the revenues from vignette charges and tolls, if any.  According to the amendment of the Roads Act, adopted on 07.04.2016, the activity of state enterprise NCSIP was terminated. All the assets, passives, records and other rights and obligations of the enterprise are transferred to the “Road Infrastructure“ Agency.  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. Implemented, with beneficiary NRIC, 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 a business model for the operation of the NCSIP were developed in the road sector. Implemented 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, as well as the projects for external expertise of the EIB in the development of major road projects with beneficiary 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", as well as 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. 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.  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. 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 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 NRIC as an Employer, since 01.08.2014 new “Internal Rules for procurement and control of implementation of contracts in 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 completed 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 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. Technical assistance for preparation of section Sofia – Dragoman – Serbian border was funded under OPTTI 2014-2020. 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: section Elin Pelin - Kostenetz (phase 1) and the remaining sections of Stage 1 Plovdiv - Burgas railway line (phase 2), while investments in the rail sectionsVoluyak – Sofia, Sofia - Elin Pelin and Kostenetz – Septemvri are planned to be financed by the funds under the Connecting Europe Facility (CEF). Additional project for construction of rail section Voluyak – Dragoman, phase 1 is envisaged under OPTTI 2014-2020.  Regarding road infrastructure the main priority is Struma Motorway. The Bulgarian General Transport Master Plan 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 investment works for construction of Struma Motorway Lot 3 Blagoevgrad - Sandanski to be financed by the OPTTI 2014-2020. Lot 3 will be fully completed in the 2021-2027 programming period. Implementation of phase 2 of the Western arc of Sofia Ring road is also planned. Additional project for construction ofEuropa MW from km 15+500 to km 48+903 representing an important link to corridor OEM.  The other priority project, namely: the project for construction of Road E-79, section Ruzhintsi – Montana representing a part of the Trans-European Transport corridor OEM and the project for Construction of the Hemus Motorway are envisaged for funding from the State Budget. Another priority project - the project for 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 under the new programme for the period 2021-2027.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 completed. Completed are also 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. The important route I-1/E79 Vidin - Montana - Vratsa - Botevgrad was split into two sections: Vidin-Vratsa and Mezdra-Botevgrad. The preparation for construction of both sections was financed under Operational Program on Transport 2007 – 2013. Currently the implementation process is ongoing at stages.  Regarding metro transport in Sofia the main investments are concentrated on the construction of a third metroline and on the preparatory activities of its subsequent extension. 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 implemention 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" and the preparation for the extension of Line 3, section Shipka Str. - Geo Milev quarter - residential district Slatina - Hall Arena Armeets/Tech Park Sofia - Tsarigradsko shose Blvd.  Within the framework of the OPTTI 2014-2020 the funding of investments covering the introduction of intelligent systems for traffic management, improvement of the safety and security of transport as well as for the rehabilitation and modernization of the infrastructure of port terminals will continue.  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/ЕC, amended by Regulation 328/2012/EC) * Strategy for implementation of TAP TSI „Telematic applications for passenger services“ (Regulation 454/2011/ЕC) * 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 signalling ETCS and telecommunications GSM-R) along the main routes, on which investment projects will be implemented. The initially planned under Priority axis 4 of OPTTI ETCS for railway section Sofia-Septemvri is no longer available because of delay in the planned construction of the Sofia-Septemvri railway section. The GSMR is already implemented under OPT. Deployment of ETCS along the Sofia-Septemvri railway section will be ensured at a later stage. The implementation of the planned project for modernization of security systems along the Ruse - Kaspichan railway section was excluded from the scope of OPTTI due to the necessity to redirect the funds for the project, in view of the COVID-19 emergency situation. The modernization of the systems on the Ruse-Kaspichan railway section is included in the scope of the project for the implementation of ERTMS level 2 in the Ruse-Kaspichan railway section, financed under the Recovery and Resilience Mechanism.  The planned investments for the modernization of Burgas Port, by deepening the water area for shipping berths, will contribute to the realization of the concept of "solidarity lines" with Ukraine, according to the Action Plan adopted by the EC.  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]](#footnote-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 Programme[[3]](#footnote-3),** a national document, which is updated annually in the implementation of Strategy "Europe 2020".  **- The National Development Programme: Bulgaria 2020 (NDP BG2020)[[4]](#footnote-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]](#footnote-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 1315/2013[[6]](#footnote-6)) 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.  -Action plan for EU-Ukraine Solidarity Lanes to facilitate Ukraine’s agricultural export and bilateral trade with the EU  **- The** **National Spatial Development Concept for the period 2013-2025**[[7]](#footnote-7) 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 2020[[8]](#footnote-8)** 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 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.   **Six 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 potential of intermodal transport along OEM CNC, section Sofia-Plovdiv-Burgas**  **4.** **Increased use of metro.**  **5.Improved transport management through introduction of innovative systems**  **6.** **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 seventh specific objective refers to TO No. 3 and is „Support for SMEs that are particularly affected by energy price increases."**  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” and “comprehensive” 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 6. Support for SMEs through the SAFE instrument   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 to 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, modernisation of the railway line Voluyak - Sofia 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**

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| **Selected thematic objective** | **Selected investment priority** | **Justification for selection** |
| 03 - Enhancing the competitiveness of SMEs | 3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes | Extraordinary measures for the use of funds to support SMEs that are particularly affected by increases in energy prices in accordance with Art. 25b of Regulation (EU) No. 1303/2013. |
| 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 | * “**Partnership Agreement”** - *Strategic priority 3: “Connectivity and green economy for sustainable growth”, Sub-priority 3.2* * **“National Reform Programme”** -National target 3 under the “Climate-Energy” package   **National Development Programme: Bulgaria 2020”**, Relationship with *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:*   * Reducing the negative impact of transport on the environment and human health; * Sustainable development of mass public transport. * Additional prioritiesin **“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. |
| 07 - Promoting sustainable transport and removing bottlenecks in key network infrastructures | 7(a)/(i) - Supporting a multimodal Single European Transport Area by investing in the TEN-T | * **“Partnership Agreement”** - *Strategic priority 3, Sub-priority 3.1* * **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”:** *Objective No. 2 , Priority No. 8* * **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   **Relationship with the needs assessment – necessity of:**   * construction and/or completion and/or reconstruction of:   sections in priority rail and road directions along the Trans-European Transport Network;  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. |
| 07 – Promoting sustainable transport and removing bottlenecks in key network infrastructures | 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 | * **“Partnership Agreement”** - *Strategic priority 3, Sub-priority 3.1* * **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”:** *Objective No. 2 , Priority No. 8* * **White Paper - 2011** * **Guidelines for the development of the TEN-T** * **Strategy for Development of the Transport System of the RB to 2020** * **National Spatial Development Concept for the period 2013-2025 -** Strategic objective No. 1, Priority 1.4 * **Action plan for EU-Ukraine Solidarity Lanes to facilitate Ukraine’s agricultural export and bilateral trade with the EU**   **Relationship with the needs assessment – necessity of:**   * construction and/or reconstruction of: sections in priority rail and road directions along the TEN-T; railway and road connections to the sea and inland-waterways ports, intermodal terminals and airports; * rehabilitation and modernization of port terminals   - introduction or of traffic management system, deploying telematic applications. |

* 1. **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.

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| 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 and national policies for the development of the country's transport system, with a view to achieving the goals of the "Europe 2020" strategy, as well as the Position of the services of the EC. 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 the allocation of CF funds under OPTTI, the analysis of investments in development of transport infrastructure 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 were allocated to railway and road.  With regard to the abovementioned, 50% of CF was 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 CEF funds were envisaged for modernisation of railway section ”Voluyak - Sofia” as well as railway sections “Kostenetz - Septemvri” and project “Modernisation of railway junction Plovdiv”.  The other 50% of CF was 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”.  According to art. 22 of Regulation (EU) No 1303/2013 of the European Parliament and of the Council the performance reserve under Priority axis 1 was reallocated to Priority axis 2. Based on the performance review results 53 % of CF is allocated to investments in the road network under Priority axis 2 and 47 % of CF is allocated to investments in railway infrastructure under Priority axis 1.  Under priority axis 3 (improvement of intermodal transport services for passengers and freights and development of sustainable urban transport) 77.5% of ERDF was 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” –3.3% 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” – 74.2 %.  The remaining 22.5% of ERDF was allocated to priority axis 4 (Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement) (13.7%) and priority axis 5 (technical assistance) (8.8%). The funds under priority axis 4 were 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” (7.6%) and investment priority “Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures” (6.1%) of funds.  According to art. 22 of Regulation (EU) No 1303/2013 of the European Parliament and of the Council the performance reserve under Priority axis 4 was reallocated to Priority axis 3. Based on the performance review results 78.3 % of ERDF was allocated to investments under Priority axis 3 (investment priority „Supporting a multi-modal Single European Transport Area by investing in the TEN-T” – 2.7 % 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” – 75.6 %). The remaining 12.9 % of ERDF was allocated to investments under Priority axis 4 (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” (7.4%) and investment priority “Developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures” (5.5% of funds).  The funds under Priority axis 5 at the amount of 8.8% were not changed.  Following the reduction of the total ERDF funds under the programme due to the need to re-allocate part of them to the COVID-19 Emergency, ERDF funds under Priority axis 3 represent 82.1% of ERDF, 79.3% under 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” and 2,8% under investment priority Supporting a multi-modal Single European Transport Area by investing in the TEN-T” respectively. The remaining ERDF funds are allocated between Priority axis 4 and Priority axis 5. The allocation under Priority axis 4, 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” is 8,7 % of ERDF. The funds under Priority axis 5 are 9,2 %.  After the internal reallocation of funds in relation to the projects implementation status and the envisaged additional projects, funds under Priority axis 1 represent 56 % of CF. The remaining 44 % of CF are allocated under Priority axis 2.  For the application of the Safe tool and after the reallocation based on the status of the projects' implementation and the need to include additional projects, the funds from the CF under axis 1 are 44,39 %, under axis 2 - 42,63 % and on axis 6 - 12,98 %, and on ERDF - 81.26% on axis 3, 10.83% on axis 4, 6,89 % on axis 5 and 1,03 % on axis 6. |

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

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Priority axis** | **Fund (ERDF[[9]](#footnote-9), Cohesion Fund, ESF[[10]](#footnote-10)) or, YEI) [[11]](#footnote-11)** | **Union support[[12]](#footnote-12)**  **(EUR)** | **Proportion of total Union support for the operational programme [[13]](#footnote-13)** | **Thematic objective[[14]](#footnote-14)/Investment priorities [[15]](#footnote-15)/Specific objectives corresponding to the investment priority** | **Common and programme-specific result indicators for which a target has been set** | |
| 1 | CF | 480 354 023,00 | 31,59 % | 07 - Promoting sustainable transport and removing bottlenecks in key network infrastructures  7i - Supporting a multi-modal Single European Transport Area by investing in the TENT-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 | 461 289 311,00 | 30,33 % | 07 - Promoting sustainable transport and removing bottlenecks in key network infrastructures  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 | 356 398 597,00 | 23,44 % | 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  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 potential of intermodal transport along OEM CNC, section Sofia-Plovdiv-Burgas | [6, 8] |
| 4 | ERDF | 47 495 843,00 | 3,12 % | 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 | [12, 1, 2, 9] | |
|  | |
| 5 | ERDF | 30 217 316,00 | 1,99  % | 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] | |
| 6 | CF | 140 500 000,00 | 9,24  % | 03 "Enhancing the competitiveness of SMEs"  3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes  1 - Support for SMEs that are particularly affected by energy price increases |  | |
| 6 | ERDF | 4 500 000,00 | 0,30  % | 03 "Enhancing the competitiveness of SMEs"  3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes  1 - Support for SMEs that are particularly affected by energy price increases |  | |

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” and “comprehensive” 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” and “comprehensive” TEN-T |

|  |  |
| --- | --- |
| The entire priority axis will be implemented solely through financial instruments | *N/A* |
| The entire priority axis will be implemented solely though financial instruments set up at Union level | *N/A* |
| The entire priority axis will be implemented through community-led local development | *N/A* |
| For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both | *N/A* |

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

(Repeated for each combination under a priority axis)

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

**2.A.1.3 Investment priority**

(Repeated for each investment priority under the priority axis)

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

**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)

|  |  |
| --- | --- |
| *ID* | *1* |
| *Specific objective* | *Increasing railway traffic of passenger and freight through improving the quality of the TEN-T railway infrastructure* |
| *The results that the Member State seeks to achieve with EU support* | * *Increased speed on railway lines* * *Increased interoperability in railway transport* * *Growth in passenger and freight railway transport* |

**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

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Specific objective*** | | *Increasing railway traffic of passenger and freight through improving the quality of the TEN-T railway infrastructure* | | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Category of region (where relevant)*** | ***Baseline value*** | ***Baseline year*** | ***Target value[[16]](#footnote-16) (2023)*** | ***Source of data*** | ***Frequency of reporting*** |
| *1.1* | *Permissible maximum speed* | *km/h* | *N/A* | *99.4 km/h* | *2013* | *124,8 km/h* | *Network statement, NRIC* | *annually* |
| *1.2* | *Passenger transport performance* | *million passenger-km* | *N/A* | *1 825.8* | *2013* | *1 000* | *NSI* | *annually* |
| *1.3* | *Freight transport performance* | *million tonne-km* | *N/A* | *3 246* | *2013* | *4 000* | *NSI* | *annually* |
|  | *Number of accidents at the locations of removed railway crossings along the modernized railway sections* | *Number* | *N/A* | *4* | *2013* | *2* | *NRIC* | *annually* |
|  | *Number of conflict points at the places of the removed crossings along the modernized railway sections* | *Number* | *N/A* | *129* | *2013* | *84* | *NRIC* | *annually* |

Defining the target value for the permissible maximum speeds by rail we take into account the target value for the line Plovdiv-Burgas which, although it will not be fully functional in its entirety by the end of 2023, still has sections completed and put into operation. The project for modernization of the section Elin Pelin - Kostenets and the project for modernization of the section Voluyak – Dragoman will not be fully operational by the end of 2023. The baseline value of the indicator for maximum permissible speeds on the railway is determined on the basis of the current speed. The baseline indicator values for passenger and freight transport performance refers to the entire railway network. . Considering the negative trend of the decline in demand for passenger trips by rail it is defined the target value for passenger transport performance until 2023. The target value in terms of the freight transport performance is growing.

The baseline value of the indicator for the number of accidents is 4, referring to the projects “Rehabilitation of the railway line Plovdiv - Burgas, Phase 2” – 4, "Modernization of the railway section September - Plovdiv: part of the Trans - European railway network - construction of four road overpasses" - 0 and "Modernization of the railway line Sofia-Dragoman-border with Serbia, section Voluyak-Dragoman", phase 1 - 0. The target value is determined on the basis of the project for the rehabilitation of the railway line Plovdiv - Burgas, which will not be fully completed and functional in its entirety by 2023, but will have sections completed and put into operation.

With each railway crossing removed, 3 conflict points are removed - 2. conflict points for the risk of unregulated crossing of the railway line by the vehicles on each of the lanes and 1 conflict point for the risk of unregulated passage of people / animals across the railway line. Accordingly, the baseline value of the indicator was calculated by calculating the number of conflict points for 43 crossings. As of 2023, 15 crossings have been removed \* 3 confl. points = 45 i.e. the target value for 2023 is 84 pcs. formed by 129-45=84 – remaining conflict points until 2025. In the period 2024 and 2025, 28 crossings will be removed \* 3 conf. points = 84, i.e. from the target value for 2023 /84/ we subtract those that will be removed in the period 2024-2025 and get 84-84=0. By 2025, the target value of the indicator will be "0", i.e. conflict points will be eliminated.

Removed level crossings - Stage 1 of "Plovdiv - Burgas, Phase 2" - 11 pieces, "September - Plovdiv: part of the Trans-European railway network - construction of four road overpasses" - 4 pieces or the target value of the indicator for 2023 will be 11+4=15 pcs. After the entire completion of "Plovdiv - Burgas, Phase 2", there will be 43 railway crossings removed - 15 pcs. removed by 2023 and 28 removed by 2025.

**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[[17]](#footnote-17) (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* |

**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 Council[[18]](#footnote-18))

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***ID*** | ***Indicator*** | ***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***[[19]](#footnote-19) ***(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* |

**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)

|  |  |
| --- | --- |
| *Investment priority* | *7(i) - Supporting a multimodal Single European Transport Area by investing in the TEN-T* |
| **Examples of actions eligible to be financed:**  Construction, modernisation, rehabilitation, electrification and establishment of signalling and telecommunication systems of railway sections on the "core" and "comprehensive" Trans-European Transport Network, including the development of multimodal urban rail to improve connectivity and accessibility on the Trans-European Transport Network and technical assistance measures for preparation/completion of preparation of railway investment projects including in urban area.  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. During the 2014-2020 programming period, it is necessary to provide financing for Stage 1 of the modernization of Plovdiv - Burgas railway line, phase 2. 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 modernisation/rehabilitation of sections Skutare-Orizovo, Stralja-Tzerkovski, as well as partial modernisation of sections Orizovo-Mihailovo, Yambol-Zimnitza etc., including design and establishment of systems for signalization and telecommunication which will continue and end in the period 2021-2027. In addition a separate “non major” project is envisaged for design and modernization of traction substations Burgas, Karnobat and Yambol. The project for modernisation of the railway line Plovdiv- Burgas is a priority project according to the General Transport Master Plan.  According to the project for the rehabilitation of the railway line Plovdiv - Burgas, phase 2, NRIC updated the scheme for the technical and financial implementation of the activities, in the period of eligibility of the costs. The implementation of components and activities that will be financed under OPTTI are: Component 1 - Design and construction of signaling and telecommunications systems on the Plovdiv-Burgas railway line - 43.73%; Component 2 - Construction of overpasses/underpasses for the railway line Plovdiv-Burgas at the place of existing crossings-removal of railway crossings and construction of overpasses - 55.74%; Component 3 - Construction of a protected forest belt in the Chernograd-Aitos mountain range - 100%; Component 4-Rehabilitation of the Skutare-Orizovo railway section - 99.51%; Component 5 - Modernization of the railway section Orizovo - Mihailovo - 51.06%, and traction substation Chirpan - 100%; Component 6 - Modernization of the railway section Yambol - Zimnitsa, near Zavoy station - 0%; Component 7-Reconstruction of the shuttle development at Zimnitsa station and rehabilitation of the contact network at Zimnitsa and Straldzha stations - 60.93%; Component 8 - Rehabilitation of the railway section Straldzha - Tserkovski - 100%; Alienation procedures – 100%.  Regarding the modernisation of the railway line Sofia-Plovdiv, which started during programming period 2007-2013 (section Septemvri-Plovdiv), it is necessary during programming period 2014-2020 to provide for the construction of the section Elin Pelin – Kostenetz Phase 1. The necessary funds for the rest of the sections along railway line Sofia-Septemvri are ensured under CEF. Along with the modernisation of the railway line Plovdiv-Burgas (during programming periods 2007-2013, 2014-2020 and 2021-2027) 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. The project is a priority according to the Bulgarian General Transport Master Plan.  Regarding the section Elin Pelin - Kostenetz NRIC updated the scheme for financial and technical implementation of the activities within the project eligibility period based on the financial offers and construction technology proposed by the selected contractors. In order to achieve the expected objectives and outputs from the overall project implementation, actions were undertaken aimed at implementation of a part of the project scope with funds provided by OPTTI 2014-2020 and phasing out of a part of it for the implementation with funds from the forthcoming Transport Connectivity Programme 2021-2027. On the basis of the cost estimations made, the following activities will be financed under OPTTI:  **Lot 1** “Modernization of the railway section from km 22+554 to km 42+200“: 100 % of design, earthworks, 100 % of Tunnel 1 and 23 % of Tunnel 2.  **Lot 2** “Modernization of the railway section from km 42+200 to km 62+400”: 100 % of design, dismantling activities, 4 road overpasses, 53% superstructure, 1 bridge, 35% catenary, 27% signaling and telecommunications.  **Lot 3** “Modernization of the railway section from km 62+400 to km 73+598”: 100 % of design and earthworks, 40% Tunnel 3,28% Tunnel 4, 10% Tunnel 6, 38% Tunnel 9, 34% Tunnel 10, 4 bridges, 50% culverts, 93% roads.  In addition, associated activities such as land acquisition, supervision, machinery and equipment, technical assistance, etc. are also included for financing under OPTTI.  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 reconstruction of the railway line Svilengrad - Turkish border under Operational Programme “Transport” in programming period 2007 -2013 will provide greater reliability and quality of travel along the route Sofia-Plovdiv-Istanbul.  Sofia – Dragoman – Serbian border Railway line is a part of the Core TEN-T and the core national transport axes. The planned modernization of section Voluyak – Dragoman **/**phase 1under OPTTI and phase 2 in programming period 2021-2027**/** will result in enhanced security and safety in the railway transport. The activities in the scope of phase 1 of the project include works on: 1) design of: railway, draining, ditches and drainages, facilities (DDP for the new ones); noise protection facilities in urban areas and fences for the areas of the stations; railway tracks, new catenary and renewal / modernization of the existing one; reception buildings, signaling and telecommunications; 2) railway construction, drainage, ditches and drains - new railway from km 15+825 to km 21+306 with a total length of 5,484 m, from km 24+500 to km 26+800 with a total length of 2,300 m and from km 34+460 to 35+800 with a total length of 1,340 m; renewed/modernized railway - from km 9+200 to km 21+306 with a length of 12,106 km; from km 36+100 to km 42+537 with a length of 6,438 km; from km 27+622 to km 36+100 with a total length of 8,478 km; from km 37+100 to km 38+100 with a total length of 1,000 m; railway bridges - preparatory works and alignment of the facilities at km 25+706, km 28+580, and km 28+780; tracks in the stations - Kostinbrod - lower construction of 3 tracks; catenary - making foundations for catenary pillars.  In addition, three traction substations will be modernized and put into operation, along with the adjacent infrastructure in compliance with the applicable legislation. The project includes modernization of the existing traction substations in Varna and Razgrad, as well as construction of a new substation in Ruse /phase 1 under OPTTI 2014-2020 and phase 2 in the programming period 2021-2027/ to service railway lines being part of the core and comprehensive TEN-T. Activities within the scope of phase 1 of the project include works on: completed technical and operational design for the three traction substations; completed deliveries and construction for Varna and Razgrad traction substations; implementation of Ruse traction substation 44.48%. The Ruse traction substation will be implemented in two consecutive programming periods. The main objective of the project is to provide reliable power supply and achieve interoperability, as well as to reduce energy costs and train travel delays due to power supply failures in the section.  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 of the railway line Plovdiv - Burgas Phase II, Stage 1; * Modernisation of the railway line Sofia - Plovdiv in the section Elin Pelin – Kostenetz Phase I; * Modernization of Sofia – Dragoman – Serbian border Railway line, section Voluyak – Dragoman, phase I; * Modernisation of traction substations Razgrad and Varna and construction of traction substation Ruse, phase 1.   The projects are part of the Trans-European Transport Network.  For funding under the Connecting Europe Facility are envisaged investments along the directions Voluyak- Sofia-Elin Pelin and Kostenetz-Septemvri. The preparation works for carrying out the construction are entirely funded under OPT 2007-2013 for the following sections - railway junction Sofia, Sofia - Elin Pelin and railway junction Plovdiv, provided that for each project the preparation for achieving a "mature" project stage is at the following phase:   * Sofia railway junction in the section Sofia-Voluyak - completed concept design, prepared archaeological study and EIA report in 2014, conducting land acquisitions - not applicable; forthcoming construction contract. * Sofia - Elin Pelin - completed concept design and technical design; preparing the EIA report is not applicable and conducted land acquisitions; under construction. * Kostenetz-Septemvri – completed technical design at the end of 2016; EIA report in 2014 and conducted land acquisitions; under construction. * Plovdiv railway junction – completed concept design and EIA report at the end of 2015; conducting land acquisitions – not applicable; under construction.   In addition to the investments under Priority axis 3, it is planned the purchase of rolling stock and the subsequent expansion of the metro in Sofia, which is an urban railway system and provides an intermodal connection between the railway along the TEN-T and the air passenger system, as well as connections to the capital's tram and bus network and will contribute to limiting the high use of motor vehicles, congestion and the harmful impact on the environment through the use of public transport. According to the TEN-T Development Guidelines, Sofia is an urban node of the "core" TEN-T and it is essential to ensure connectivity between rail, road and air transport infrastructure.  The project for the extension of Line 3, section "Shipka Str. - Geo Milev district - residential area Slatina - Zala Arena Armeets/Tech Park Sofia - Tsarigradsko Shose Blvd" includes about 6 km of metro line with 6 metro stations and buffer parking at the station on Tsarigradsko Shose Blvd. The purchase of 8 trains for Line 3 is also planned. With funds under PO 1 of OPTTI, until the end of 2023, partial working design of the section will be carried out - metro stations - 70%, tunnels - 70%, systems - 70%; partial implementation of construction and installation works - reconstruction of engineering networks - 50%, construction of metro station structures - 10%; preparation of tunnel boring machine (TBM) – 50%, construction of starting shaft for TBM – 50%, as well as partial design of 8 trains.  Additional financing will be provided by the Municipality of Sofia with a loan from the European Investment Bank and with funds from the budget of the Municipality of Sofia and the State budget.  Additional metro trains will be purchased on the other lines as well.  **Potential beneficiaries:**   * National Railway Infrastructure Company (NRIC) * Metropolitan EAD. | |

**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)

|  |  |
| --- | --- |
| *Investment Priority* | *7(i) - Supporting a multi-modal Single European Transport Area by investing in the TEN-T* |
| *\*\**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 account[[20]](#footnote-20):   * 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 and the National Recovery and Resilience Plan.   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, 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 systemsERTMS; * 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)

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

***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)

|  |  |
| --- | --- |
| *Investment Priority* | *7(i) - Supporting a multi-modal Single European Transport Area by investing in Trans-European transport network* |
| Implementing the major projects, will contribute to the integrated development of the transport network of the country as a part of the TEN-T.  It is envisaged funding of the following major projects:   * Stage 1 of the project for Rehabilitation of the railway line Plovdiv - Burgas Phase II. The total unfold length of the railway lines to be reconstructed or modernised is 33 km, construction of 7 pcs. Route-computer centralizations, remove 11 pcs. crossings and construction of 11 pcs. agricultural overpasses; * Modernisation of the railway line Sofia - Plovdiv in the section Elin Pelin - Kostenetz with total length of the section of 51.044 km, entirely double line; the section will be partially modernized under OPTTI; * Modernization of Sofia – Dragoman – Serbian border Railway line, section Voluyak – Dragoman, phase 1. The total length of the section is 25 km, single railway line. Only phase 1 of the project will be implemented under OPTTI.   Preparation for carrying out the construction works for both projects is funded under OPT 2007-2013. For each project the preparation for achieving a "mature" project stage is at different implementation phase.  *Stage 1 of Project “Rehabilitation of the railway line Plovdiv-Burgas Phase II”*   * completed conceptual design; * completed technical design by the end of 2015; * completed EIA report (if necessary) by the end of 2015; * conducting land acquisitions.   *Modernisation of the railway line Sofia-Septemvri in the sections Elin Pelin-Kostenetz, Phase 1*   * completed conceptual design; * completed technical design by the end of 2015; * completed EIA report - September 2014; * conducting land acquisitions.   *Modernization of Sofia – Dragoman – Serbian border Railway line, section Voluyak – Dragoman, phase 1*   * prepared and approved Detailed Spatial Plans – Parcel Plans for Voluyak – Petarch section; prepared documents for land acquisition procedures and received CoM decision № 633 dated 04/09/2020 for land acquisition completion. * prepared Detailed Development Plan and Technical Design for modernization of the section from Petarch railway station to Dragoman railway station: issued Ordinance, promulgated in State Gazette; prepared documents for land acquisition procedures. * prepared Detailed Development Plan and Technical Design for passengers building in Slivnitsa railway station. * Environmental Impact Assessment (EIA) is completed, Final Decision by MOEW № 5-5/2016 is issued. * A Report for archaeological studies of the section has been prepared. * Completed open tender procedure, signed construction contract and supervision contract.   The strategy for project preparation to the extent of "project maturity" aims to avoid the major problems leading to 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 ofArticle 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)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Investment priority*** | | ***7(i) - “Supporting a multi-modal Single European Transport Area by investing in Trans-European transport network”*** | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Fund*** | ***Category of region (where relevant )*** | ***Target value (2023)[[21]](#footnote-21)*** | ***Source of data*** | ***Frequency of reporting*** |
| CO12a | Total length of reconstructed or upgraded railway line, of which: TEN-T | km | CF | Less developed regions | 33 | *Network statement,*  NRIC | annually |
|  | Removed railway crossings in the modernized railway sections | Number | CF | Less developed regions | 15 | NRIC | annually |
|  | Overpasses and underpasses built along the modernized railway sections | Number | CF | Less developed regions | 15 | NRIC | annually |
|  | \* Metro lines under design | km | CF | Less developed regions | 5,6 | Metropolitan | annually |
|  | \*\* Metro trains under design | Number | CF | Less developed regions | 16 | Metropolitan | annually |

\* Represents the total length of metro lines that will be in the process of working design and preparation. The value of the indicator is obtained by summing the kilometers of metro lines for which at least one contract for work design has been concluded as of the date of the report.

\*\* Represents the number of metro trains that will be in the design process. The value of the indicator is obtained on the basis of the number of metro trains for which a contract for production and delivery has been concluded as of the date of the report.

**2.A.1.6 Social innovation, transnational cooperation and contribution to thematic objectives 1-7[[22]](#footnote-22)**

Specific provisions for ESF[[23]](#footnote-23), 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.

|  |  |
| --- | --- |
| *Priority axis* | *N/A* |
| *N/A* | |

**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)[[24]](#footnote-24)

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Priority axis*** | | “Development of railway infrastructure along the “core” and “comprehensive” Trans-European Transport Network” | | | | | | | |
| ***ID*** | ***Indicator type***  ***(Key implementation step, financial, output or, where appropriate, result indicator)*** | ***Indicator or key implementation step*** | ***Measurement unit, where appropriate*** | ***Fund*** | ***Category of region*** | ***Milestone for 2018*** | ***Final target (2023)[[25]](#footnote-25)*** | ***Source of data*** | ***Explanation of relevance of indicator, where appropriate*** |
| CO12a | output indicator | Total length of reconstructed or upgraded railway line, of which: TEN-T | km | CF | N/A | 0 | 33 | NRIC | The indicator refers to 100% of the budget. |
| 1 | financial indicator | Certified expenditures | Euro | CF | N/A | 76 000 000 | 500 000 000,00 | 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 step | Number of major projects with started construction | number | CF | N/A | 2 | 3 | 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) and the past experience of the implementation of the OPT, i.e. by 2018 to be concluded 60% of contracts for programme implementation.

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 intervention[[26]](#footnote-26)**

(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” and “comprehensive” TEN-T | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| CF | N/A | 024 Railways (TEN-T Core) | 420 354 023,00 |
| CF | N/A | Clean urban transport infrastructure and promotion (including equipment and rolling stock) | 60 000 000,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 8: Dimension 2 – Form of finance** | | | |
| **Priority axis** | | Development of railway infrastructure along the “core” and “comprehensive” TEN-T | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| CF | N/A | 01 Non-repayable grant | 480 354 023,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 9: Dimension 3 – Territory type** | | | |
| **Priority axis** | | Development of railway infrastructure along the “core” and “comprehensive” TEN-T | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| CF | N/A | 07 Not applicable | 480 354 023,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 10: Dimension 4 – Territorial delivery mechanisms** | | | |
| **Priority axis** | | Development of railway infrastructure along the “core” and “comprehensive” TEN-T | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| CF | N/A | 07 Not applicable | 480 354 023,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 11: Dimension 6 – ESF secondary theme[[27]](#footnote-27) (ESF only)** | | | |
| **Priority axis** | | Development of railway infrastructure along the “core” and “comprehensive” TEN-T | |
| **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)

|  |  |
| --- | --- |
| *Priority axis* | *Development of railway infrastructure along the “core” and “comprehensive” TEN-T* |
| 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, planned for funding under priority axis 1 or for the next programming period, including studies, „cost-benefit” analysis, environmental impact assessment, design, impact evaluation, etc. Additionally to the projects planned for funding under PA 1 it is envisaged the preparation of project “Modernisation of the railway line Sofia-Pernik-Radomir– Gueshevo-North Macedonian border”.  Any activities, related to ensuring the administrative capacity of National Railway Infrastructure Company and Metropolitan, will be funded under the priority axis 5 “Technical assistance”. | |

**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 |

|  |  |
| --- | --- |
| The entire priority axis will be implemented solely through financial instruments | *N/A* |
| The entire priority axis will be implemented solely though financial instruments set up at Union level | *N/A* |
| The entire priority axis will be implemented through community-led local development | *N/A* |
| For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both | *N/A* |

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

(Repeated for each combination under a priority axis)

|  |  |
| --- | --- |
| *Fund* | *Cohesion Fund* |
| *Category of region* | *NA* |
| *Calculation basis (public or total)* | *Public* |
| *Category of region for outermost regions and northern sparsely populated regions (where applicable)* | *N/A* |

**2.A.2.3 Investment priority**

(Repeated for each investment priority under the priority axis)

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

**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)

|  |  |
| --- | --- |
| *ID* | *1* |
| *Specific objective* | *Removal of bottlenecks in the TEN-T road network* |
| *The results that the Member State seeks to achieve with EU support* | *- Increased throughput capacity of road infrastructure along the sections of the core Trans-European Transport Network across the territory of the country*  *- Improved traffic safety along the core Trans-European Transport Network across the territory of the country with highest traffic intensity*  *- Improved traffic safety along the core Trans-European Transport Network across the territory of the country*  *- Improved connectivity and integration with the road networks of the neighbouring countries* |

**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

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Specific objective*** | | *Removal of bottlenecks in the TEN-T road network* | | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Category of region (where relevant)*** | ***Baseline value*** | ***Baseline year*** | ***Target value[[28]](#footnote-28) (2023)*** | ***Source of data*** | ***Frequency of reporting*** |
| 2.1 | Saturation ratio of road infrastructure along the Struma Motorway | % | N/A | Over 60% | 2013 | Up to 50% | RIA | annually |

Given the reported values until 2019 for this indicator (all of them are over 100%), a new method of calculating the indicator has been adopted, which uses the ratio between the maximum capacity of the road / highway and the average annual daily traffic intensity in number of vehicles (AADT) and the percentage of the constructed Struma Motorway, Lot 3 and of the unbuilt future highway. In this regard, the baseline value of the indicator changes to over 60%. Accordingly, the target value is retained.

**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[[29]](#footnote-29) (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* |

**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 Council[[30]](#footnote-30))

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***ID*** | ***Indicator*** | ***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***[[31]](#footnote-31) ***(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* |

**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)

|  |  |
| --- | --- |
| *Investment priority* | *7(i) - Supporting a multi-modal Single European Transport Area by investing in the TEN-T* |
| **Examples of actions to be financed:**  Construction and modernisation of sections of the “core” TEN-T road infrastructure, improving connectivity and accessibility to the Trans-European Transport Network, and technical assistance for preparation of projects along the “core” and “comprehensive” Trans-European Transport Network and road connections.  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.  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 started and partially implemented in the programming period 2014-2020, when the significant engineering and environmental impacts should be mitigated or overcome.  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 division into the three subsections and launched public procurement procedures comply with the technical implementation of Lot 3, and it will not predetermine the construction options in the Kresna Gorge subsection. The project for construction of road section Blagoevgrad - Sandanski of the Struma Motorway was divided in to two major projects namely „Struma Motorway, Lot 3.1, 3.3 and Zheleznitsa tunnel” (Blagoevgrad – Krupnik and Kresna – Sandanski subsections and Zheleznitsa tunnel) and „Struma Motorway, Lot 3.2” (Kresna Gorge subsection). Project „Struma Motorway, Lot 3.1, 3.3 and Zheleznitsa tunnel” is expected to be completed successfully in the current programming period. Regarding the project „Struma Motorway, Lot 3.2”, the expectations are until the end of the programming period to implement preparatory and environmental mitigation measures. The project is planned to be completed in programming period 2021-2027.  Road I-8 connects BCCP “Kalotina” on the Serbian border to BCCP “Capitan Andreevo” on the Turkish border. The project for construction of Road I-8 section “Kalotina-Sofia” (part of Europa Motorway) includes three sections – “BCCP Kalotina – Sofia Ring road”, “Western arc of Sofia Ring road” and “North speed tangent”. The “North speed tangent” and phase 1 of the “Western arc of the Sofia Ring road” (section 1 from km 59+400 to km 61+629,18 and from km 0+000 to km 0+780 and part of section 2 including partial performance of the overpass from km 1+290.46 to km 1+634.46, part of road junction Stefanson Boulevard left lane in the direction of the North Speed Tangent – i.e. implementation of earth works, pilots, over-pilot plates, columns, piers, main girders, road slab and sidewalk blocks and construction of the 0.678 km right lane of the road sections from km 4+430 to km. 4+900 and from km 6+100 to km 6+308.17 /up to layer of incompact asphalt-concrete/) are constructed financed respectively by Operational Programme Regional Development and Operational Programme on Transport 2007-2013. Construction of a right lane of 678 m road section includes earthworks, embankments, construction of drainage facilities. Construction of the rest part of section 2 of the Western arc of Sofia Ring road (the completion of the entire route of section 2 from km 0+780 to km 6+308,17, including the respective overpasses, as well as implementing the right lane in the direction of the North Tangent overpass, from km 1+290,46 to km 1+634,46, road of the left lane from km 4+430 to km 4+900 and from km 6+100 to km 6+308,17) is implemented in programming period 2014-2020.  **Project Europa MW from km 15+500 to km 48+903**  Road I-8 “Kalotina – Sofia Ring road” (part of Europa Motorway) along the “core” Trans-European Transport Network represents an important link to corridor “Orient/East-Mediterranean”. Currently the road from km 15+500 to km 48+903 should be modernized in compliance to the motorway standards. The modernization of the road section is going to increase its capacity and safety and to provide economic effectiveness of the traffic. The project is divided into two sections - from km. 15 + 500 to km 32 + 447.20 and from km 32 + 447.20 to km 48 + 903. The length of the first section is 16,947 km. and 11 large facilities are planned to be constructed. The length of the second section is 16,456 km. It is planned to build 13 large facilities.  Project activities includes preparation of technical design, construction, consultant services /compliance assessment and supervision/, information and communication, archeology, project management, update of CBA and preparation of application form.  The project is under construction.  Within the PA 2 of the OPTTI 2014-2020 it is envisaged to finance Construction works for Struma Motorway Lot 3 Blagoevgrad-Sandanski, phase 2 of the Western arc of Sofia Ring road (and Europa MW from km 15+500 to km 48+903.  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.  In addition, a project will be financed for the construction of the Bypass of the city of Burgas from km 230+700 on the I-9 Sarafovo - Burgas road to km 493+550 on the I-6 Vetren-Burgas road and local lanes. The project is a connection between the "Trakiya" highway, which is part of the Orient/Eastern-Mediterranean corridor, and the I-9 Burgas - Varna road, which is part of the comprehensive Trans-European transport network. The implementation of the project will have socio-economic and environmental benefits mainly by moving out of the city of Burgas the transit traffic entering the city from the north on the I-9 road to the I-6 road in the south and limiting the load on the city street network from the transit traffic, which will contribute to reducing traffic jams and increasing traffic safety / for 2022 in the area of the road section - subject of the project and in the direction of the center of Burgas, 23 road accidents occurred/. The reduction in incidents has a net present value of 2.21 million euros. This is a determined net present value of the benefits of reducing the number of incidents in total over the forecast period, i.e. for the economic life of the project. Traffic diversion will also reduce fragmentation and disturbance to bird species from traffic on the existing Sarafovo-Burgas road, which runs parallel to the western shore of the Lake Atanasovo Protected Area. According to the most recent data available, the average day-night load on I-9, as measured by automatic road traffic recording devices in the area of the beginning and end of the road section, is 17,760 vehicles. The biggest benefit of the project is the saving of travel time, as passengers in buses and cars that leave the city or pass by Burgas without entering the city will save 340,668 hours on average per year. With the removal of transit traffic, harmful emissions, fine dust particles and noise pollution in the city of Burgas from road transport will be reduced. The valued environmental benefits amount to 7.27 million euros. According to the data in the Plan for Sustainable Urban Mobility of the Municipality of Burgas for 2014 - 2023, road transport is the second largest source of harmful emissions for the city, and 61.58% of the entire population of Burgas is exposed to levels of noise from the road transport above the limit values for Lday, 56.41% – above those for Levening and 57.64% for Lnight. From the analyses made for the project, it is expected that after its implementation, harmful gas emissions will be reduced by 2,721 tons in a typical year, or in total for the reference period /until 2035/ by 76,176 tons. Their value is determined according to the EIB Methodology for determining gas emissions in projects (EIB Project Carbon Footprint Methodologies, Version 11.3, January 2023).  **Potential beneficiaries:**   * 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)

|  |  |
| --- | --- |
| *Investment Priority* | *7i - Supporting a multi-modal Single European Transport Area by investing in the TEN-T* |
| 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: ().  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:   * 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)

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

***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)

|  |  |
| --- | --- |
| *Investment Priority* | *7i -* *Supporting a multi-modal Single European Transport Area by investing in the TEN-T* |
| 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 and the major project Construction of “Europa” MW from km 15+500 to km 48+903. Implementing the planned major projects 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.  Project Construction of the Struma Motorway Lot 3 – Blagoevgrad – Sandanski  In view of the scope and investment value of construction activities and also the stage of preparation, the project was divided at two major projects:   * for Lot 3.1 from Blagoevgrad to Krupnic (17 km), Lot 3.3 from Kresna to Sandanski (23 km) and Zheleznitsa tunnel; * for Lot 3.2 from Krupnic to Kresna (21 km).   The project for construction of Lot 3.1, Lot 3.3 and Zheleznitsa tunnel is fully prepared and under construction. The overall lot 3 will be completed in programming period 2021-2027. Preparatory activities and environmental mitigation measures are envisaged for Lot 3.2.  Project "Construction of the Motorway of Europe from km 15 + 500 to km 48 + 903"  Another "major" project, envisaged for financing under the priority axis, is the project for construction of the “Europa” Motorway from km 15 + 500 to km 48 + 903. The project is in implementation. The section from km 15 + 500 to km 32 + 447.20 is operational. | |

***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 ofArticle 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)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Investment priority*** | | *7i -* *Supporting a multi-modal Single European Transport Area by investing in the TEN-T* | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Fund*** | ***Category of region (where relevant )*** | ***Target value (2023)[[32]](#footnote-32)*** | ***Source of data*** | ***Frequency of reporting*** |
| CO13a | Total length of newly built roads, of which: TEN-T | km | CF | N/A | 65,90 | RIA | annually |
|  | Length of newly built road links to TEN-T | km | CF | N/A | 4,68 | RIA | annually |

For the target value of the indicator, the following projects included in the program are taken into account:

Lot 3.1 Blagoevgrad - Krupnik - (9.7 km) on the "Struma" Motorway, which includes the implementation of two sections:

- section 1 from km 359+000 to km 366+000 /7 km/

- section 2 from km 370+400 to km 373+100 /2.7 km/

Lot 3.1 - "Zheleznitsa" tunnel on "Struma" Motorway - section from km 366+000 to km 370+400 (4.4 km)

Lot 3.3 Kresna - Sandanski on "Struma" Motorway from km 397+000 to km 420+624 (23.624 km).

"Kalotina - Sofia" Motorway, Lot 1, Western arc of the Sofia ring road, phase 2, section from km 0+780 to km 6+308.17, with a total length of 5.528 km.

"Europa" Motorway from km 15+500 to km 48+903:

- the section of "Europa" Motorway from km 15+500 to km 32+447.20 was built with national funds and has been put into operation since 2020 - 16.95 km;

- the section from km 32+447.20 to km 48+903– 16.45 km. The construction is in progress, but the section will not be completed in its entirety within the period of eligibility of costs under OPTTI. It is planned to build 5.7 km of the route.

On the recommendation of the European Commission, the financing of the section from km 373+100 to km 376+000, falling into Lot 3.1 Blagoevgrad - Krupnik, was excluded from the Application Form for financing the "Struma" Motorway project Lot 3.1, Lot 3.3 and the "Zheleznitsa" tunnel. The reason for excluding the financing of the section is that at the time when the Application Form was approved by the EC, the EIA procedure of Lot 3.2 had been started, but the final decision on the EIA of the Minister of Environment and Water had not yet been made, and that the construction of these 2.9 km is organizationally and technically related to the construction of Lot 3.2, but is a contractual obligation of the Contractor of Lot 3.1.

For the target value of the indicator "Length of newly built road links to TEN-T ", the project for construction of the Bypass of the city of Burgas from km 230+700 on the road I-9 Sarafovo - Burgas to km 493+550 on the road I -6 Vetren-Burgas and local lanes is taken into account. The length of the road section as a connection between two sections of the TEN-T is 4.68 km.

**2.A.2.6 Social innovation, transnational cooperation and contribution to thematic objectives 1-7[[33]](#footnote-33)**

Specific provisions for ESF[[34]](#footnote-34), 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.

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

**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)[[35]](#footnote-35)

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Priority axis*** | | ***“Development of road infrastructure along the „core” and “comprehensive”******Trans-European transport network”*** | | | | | | | |
| ***ID*** | ***Indicator type***  ***(Key implementation step, financial, output or, where appropriate, result indicator)*** | ***Indicator or key implementation step*** | ***Measurement unit, where appropriate*** | ***Fund*** | ***Category of region*** | ***Milestone for 2018*** | ***Final target (2023)[[36]](#footnote-36)*** | ***Source of data*** | ***Explanation of relevance of indicator, where appropriate*** |
| CO13a | output indicator | Total length of newly built roads, of which: TEN-T | km | CF | N/A | 0 | 65,90 | RIA | Length of newly built roads represents the whole budget. |
| *1* | financial indicator | Certified expenditure | euro | CF | N/A | 63 000 000 | 540 000 000 | 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 step | Number of major projects with started construction | number | CF | N/A | 1 | 3 | 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) and the past experience of the implementation of the OPT, i.e. by 2018 to be concluded 50% of contracts for programme implementation.

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 intervention[[37]](#footnote-37)**

(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) | 422 989 354,00 |
| CF | N/A | 030 Secondary road links to TEN-T road network and nodes (new build) | 38 299 957,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **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 | 461 289 311,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **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 | 461 289 311,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **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)** |
| CF | N/A | 07 Not applicable | 07 Not applicable |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 11: Dimension 6 – ESF secondary theme[[38]](#footnote-38) (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)

|  |  |
| --- | --- |
| *Priority axis* | *Development of road infrastructure along the „core” and “comprehensive” TEN-T* |
| 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.  Any activities related to ensuring the administrative capacity will be funded under the Priority axis 5 “Technical assistance”. | |

**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 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 |

|  |  |
| --- | --- |
| The entire priority axis will be implemented solely through financial instruments | *N/A* |
| The entire priority axis will be implemented solely though financial instruments set up at Union level | *N/A* |
| The entire priority axis will be implemented through community-led local development | *N/A* |
| For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both | *N/A* |

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

(Repeated for each combination under a priority axis)

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

**2.A.3.3 Investment priority**

(Repeated for each investment priority under the priority axis)

|  |  |
| --- | --- |
| *ID of the investment priority* | *4e* |
| *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* |

**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)

|  |  |
| --- | --- |
| *ID* | *1* |
| *Specific objective* | *Increased use of metro* |
| *The results that the Member State seeks to achieve with EU support* | * *Increased number of passengers transported by metro;* * *Increased* *share of metro in public transportations*. |

**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

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Specific objective*** | | *Increased use of metro* | | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Category of region (where relevant)*** | ***Baseline value*** | ***Baseline year*** | ***Target value[[39]](#footnote-39) (2023)*** | ***Source of data*** | ***Frequency of reporting*** |
| *8* | Trips by metro | Number per year | Less developed regions | 80 000 000\* | 2013 | 104 000 000 | Metropolitan EAD | annually |

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

The target value of the Trips by metro indicator has been changed from 115,000,000 trips to 104,000,000 trips, due to the decrease in the number of passengers on the Metro, as a result of the COVID 19 pandemic.

**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[[40]](#footnote-40) (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* |

**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 Council[[41]](#footnote-41))

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***ID*** | ***Indicator*** | ***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***[[42]](#footnote-42) ***(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* |

**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)

|  |  |
| --- | --- |
| *Investment priority* | *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* |
| **Examples of actions to be financed:**  Extension of Sofia Metro (including supply of rolling stock and construction of depot) and establishment of new intermodal connections for passengers in the public transport system of Sofia.  **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 18. Two of the stations (MS 7 and MS 13) will be accomplished during the construction of branch lines in direction Slatina Residential Area (MS 7) and Borovo Residential Area (MS 13). Under the OPTTI the construction of the section of line 3 (starting at the beginning of MS 5 under Vladimir Vazov Blvd. near to the crossing with Panayot Khaitov Str., passing Central Urban Area to the final station (MS 18) of the line in Ovcha Kupel Residential Area), supply of rolling stock and construction of depot will be financed. The section is with total length of 12 km and 12 metro stations (11 underground stations and 1 over ground station on trestle). The route is mainly underground with the exception of the section starting at the end of MS 14 to the MS 15 which is on trestle. The indicators in table 5 correspond to the 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). The project will be implemented on the following stages:   * Stage 1 - Vladimir Vazov Blvd.-Central Urban Area-Zhitnitsa Str. (MS 5 – MS 14) with total length of 8 km and 8 stations, including depot and 20 metro trains with 4 traffic management and control systems; * Stage 2 - Zhitnitsa Str. - Ovcha Kupel Residential Area – Sofia Ring Road (MS 14 – MS 18) with total length of 4 km and 4 stations.   **Extension of metro line 2 (from metro station “James Bouchier” to the junction of bul. Cherni vruh and bul. “Hanrik Ibsen” and “Sreburna”** str. – metro station Vitosha) – the extension serves the densely populated southern part of “Lozenetz” quarter, as well as the need to establishe 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 and a facility for redirection. The faster traffic recovery along bul. Cherni vruh requires to split the construction works in two phases as follows:   * Phase 1 (planned for funding under OPT 2007-2013) includes the preparatory activities and the organization of implementation, the reconstruction of utilities, the construction of tunnels and a metrostation, the reconstruction of the damaged road network. * Phase 2 (planned for funding under OPTTI 2014-2020) includes all necessary activities for completion of the metro line in order to be putted into exploitation e.g. construction of the tunnel for redirection; full architectural modeling of metro station Vitosha; railway and a contact rail 1.3 km long; management systems; radio communication system; electrosupllay system; systems for automatic of traffic and regulation of speed; complex audiovision systems and lowvoltage systems for functioning of the metro along the route of 1.3 km.   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.  **Potential beneficiary:**   * Metropolitan EAD. | |

**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)

|  |  |
| --- | --- |
| *Investment Priority* | *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* |
| 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: (\*\*)  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:   * 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)

|  |  |
| --- | --- |
| *Investment Priority* | *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* |
| *Planned use of financial instruments* | *N/A* |
| *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)

|  |  |
| --- | --- |
| *Investment Priority* | *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* |
| Project Construction of metroline 3 of Sofia Metro “Botevgradsko Shose Blvd. - Vladimir Vazov Blvd.- Central Urban Area - Ovcha Kupel Residential Area”  Preparations are at the following implementation phase:   * 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 ofArticle 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)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Investment priority*** | | ***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*** | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Fund*** | ***Category of region (where relevant )*** | ***Target value (2023)[[43]](#footnote-43)*** | ***Source of data*** | ***Frequency of reporting*** |
| CO15 | Total length of new or improved tram and metro lines | km | ERDF | Less developed regions | 13.10 | Metropolitan EAD | annually |
| 16 | New metro stations | number | ERDF | Less developed regions | 13 | Metropolitan EAD | annually |
| 17 | Depot | number | ERDF | Less developed regions | 1 | Metropolitan EAD | annually |
| 18 | Metro trains | number | ERDF | Less developed regions | 20 | 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.***

The target value of the indicators Total length of new or improved tram and metro lines and New metro stations has been changed to 13.1 and 13, respectively. The initially set target values did not include phase 2 of the Sofia Metro Line 2 Extension Project, section Metro station "James Boucher" to Metro station "Vitosha" - phase 2, which was financed by OPTTI and was put into operation in 2016. The section is 1.1 km long and has 1 metro station.

**2.A.3.4 Investment priority**

(Repeated for each investment priority under the priority axis)

|  |  |
| --- | --- |
| *ID of the investment priority* | *7(a)* |
| *Investment priority* | *Supporting a multimodal Single European Transport Area by investing in the TEN-T* |

**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)

|  |  |
| --- | --- |
| *ID* | *2* |
| *Specific objective* | Increased potential of intermodal transportalong OEM CNC, section Sofia-Plovdiv-Burgas |
| *The results that the Member State seeks to achieve with EU support* | * Increased share of intermodal passenger railway stations along OEM CNC (Sofia-Plovdiv-Burgas section) with improved conditions of services for passengers * Improved access to passenger transport at key railway stations along OEM CNC (Sofia-Plovdiv-Burgas section) |

**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

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Specific objective*** | | Increased potential of intermodal transport along OEM CNC, section Sofia-Plovdiv-Burgas | | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Category of region (where relevant)*** | ***Baseline value*** | ***Baseline year*** | ***Target value[[44]](#footnote-44) (2023)*** | ***Source of data*** | ***Frequency of reporting*** |
| **6** | Share of reconstructed intermodal railway stations along OEM CNC, section Sofia-Plovdiv-Burgas | % | Less developed regions | 7.89 | 2013 | 21,05 | NRIC | annually |

Total number of railway stations between Sofia and Burgas: 38

Number of reconstructed intermodal stations under PA 3 of OPT: 3 – Sofia, Pazardjik and Burgas

Share: 3/38\*100 = 7.89 % - Baseline value

Number of intermodal stations along OEM CNC (Sofia-Plovdiv-Burgas section) to be reconstructed under PA 3 of OPTTI: 5 – Podujane, Iskar, Kazichene, Karnobat, and Stara Zagora

The Nova Zagora station will not be completed within the period of eligibility of the costs, therefore it is not calculated in the reported value of the indicator.

Share: (5+3)/38\*100 = 21,05 % - Target value

**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[[45]](#footnote-45) (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* |

**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 Council[[46]](#footnote-46))

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***ID*** | ***Indicator*** | ***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***[[47]](#footnote-47) ***(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* |

**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:**  *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 (due to circumstances related to the reception building, the implementation will continue in the period 2021-2027) and Karnobat, which are outside of the scope of projects for modernisation of railway infrastructure under Priority axis 1 in particular the project for Plovdiv-Burgas, phase II. It is also planned reconstruction of railway stations Iskur, Kazichane and Poduene, which are not included in the scope of the project for Sofia-Plovdiv in particular Sofia-Elin Pelin section, funded under CEF.  **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)

|  |  |
| --- | --- |
| *Investment Priority* | *7(a) -Supporting a multimodal Single European Transport Area by investing in the TEN-T* |
| 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:   * degree of improvement of intermodality in the EU; * degree of impact on the integration of different modes of transport in the area of intervention. | |

***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)

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

***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)

|  |  |
| --- | --- |
| *Investment Priority* | *7(a) - Supporting a multimodal Single European Transport Area by investing in the TEN-T* |
| 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 ofArticle 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)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Investment priority*** | | *7a -“Supporting a multi-modal Single European Transport Area by investing in Trans-European transport network”* | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Fund*** | ***Category of region (where relevant )*** | ***Target value (2023)[[48]](#footnote-48)*** | ***Source of data*** | ***Frequency of reporting*** |
| 7 | Reconstructed railway stations | number | ERDF | Less developed regions | 5 | NRIC | annually |

Number of stations that will be reconstructed according to PO 3 of OPTTI: 5 – Poduene, Iskar, Kazichene; Karnobat and Stara Zagora.

The Nova Zagora station will not be completed within the period of eligibility of the costs, therefore it is not calculated in the reported value of the indicator.

**2.А.3.5 Social innovation, transnational cooperation and contribution to thematic objectives 1-7[[49]](#footnote-49)**

Specific provisions for ESF[[50]](#footnote-50), 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.

|  |  |
| --- | --- |
| *Priority axis* | *Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport* |
| *Not applicable.* | |

**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)[[51]](#footnote-51)

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Priority axis*** | | *Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport* | | | | | | | |
| ***ID*** | ***Indicator type***  ***(Key implementation step, financial, output or, where appropriate, result indicator)*** | ***Indicator or key implementation step*** | ***Measurement unit, where appropriate*** | ***Fund*** | ***Category of region*** | ***Milestone for 2018*** | ***Final target (2023)[[52]](#footnote-52)*** | ***Source of data*** | ***Explanation of relevance of indicator, where appropriate*** |
| *1* | financial indicator | Certified expenditure | Euro | ERDF | Less developed regions | 105 152 249.00 | 400 000 000.00 | 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 step | Number of major projects with started construction | Number | ERDF | Less developed regions | 1 | 2 | Managing Authority | We suggest using this implementation step because no measurable output is expected, as an output of fully implemented projects in 2018. |
| *CO15* | output indicator | Total length of new or modernized tram and metro lines | km | ERDF | Less developed regions | 0 | 13.10 | Metropolitan EAD | Share of this indicator represents 95,8% of priority axis budget |

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

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 intervention[[53]](#footnote-53)**

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

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 7: Dimension 1 – Intervention field** | | | |
| **Priority axis** | | *Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport* | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| ERDF | Less developed region | 035 Multimodal transport (TEN-T) | 11 245 311.00 |
| ERDF | Less developed region | 043 Clean urban transport infrastructure and promotion (including equipment and rolling stock) | 345 153 286,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 8: Dimension 2 – Form of finance** | | | |
| **Priority axis** | | *Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport* | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| ERDF | Less developed region | 01 Non-repayable grant | 356 398 597,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 9: Dimension 3 – Territory type** | | | |
| **Priority axis** | | *Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport* | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| ERDF | Less developed region | 07 Not applicable | 356 398 597,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 10: Dimension 4 – Territorial delivery mechanisms** | | | |
| **Priority axis** | | *Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport* | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| ERDF | Less developed region | 07 Not applicable | 356 398 597,00 |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 11: Dimension 6 – ESF secondary theme[[54]](#footnote-54) (ESF only)** | | | |
| **Priority axis** | | *Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport* | |
| **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* | *3 Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport* |
| 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. Technical assistance is also envisaged to prepare a study on the railway direction North-South development identifying the necessary intermodal terminals network.  Activities, related to ensuring the administrative capacity of Metropolitan EAD and National Railway Infrastructure Company will be funded under the Priority axis 5. | |

**2.А.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 |

|  |  |
| --- | --- |
| The entire priority axis will be implemented solely through financial instruments | *N/A* |
| The entire priority axis will be implemented solely though financial instruments set up at Union level | *N/A* |
| The entire priority axis will be implemented through community-led local development | *N/A* |
| For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both | *N/A* |

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

(Repeated for each combination under a priority axis)

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

**2.A.4.3 Investment priority**

(Repeated for each investment priority under the priority axis)

|  |  |
| --- | --- |
| *ID of the investment priority* | *7c* |
| *Investment priority* | *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* |

**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)

|  |  |
| --- | --- |
| *ID* | *1* |
| *Specific objective* | *Improved transport management through introduction of innovative systems* |
| *The results that the Member State seeks to achieve with EU support* | * *Improved navigation conditions in the Danube waterway;* * *Improved access to Bulgarian ports of “core” and “comprehensive” Trans-European transport network;* * *Improved environmental management in the area of water transport;* * *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;* * *Availability of a train management system;* * *Improved metro stations safety.* |

**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

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Specific objective*** | | ***Improved transport management through introduction of innovative systems*** | | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Category of region (where relevant)*** | ***Baseline value*** | ***Baseline year*** | ***Target value[[55]](#footnote-55) (2023)*** | ***Source of data*** | ***Frequency of reporting*** |
| 1 | Average multiannual number of days with bottlenecks at water levels above LNWL | % | Less developed | 26.34 | 2013 | 23.49 | Executive Agency for Exploration and Maintenance of the Danube River | annually |
| 2 | Ship-generated waste and cargo residues treated in the ports | m3/year | Less developed | 0 | 2013 | 10 000 | State Enterprise Port Infrastructure | annually |

The output data for the indicator are collected based on the number of days with not fulfilled requirements of the Danube Commission. Bulgarian section for navigation is separated on 3 regions (Svishtov, Ruse and Silistra) and the water levels of each region are defined according to the basic water pegel, placed in the relevant area namely at the towns Svishtov, Ruse and Silistra. The baseline value was defined according to the number of days with not fulfilled requirements of the Danube Commission in the areas of Svishtov, Ruse and Silistra collected for the past 10 years (2004-2013). Our prognosis are to achieve decrease in 2023 from 96.2 to 85.8 average multiannual number of days with bottlenecks at water levels above LNWL in Bulgarian section: 85.8:365,24х100 = 23.49 %.

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 was initially set assuming annual growth rate of 10%, which should include also the quantities to be delivered at Danube ports. The target value of the result indicator "Ship-generated waste and cargo residues treated in the ports" was redefined in accordance with the observed trends in the amount of waste generated in the period 2014 - 2022. It is evident from the reported data submitted to EC in the Annual Reports that there is a trend of reduction in the amount of delivered waste in cubic meters in the area of ​​Bulgarian ports. The main reasons for this in the period 2014 - 2022 are: a decrease in the number of vessel visits in the area of ​​Bulgarian ports; reduction of the carrying capacity of the vessels that visited the Bulgarian ports; increase in the number of visits to the area of ​​Bulgarian ports by newly built ships that are equipped with new technologies and engines, leading to a reduction in the amount of delivered waste; reduction of the number of crew of the vessels that visited the Bulgarian ports, which also reduces the volume of generated waste; increasing the requirements of the member states of the European Union regarding the delivery of waste from shipping activities in the ports, which is why the delivery of waste is carried out in previous ports, which significantly reduces its volume until it arrives in the Bulgarian ports; strengthening of inspections by the control authorities, which also reduces abuses when declaring the volume of the actually delivered quantities of waste in the area of ​​the Bulgarian ports. Given the above, the initially set target value of the indicator of 20,000 cubic meters for 2023, should be revised to 10,000 cubic meters.

**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[[56]](#footnote-56) (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* |

**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 Council[[57]](#footnote-57))

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***ID*** | ***Indicator*** | ***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***[[58]](#footnote-58) ***(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* |

**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)

|  |  |
| --- | --- |
| *Investment priority* | *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* |
| **Examples of actions to be financed**  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, equipment of metro stations along Line 1 and Line 2 of Sofia metro with automatic platform screen doors, establishment of modern systems for railway traffic management, deepening of the water area of ship berths in port terminals and technical assistance for preparation / completion of project preparation.  Further development of information systems for vessels traffic management will enhance the safety and security of navigation.  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.  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. A project for Integrated system for analysis and assessment of traffic on the motorways and first class roads in the Republic of Bulgaria was funded under OPT 2007-2013, 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.  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 national importance on the Danube River and Black sea.  Automatic Platform Screen Doors (APSDs) offer increased safety to the metro transport and guarantee comfort for passengers.  The most obvious benefit is that the platform screen doors act as a physical barrier preventing people or objects from falling or trespassing onto the tracks. This helps prevent suicides, reduces the risk of accidents in case of passengers falling onto the rail road (especially when metro trains pass through the station at speed) and stops people entering tunnels.  The establishment of train management 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 1305/2014and to the "Telematics applications for passenger services of the trans-European conventional rail system" (Regulation (EU) No 454/2011 amended by Regulation (EC) No 1273/2013).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.  Through capital dredging of the basin between Terminal "Burgas West" and Terminal "Burgas East 2/2A/" the necessary conditions for the approach and maneuvering of ships will be created and the needs of new maneuvering areas will be ensured, in accordance with the investment projects of the port operators of the terminals, located in the water area of Burgas port. At the moment, there are no berths for container ships with a depth of 15.50 m at the terminals in the Burgas port area, as restrictive parameters for the draft and length of the ships have been introduced, which do not correspond to the parameters of the largest estimated ship, for which the corresponding quay wall is designed. Dredging of berths is capital dredging that will achieve new design depths that will allow larger ships to enter safely. The implementation of the project will allow the processing of ships with a length of up to 260 m, a width of up to 32 m, a draft of up to 14.5 m and a GT of 80,000 tons. By the end of 2023, it is possible to complete 35% of the total volume of activities. The necessary funds for the completion of the project are planned to be provided through the PTC 2021-2027. The commissioning of the berths is planned for the beginning of 2025. Through the implementation of the project, the port of Burgas will develop as an adequate entry/exit point along the "Orient/Eastern Mediterranean" corridor and will contribute to the implementation of the Action Plan for "Solidarity lines" by creating new opportunities for the export of agricultural products and other goods from Ukraine.  The planned projects will improve the safety and security of transport.  **Potential beneficiaries:**   * Executive Agency for Exploration and Maintenance of the Danube River; * State Enterprise Port Infrastructure; * Road Infrastructure Agency; * Executive Agency “Maritime Administration”; * Metropolitan EAD; * NC “Railway Infrastructure”. | |

**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)

|  |  |
| --- | --- |
| *Investment Priority* | *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* |
| 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: (\*\*)  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:   * 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 improvement of the railway traffic management; * contribution to the improvement of transport safety. | |

***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)

|  |  |
| --- | --- |
| *Investment Priority* | *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* |
| *Planned use of financial instruments* | *N/A* |
| 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)

|  |  |
| --- | --- |
| *Investment Priority* | *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* |
| 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 ofArticle 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)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Investment priority*** | | ***“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”*** | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Fund*** | ***Category of region (where relevant )*** | ***Target value (2023)[[59]](#footnote-59)*** | ***Source of data*** | ***Frequency of reporting*** |
| 9 | Introduced/ upgraded navigation information systems | number | ERDF | Less developed regions | 2 | State Enterprise “[Bulgarian Ports Infrastructure Company](http://www.optransport.bg/en/page.php?c=18)” | annually |
| 10 | Delivered of multipurpose vessels | number | ERDF | Less developed regions | 5 | 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 | 7 | State Enterprise “[Bulgarian Ports Infrastructure Company](http://www.optransport.bg/en/page.php?c=18)” | annually |
| 12 | Metro stations equipped with platform screen doors | number | ERDF | Less developed regions | 12 | Metropolitan EAD | annually |
| 13 | Introduced train management system | number | ERDF | Less developed regions | 1 | National Company Railway Infrastructure | * annually |
|  |  |  |  |  |  |  |  |

The output indicator “Introduced/ upgraded navigation information systems” has been updated in relation to the following projects:

- "Territorial expansion of the scope and complement of the functions of the Vessel Traffic Management Information System (VTMIS) - Phase 4";

- "Delivery, installation and commissioning of port reception facilities (PPS) in Bulgarian ports for public transport of national importance".

The output indicator "Delivered of multipurpose vessels" has been updated in relation to the completed activities on the projects for: "Improvement of the navigation systems and topo-hydrographic measurements on the Danube River - phase 2" and "Modernization and optimization of the rehabilitation activities of the shipping route in the common Bulgarian - Romanian section of the Danube River, through the supply of equipment”. As part of the first project, in 2017, the hydrographic vessel Danube 1 was built. Within the framework of the second project, the following were built/delivered: dredging equipment (group), which consists of a dredger, a pontoon, a barge, which are non-self-propelled vessels, and a shunting vessel (pipes are also included within the equipment).

The output indicator "Commissioned port reception facilities for ship-generated waste" has been updated in relation to the actually performed activities within the project "Delivery, installation and commissioning of port reception facilities (PRF) in the Bulgarian ports for public transport of national importance". Within the framework of the project under PO 5 "Technical assistance for the preparation and implementation of the project "Delivery, installation and commissioning of port reception facilities (PRF) in the Bulgarian ports for public transport of national importance", preliminary design studies were carried out. As a result of the analysis, a prioritized list for PRFs was provided, which was agreed with the beneficiary and was used in the preparation of the task and the documentation for the public procurement for the investment project under OPTTI. Accordingly to the prioritized lists presented and accepted by the beneficiary, 5 sets of containers and racks for separate collection of waste resulting from shipping activity according to the recommendations of the Danube Convention (for the river) and types of waste for the sea according to MARPOL, Annex I, Annex V, as well as a set of equipment for prevention and response to operational and emergency pollution - 2 pieces containing - bollards and those for their deployment, skimmers intended for the collection of various types of petroleum products and oils, collectors for the collection of solid waste from the water surface, auxiliary equipment, high-speed boats equipped for transport, equipment and operation, as well as with reception capabilities of solid waste from ships.The target value of the indicator Metro stations equipped with platform screen doors should be 12. The initial target value of 2 metro stations was set in connection with the specifics of the contract for the implementation of the project for the design, supply, installation and commissioning of Automatic platform screen doors (APSD) with a vertical opening for 12 metro stations from Line 1 of the metro in Sofia, which provided for the initial commissioning of the APSD of 2 metro stations, then, depending on the results, the implementation of the APSD of the remaining 10 metro stations. As of 30.10.2022, the project has been completed and the APSD of the 12 metro stations provided for in the project have been put into operation.

**2.A.4.5 Social innovation, transnational cooperation and contribution to thematic objectives 1-7[[60]](#footnote-60)**

Specific provisions for ESF[[61]](#footnote-61), 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.

|  |  |
| --- | --- |
| *Priority axis* | *4-“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”* |
| *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)[[62]](#footnote-62)

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Priority axis*** | | ***4-“Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”*** | | | | | | | |
| ***ID*** | ***Indicator type*** | ***Indicator or key implementation step*** | ***Measurement unit, where appropriate*** | ***Fund*** | ***Category of region*** | ***Milestone for 2018*** | ***Final target (2023)[[63]](#footnote-63)*** | ***Source of data*** | ***Explanation of relevance of indicator, where appropriate*** |
| *1* | financial indicator | Certified expenditure | Euro | ERDF | Less developed regions | 7 700 000 | 44 726 781.00 | Certifying Authority | This financial indicator is suggested to be used in the guide for determining milestones and targets for the performance framework |
| *34* | output indicator | Implemented/ modernized transport systems | number | ERDF | Less developed regions | 0 | 3 | Port Infrastructure Company  National Railway Infrastructure Company  Road Infrastructure Agency | Share of this indicator represents a significant part of priority axis budget |
| 5 | key implementation step | Number of contracts with started 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. |

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

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 intervention[[64]](#footnote-64)**

(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 | 039 Seaports (TEN-T) | **17 472 897,56** |
| ERDF | Less developed | 041 Inland waterways and ports (TEN-T) | **10 714 722,30** |
| ERDF | Less developed | 044 Intelligent transport systems (including the introduction of demand management, tolling systems, IT monitoring control and information systems) | **12 173 860,75** |
| ERDF | Less developed | 043 Clean urban transport infrastructure and promotion (including equipment and rolling stock) | **7 134 362,39** |

|  |  |  |  |
| --- | --- | --- | --- |
| **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 | **47 495 843,00** |

|  |  |  |  |
| --- | --- | --- | --- |
| **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 | **47 495 843,00** |

|  |  |  |  |
| --- | --- | --- | --- |
| **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 | **47 495 843,00** |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 11: Dimension 6 – ESF secondary theme[[65]](#footnote-65) (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)** |
| *N/A* | *N/A* | *N/A* | *N/A* |

**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* | *4 - Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement* |
| 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. In addition to the preparation of the projects planned for funding under Priority Axis 4, the development of a feasibility study and a package of project documents for the implementation of an integrated information system for coordination and management of real-time operations in case of disasters and accidents in the Bulgarian maritime search and rescue area is included.  Activities, related to ensuring the administrative capacity of EA “Exploration and Maintenance of the Danube River”, State Enterprise “[Bulgarian Ports Infrastructure Company](http://www.optransport.bg/en/page.php?c=18)”, EA “Maritime Administration”, Road Infrastructure Agency, Metropolitan EAD and National Railway Infrastructure Company will be funded under the Priority axis 5. | |

**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.6 Priority axis “Support for SMEs through the SAFE instrument”**

**2.A.6.1 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** | **6** |
| **Title of the priority axis** | **SUPPORT FOR SMEs THROUGH THE SAFE INSTRUMENT** |

|  |  |
| --- | --- |
| **The entire priority axis will be implemented solely through financial instruments** | ***N/A*** |
| **The entire priority axis will be implemented solely though financial instruments set up at Union level** | ***N/A*** |
| **The entire priority axis will be implemented through community-led local development** | ***N/A*** |
| **For the ESF: The entire priority axis is dedicated to social innovation or to transnational cooperation, or both** | ***N/A*** |
|  The entire priority axis is dedicated to SAFE (Article 25b) |  |

**2.A.6.2. Justification for the designation of a priority axis that covers more than one category of region, thematic objective or fund (where applicable)**

|  |
| --- |
| The territorial scope covers all regions (NUTS II). They are categorized as less developed regions.  Priority axis 6 is aimed at implementing thematic objective 3 of the General Regulation: "Enhancing the competitiveness of SMEs, of the agricultural sector (for the EAFRD) and of the fishery and aquaculture sector (for the EMFF)" from Regulation (EU) 1303/2013. Priority Axis 6 will be co-financed by the ERDF and the CF, in accordance with the provisions of Art. 25b, paragraph 3 of Regulation (EU) 1303/2013. |

**2.A.6.3. Fund, category of region and calculation basis for Union support**

(Repeated for each combination under a priority axis)

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

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

**2.A.6.4 Investment priority**

(Repeated for each investment priority under the priority axis)

|  |  |
| --- | --- |
| *ID* | 7(i) |
| *Investment priority* | *3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes* |

**2.A.6.5 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)

|  |  |
| --- | --- |
| *ID* | *1* |
| *Specific objective* | *Support for SMEs that are particularly affected by energy price increases* |
| *The results that the Member State seeks to achieve with EU support* | *The implementation of the proposed measures will contribute to mitigating the consequences for SMEs of the significant increase in energy prices caused by Russia's military aggression against Ukraine* |

**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

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Specific objective*** | | ***Support for SMEs that are particularly affected by energy price increases*** | | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Category of region (where relevant)*** | ***Baseline value*** | ***Baseline year*** | ***Target value[[66]](#footnote-66) (2023)*** | ***Source of data*** | ***Frequency of reporting*** |
|  | Grants to offset increased energy prices for SMEs | Euro | Less developed regions | 0 | 2021 | 4 500 000,00 | UMIS | Annualy |
|  | Grants to offset increased energy prices for SMEs | Euro | *NA* | 0 | 2021 | 140 500 000,00 | UMIS | Annualy |

**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[[67]](#footnote-67) (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*** |

**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 Council[[68]](#footnote-68))**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***ID*** | ***Indicator*** | ***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*[[69]](#footnote-69) *(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*** |

**2.A.5.5 Action to be supported under the investment priority**

**(by investment priority)**

***2.A.5.6 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*** | ***3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes*** |
| The priority axis will support the financing of working capital in the form of grants for SMEs, which are particularly affected by the increase in energy prices caused by Russia's military aggression against Ukraine.  The support will be implemented by reimbursing eligible costs for compensating SMEs, particularly affected by the increase in energy prices, carried out under national programs for compensating non-domestic final customers of electricity, implemented by the "Security of the Electricity System" Fund.  Particularly affected by the increase in energy prices are SMEs that are eligible for additional cost aid due to exceptionally large increases in electricity prices under the Temporary Crisis Framework for State aid measures.  In Bulgaria, all SMEs are particularly affected by increases in energy prices.  The analysis of the average monthly BGN/MWh price achieved on the organized exchange market of electricity in the Republic of Bulgaria in 2022 compared to that for the reference period in 2021 shows that the price jump varied between 180%-380%. For this reason, within the framework of the national programs, compensations have been provided to all non-domestic end customers of electricity.  With a view to establishing the amount of compensation paid, which is eligible for reimbursement under the operational programs through the SAFE Instrument, from the totality of all non-residential final customers for which compensation was paid for the period 1 February - 30 September 2022, using data from the National Statistical Institute enterprises that do not meet the requirements for SMEs under the Law on Small and Medium Enterprises will be removed.  **Beneficiary:** "Electricity System Security" Fund.  **Final recipients of aid:** SMEs, which are particularly affected by energy price increases caused by Russia's military aggression against Ukraine.  **Demarcation:**  Eligible compensation costs incurred by the Electricity System Security Fund will be reimbursable under Operational Program "Innovation and Competitiveness", Operational Program "Transport and Transport Infrastructure”, Operational Program "Regions in Growth", Operational Program "Science and Education for smart growth”, Operational Program 'Good Governance' and Operational Program 'Environment'.  With a view to complying with the principles of complementarity and non-admission of double funding with other programs at the national level, within which similar measures are provided for the recovery of funds in connection with compensations made to SMEs, which are particularly affected by increases in energy prices, it is envisaged that the demarcation will be ensured on the basis of specific enterprises. In order to ensure the timely and efficient implementation of operations for the implementation of the SAFE Instrument and to minimize the administrative burden, as well as to ensure demarcation and complementarity between the measures under the individual programs and to prevent double funding between them, activities related to preparation and management of operations and providing information and communication of this support, will only be eligible under the OPE and will not be funded under the OPTTI. | |

***2.A.5.7 Guiding principles for selection of operations***

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

|  |  |
| --- | --- |
| ***Investment Priority*** | ***3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes*** |
| The following principles will be observed in the selection of operations:  • legality – the provision of funding will be carried out in accordance with the procedures established in national legislation and the relevant rules and procedures of the Governing Body;  • coordination and synergy – coordination between individual ESIF programs at the national level, horizontal programs and other instruments of the Union in order to achieve maximum synergy effect and avoid double funding.  • needs-based financing – selected operations respond to business/economic challenges posed by extremely large increases in natural gas and electricity prices caused by Russia's military aggression against Ukraine.  • effectiveness and efficiency of investments - the selected operations should fully meet the objectives of the priority axis, with the most adequate ratio between the expected costs and benefits;  • providing financing while reducing the administrative burden for potential beneficiaries;  • relevance - the selected operations should contribute to the implementation of the product and result indicators on the priority axis;  • principle of partnership and transparency – the criteria for selecting operations are subject to approval by the Program Monitoring Committee.  The selection of operations will also respect the horizontal principles of sustainable development, equal opportunities and non-discrimination and gender equality. | |

***2.A.5.8 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)**

|  |  |
| --- | --- |
| ***Investment Priority*** | ***3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes*** |
| ***Planned use of financial instruments*** | ***N/A*** |
| ***Not planned.*** | |

***2.A.6.4 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)**

|  |  |
| --- | --- |
| ***Investment Priority*** | ***3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes*** |
| Not planned. Although the total amount of the eligible costs of the operation supported through the SAFE Instrument (PA 6) exceeds EUR 50,000,000, it does not, by its nature, represent a "major project" within the meaning of Art. 100 of Regulation (EU) 1303/2013, as it does not contain "a series of construction works, activities or services intended by their nature to fulfill an indivisible task of a precise economic or technical nature". | |

***2.A.5.9 Output indicators by investment priority and, where appropriate by category of region***

**(Reference: point (b)(iv) of the first subparagraph ofArticle 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)**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Investment priority*** | | ***3d) supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes*** | | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Fund*** | ***Category of region (where relevant )*** | ***Target value (2023)[[70]](#footnote-70)*** | ***Source of data*** | ***Frequency of reporting*** |
|  | CO01 Number of enterprises receiving support | Number | ERDF | Less developed regions | 25 710 | UMIS | Annually |
|  | CO02 Number of enterprises receiving grants | Number | ERDF | Less developed regions | 25 710 | UMIS | Annually |

**2.A.5.10 Social innovation, transnational cooperation and contribution to thematic objectives 1-7[[71]](#footnote-71)**

**Specific provisions for ESF[[72]](#footnote-72), 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.**

|  |  |
| --- | --- |
| ***Priority axis*** | ***N/A*** |
| ***N/A*** | |

**2.A.5.11 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)[[73]](#footnote-73)**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***Priority axis*** | | ***“Support for SMEs through the SAFE instrument”*** | | | | | | | |
| ***ID*** | ***Indicator type***  ***(Key implementation step, financial, output or, where appropriate, result indicator)*** | ***Indicator or key implementation step*** | ***Measurement unit, where appropriate*** | ***Fund*** | ***Category of region*** | ***Milestone for 2018*** | ***Final target (2023)[[74]](#footnote-74)*** | ***Source of data*** | ***Explanation of relevance of indicator, where appropriate*** |
| **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |
| **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |
| **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** | **NA** |

**2.A.5.12 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 intervention[[75]](#footnote-75)**

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

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 7: Dimension 1 – Intervention field** | | | |
| **Priority axis** | | ***“Support for SMEs through the SAFE instrument”*** | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| ERDF | Less developed | 001 | **4 500 000,00** |
| CF | NA | 001 | **140 500 000,00** |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 8: Dimension 2 – Form of finance** | | | |
| **Priority axis** | |  | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| ERDF  CF | Less developed  NA | 01 Non-repayable grant  01 Non-repayable grant | **4 500 000,00**  **140 500 000,00** |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 9: Dimension 3 – Territory type** | | | |
| **Priority axis** | |  | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| ERDF  CF | Less developed  NA | 00 Not applicable  00 Not applicable | **4 500 000,00**  **140 500 000,00** |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 10: Dimension 4 – Territorial delivery mechanisms** | | | |
| **Priority axis** | |  | |
| **Fund** | **Category of region** | **Code** | **Amount (EUR)** |
| ERDF  CF | Less developed  NA | 07 Not applicable  07 Not applicable | **4 500 000,00**  **140 500 000,00** |

|  |  |  |  |
| --- | --- | --- | --- |
| **Table 11: Dimension 6 – ESF secondary theme[[76]](#footnote-76) (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)** |
| *N/A* | *N/A* | *N/A* | *N/A* |

**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.* |

|  |  |
| --- | --- |
| *ID of the priority axis* | *5* |
| *Title of the priority axis* | *Technical Assistance* |

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

|  |  |
| --- | --- |
| *Fund* | *European Regional Development Fund* |
| *Category of region* | *Less developed* |
| *Calculation basis* | *public* |

**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)

|  |  |
| --- | --- |
| *ID* | *1* |
| *Specific objective* | *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* |
| *Results that the Member State seeks to achieve with Union support[[77]](#footnote-77)* | * *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;* * *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;* * *provided information and publicity of the OPTTI and promoting it to the general public;* * *ensured adequate level of administrative and logistics of the OPTTI;* * *successfully completed OPT 2007-2013;* * *successfully implemented reforms in relevant sectors and respectively introduced policies.* |

**2.B.5 Result indicators[[78]](#footnote-78)**

**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 )

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| ***Priority axis*** | | | *“Technical assistance”* | | | | |
| ***ID*** | ***Indicator*** | ***Measurement unit*** | ***Baseline value*** | ***Baseline year*** | ***Target value[[79]](#footnote-79) (2023)*** | ***Source of data*** | ***Frequency of reporting*** |
| 14 | Trained people according to training programs | % | 0 | 2013 | 100 | Managing authority and beneficiaries | annually |
| 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 | 90 | 2013 | 80 | Managing authority | annually |
| 17 | Average time for evaluation of project | days | 90 | 2013 | 85 | 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)

|  |  |
| --- | --- |
| *Priority axis* | *“Technical Assistance”* |
| **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 MTITC in the field of strategic management of the aviation sector including the attracting of private investments.  **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.  **Potential beneficiaries:**  - Managing Authority of OPTTI;  - National Railway Infrastructure Company;  - Road Infrastructure Agency;  - Metropolitan EAD;  - Executive Agency for Exploration and Maintenance of the Danube River;  - State Enterprise Port Infrastructure;  - Executive Agency “Maritime Administration”. | |

***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)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| ***Priority axis*** | | ***“Technical assistance”*** | | |
| ***ID*** | ***Indicator[[80]](#footnote-80)*** | ***Measurement unit*** | ***Target value (2023)[[81]](#footnote-81)***  ***(optional)*** | ***Source of data*** |
| *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 |
| *23* | Major information activities | number | 8 | Managing Authority |
| *24* | Number of public information events | number | 10 | Managing Authority |
| *27* | Number of on the spot checks | number | 120 | Managing Authority |

The pandemic of COVID 19 in 2020 and 2021 and the drastic restrictive measures taken to reduce the spread of the virus, led to the impossibility of holding various public events. Due to which the initially pledged 20 public events for OPTTI will not be realized until the end of 2023. In this regard, the indicator was updated to 10 public events.

**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 intervention[[82]](#footnote-82)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Table 14: Dimension 1 – Intervention field** | | | | |
| ***Priority axis*** | | | ***“Technical assistance”*** | |
| ***Fund*** | ***Category of region*** | ***Code*** | | **Amount (EUR)** |
| ERDF | Less developed regions | 121 Preparation, implementation, monitoring and inspection | | **25 440 196,88** |
| ERDF | Less developed regions | 122 Evaluation and studies | | **3 268 109,31** |
| ERDF | Less developed regions | 123 Information and communication | | **1 509 009,81** |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Table 15: Dimension 2** – **Form of finance** | | | | |
| ***Priority axis*** | | | ***“Technical assistance”*** | |
| ***Fund*** | ***Category of region*** | ***Code*** | | **Amount (EUR)** |
| ERDF | Less developed regions | 01 Non-repayable grant | | **30 217 316,00** |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Table 16: Dimension 3 – Territory type** | | | | |
| ***Priority axis*** | | | ***“Technical assistance”*** | |
| ***Fund*** | ***Category of region*** | ***Code*** | | **Amount (EUR)** |
| ERDF | Less developed regions | 07 Not applicable | | **30 217 316,00** |

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 г.** | | **2015 г.** | | **2016 г.** | | **2017 г.** | | **2018 г.** | | **2019 г.** | | **2020 г.** | | **Total** | |
|  |  |  | **Main allocation[[83]](#footnote-83)** | **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 | 83 030 702.00 | 5 299 832.00 | 54 172 899.00 | 3 457 845.00 | 56 603 787.00 | 3 613 008.00 | 58 977 027.00 | 3 764 491.00 | 47 962 620.00 | 4 411 454.00 | 411 026 040.00 | 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 | 109 282 317,00 | 10 967 633.00 | 1 013 462 098,00 | 68 681 236.00 |
| 3 | **Total** |  | **187 162 645.00** | **11 946 552.00** | **197 113 329.00** | **12 581 702.00** | **231 433 083.00** | **14 772 324.00** | **208 834 651.00** | **13 329 872.00** | **217 143 654.00** | **13 860 234.00** | **225 555 839.00** | **14 397 181.00** | **157 244 937,00** | **15 379 087.00** | **1 424 488**  **138,00** | **96 266 952.00** |

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 | 100 % co-financing rate for accounting year 2023-2024 | For information  EIB contributions | Main allocation (total funding less performance reserve) | | Performance reserve | | Performance reserve amount as proportion of total Union support |
| National public funding | National private funding  [(1)](http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:2006R1828:20091013:EN:HTML" \l "E0078#E0078) | Union support | National counterpart | Union support | National counterpart[[84]](#footnote-84) |
|  |  |  |  | (a) | (b) = (c) + (d)) | (c) | (d) | (e) = (a) + (b) | (f)  = (a)/(e) [(2)](http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:2006R1828:20091013:EN:HTML" \l "E0079#E0079) |  | (g) | (h)=(a)-(j) | (i) = (b) – (k) | (j) | (k)= (b) \* ((j)/(a)) | (l) =(j)/(a) \*100 |
| *Priority axis 1* | CF | N/A | public | 480 354 023,00 | 84 768 357,00 | 84 768 357,00 | 0 | 565 122 380,00 | 85,0000000000  % |  |  | 480 354 023,00 | 84 768 357,00 | 0 | 0 | 0% |
| *Priority axis 2* | CF | N/A | public | 461 289 311,00 | 81 403 997,00 | 81 403 997,00 | 0 | 542 693 308,00 | 84,9999998526  % |  |  | 411 672 787,00 | 72 648 139,00 | 68 681 236.00 | 12 120 218.00 | 14.30  % |
| *Priority axis 3* | ERDF | Less developed | public | 356 398 597,00 | 62 893 871,00 | 62 893 871,00 | 0 | 419 292 468,00 | 84, 9999998092  % |  |  | 328 812 881,00 | 58 025 803,00 | 27 585 716.00 | 4 868 068.00 | 7,74  % |
| *Priority axis 4* | ERDF | Less developed | public | 47 495 843,00 | 8 381 620,00 | 8 381 620,00 | 0 | 55 877 463,00 | 84,9999990157  % |  |  | 47 495 843,00 | 8 381 620,00 | 0 | 0 | 0% |
| *Priority Axis 5* | ERDF | Less developed | public | 30 217 316,00 | 5 332 468,00 | 5 332 468,00 | 0 | 35 549 784,00 | 84,999998875  % |  |  | 30 217 316,00 | 5 332 468,00 |  |  |  |
| *Priority Axis 6* | ERDF | Less developed | public | 4 500 000,00 | 0,00 | 0,00 | 0 | 4 500 000,00 | 100% |  |  | 4 500 000,00 | 0,00 |  |  |  |
| *Priority Axis 6* | CF | N/A | public | 140 500 000,00 | 0,00 | 0,00 | 0 | 140 500 000,00 | 100% |  |  | 140 500 000,00 | 0,00 |  |  |  |
| Total | CF | N/A | public | **1 082 143 334,00** | **166 172 354,00** | **166 172 354,00** | 0 | **1 248 315 688,00** | **86,688274801** |  |  | **1 013 462 098,00** | **157 416 496,00** | **68 681 236.00** | **12 120 218.00** | 6.35% |
| Total | ERDF | Less developed | public | **438 611 756.00** | **76 607 959,00** | **76 607 959,00** | 0 | **515 219 715,00** | **85,131011728**  **%** |  |  | **411 026 040.00** | **71 739 891,00** | **27 585 716.00** | **4 868 068.00** | 6.29% |
| Grand Total |  |  |  | **1 520 755 090,00** | **242 780 313,00** | **242 780 313,00** | 0 | **1 763 535 403,00** | **86,233317880**  **%** |  |  | **1 424 488 138,00** | **229 156 387,00** | **96 266 952.00** | **16 988 286.00** | 6.33% |

(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 allocations[[85]](#footnote-85) (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[[86]](#footnote-86)** | **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 | **480 354 023,00** | **84 768 357,00** | **565 122 380,00** |
| **2. “Development of road infrastructure along the „core” and “comprehensive” Trans-European transport network”** | Cohesion Fund | N/A | TO 7 | **461 289 311,00** | **81 403 997,00** | **542 693 308,00** |
| **3. “Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport”** | European Regional Development Fund | Less developed | TO 4 | **345 153 286,00** | **60 909 404,00** | **406 062 690,00** |
| Less developed | TO 7 | **11 245 311,00** | **1 984 467,00** | **13 229 778,00** |
| **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 | **47 495 843,00** | **8 381 620,00** | **55 877 463,00** |
| **6. Support for SMEs through the SAFE instrument** | Cohesion Fund | N/A | TO 3 | **140 500 000,00** | **0,00** | **140 500 000,00** |
| **6. Support for SMEs through the SAFE instrument** | European Regional Development Fund | Less developed | **TO 3** | **4 500 000,00** | **0,00** | **4 500 000,00** |
| **Total** |  | Less developed | **-** | **1 490 537 774,00** | **237 447 845,00** | **1 727 985 619,00** |

**Table 19: Indicative amount of support to be used for climate change objectives**

(Reference: Article 27(5) of Regulation (EU) No 1303/2013)[[87]](#footnote-87)

|  |  |  |
| --- | --- | --- |
| **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”** | **192 141 609,20** | **12,63 %** |
| **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”** | **142 559 438,80** | **9,37 %** |
| **4. “Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement”** | **18 998 337,20** | **1,25 %** |
| **5. “Technical Assistance”** | **0** | **0** |
| **6. “Support for SMEs through the SAFE instrument”** | **0** | **0** |
| **Total** | **353 699 385,20** | **23,26 %** |

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 Council[[88]](#footnote-88)])

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)

|  |  |  |
| --- | --- | --- |
| **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 4 of OPTTI. |

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**

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| --- |
| *Not applicable.* |

**Table 22: Actions to address specific needs of geographical areas/target groups most affected by poverty[[89]](#footnote-89)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| 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.* |

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 | Martin Georgiev – director of “Coordination of Programmes and Projects” Directorate |
| Certifying authority, where applicable | “National Fund” Directorate,  Ministry of Finance | Detelina Karaeneva – Director of Directorate and Head of the Certifying Authority |
| Audit authority | IA “Audit of EU Funds” | Katya Doychevska – Executive Director |
| Body to which Commission will make payments | “National Fund” Directorate,  Ministry of Finance | Detelina Karaeneva – 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***

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| --- |
| 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 РД-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 trough 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 guarantying 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)

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| --- |
| *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 sections Voluyak-Sofia, Sofia-Elin Pelin, Kostenetz-Septemvri and Plovdiv railway junction. 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**  **Thematic 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** |
| 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” and “comprehensive” 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 (EU) No 1315/2013 of the European Parliament and of the Council , 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.  - Measures to ensure the capacity of intermediary bodies and beneficiaries to deliver the project pipeline. | No  Yes | 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 road infrastructure until 2020.  Methodology for prioritization of road sections of OPRG 2014-2020  Technical assistance projects to ensure the capacity of beneficiaries to deliver the project pipeline | 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 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, interoperability and capacity building. | "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 and budgetary framework)  Measures to ensure the capacity of intermediary bodies and beneficiaries to deliver the project pipeline. | No  Yes | 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 road infrastructure until 2020.  Technical assistance projects to ensure the capacity of beneficiaries to deliver the project pipeline. | 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 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  Yes | 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).  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. 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. | **NO** | 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, execised 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 procurement. | In the MA of the OPT there are 8 employees, who have in their job descriptions included responsibilities on public procurement issues |
| 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 nsurance 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 and Real Sector” Directorate 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 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 | 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 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/ЕU of the European Parliament and the Council (2) (EIA) and Directive 2001/42/ЕU 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 procedures under EIA and SEA. | - Conducted trainings, working meetings, seminars.  - Prepared instructions.  - Provided access to the instructions and issued manuals via electronic communication and by conventional mail |
| 7. The existence of a statistical basis necessary to undertake evaluations to assess the effectiveness and impact of the programmes.  The existence of a system of result indicators necessary to select actions, which most effectively contribute to desired results, to monitor progress towards results and to undertake impact evaluation. | All axes of OPTTI | Partially | Arrangements for timely collection and aggregation of statistical data with the following elements are in place:  — the identification of sources and mechanisms to ensure statistical validation;  — arrangements for publication and public availability of aggregated data;  An effective system of result indicators including:  — the selection of result indicators for each programme providing information on what motivates the selection of policy actions financed by the programme;  — the establishment of targets for these indicators;  — the consistency of each indicator with the following requisites: robustness and statistical validation, clarity of normative interpretation, responsiveness to policy, timely collection of data;  - Procedures to ensure that all operations financed by the program adopt an effective system of indicators. | YES  NO  NO | European statistics Code of Practice  Declaration on the quality of the national statistical system of the Republic of Bulgaria  Statistics Act  National Statistical Program for 2013  Rules for the dissemination of statistical products and services  List of standard statistical indicators | To ensure the quality of results, harmonized national statistics are developed, produced and disseminated on the basis of harmonized standards and methods. The following quality criteria are applied:  a) "relevance", which refers to the degree to which statistics meet current and potential needs of the users;  b) "Accuracy", which refers to the closeness of estimates to the unknown true values;  c) "Timeliness": refers to the period between the availability of the information and the event or phenomenon it describes;  d) "Punctuality", which refers to the period of time between the date of the release of the data and the target date (the date by which the data should have been delivered);  e) "Accessibility" and "clarity": refer to the conditions and modalities by which users can obtain, use and interpret data;  f) "comparability", which refers to the measurement of the impact of differences in applied statistical concepts, measurement tools and procedures where statistics are compared between geographical areas, sectoral domains or over time;  j) "coherence", which refers to the adequacy of the data to be reliably combined in different ways and for various uses.  NSI - leading to the provision of general for the programs performance indicators and mechanisms to ensure statistical validation.  OPs Managing Authorities - leading to the development and maintenance of an effective system of indicators.  For the systems developed to date, the information concerning indicators of individual programs will be available in the public UMIS, on the websites of the Managing Authorities of the respective programs.  Performance of the criterion is linked to the complete development of the OPs.  Indicators that will be developed during the implementation of OPs by MA or the beneficiaries must undergo statistical validation in accordance with the following procedures:  1. When the indicators are based on administrative data, the definitions and concepts used for administrative purposes should be close enough to those required for statistical purposes.  2. Sampling and assessment methods should be well justified.  3. Methods of data collection should be coordinated with NSI, and their application is observed in terms of compliance with the methodology.  4. Beneficiaries and MA cooperate with NSI to ensure data quality.  Defined are quantity and quality goals for result indicators, which content is coordinated between the EU programmes and other donors.  For the indicators are defined quantity and quality goals that are in conformity with Europe 2020.  For the ESF is provided collecting information on an individual level for each participant in accordance with the provisions of Regulation 1304/2013 as well as at project level and priority level. Reporting will be accomplished through performance and result indicators set at the appropriate level of the OP for which the reporting and impact assessment are held.  Monitoring data will be presented at each meeting of the Monitoring Committee so that MC members can discuss issues that could hinder the prper information of the programme. Activities carried out in relation to the timely collection of microdata for participants will be reported in the annual implementation reports, as well as in the progress reports submitted to the MC.  The data itself reflects all participants that directly used or benefit of ESF support, as in case of doubled participation in the same operation, the individual participant is counted only once. For reporting purposes (despite the fact that to the EC will be provided only aggregated data) personal data will be used for each participant (eg, gender, status on the labour market, education level, etc) including “sensitive” one (eg, disability, minority status, etc.). Under the provisions of the Directive on the protection of personal data, each participant may refuse to give “sensitive” information, in which case the relevant management bodies of documentary programmes must establish that they have attempted to collect such data, and that was refused. Much like the common indicators in Regulation 1304/2013, the Managing Authorities will provide clear and understandable definitions of specific indicators of individual programmes with which to achieve a common understanding of them and to facilitate their subsequent reporting.  MAs build their systems for storage and reporting data on individual participants in electronic form, with regard not only to the formal implementation of the provisions of Article 56 of Regulation 1303/2013 and Article 5 and Article 19 of Regulation 1304/2013, but in order to effectively fulfill the obligations of the monitored and evaluation. For this purpose, they were built systems and procedures for monitoring the ESF in the 2007-2013 programming period, which, however, need additional settings and clarification as to comply with the requirements applicable to the programming period 2014-2020 and also to reporting indicators for immediate and long-term result, incl. on a sample basis. |

9.2 Description of actions to fulfil ex-ante conditionalities, responsible bodies and timetable [[90]](#footnote-90)

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

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| --- | --- | --- | --- | --- |
| **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.  The draft Strategy envisages measures to raise effectiveness in public procurement and creation of guarantees for conformity with EU law in the field.  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.  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.  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.) | 31 July 2014  31 January 2016  31 January 2016  31 October 2014 | MEE, PPA  MEE, PPA  MA  CCU  AEUFEA  PPA  SE  ASFI  CPC, SAC |
|  | 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. | 31 December 2016  31 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. | 31 December 2015  31 December 2015 | MEE, 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 indicators for each programme, which provide information on the rationale of the selection of policy-related activities funded by the programme;  - 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. | Action 1  Selection of outcome indicators for each operational programme.  The output and outcome indicators 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.  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. | In two-month period after the adoption of OPTTI  30 September 2014 | NSI, MA of OPTTI  NSI, MA of OPTTI |
|  | Procedures which should guarantee that all operations funded under the programme have adopted an effective system of indicators | Action 1.  Development of the procedures for collection of microdata, required for assessment of contribution of the operations to specific objectives of each OP. | 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 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 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 (EU) No 1315/2013 of the European Parliament and of the Council, 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. | Action 1  Preparation of National multimodal transport strategy/Intagrated transport Strategy.  By the end of December 2016, a National Multimodal Transport Strategy / Integrated Transport Strategy is to be drawn up - where the contribution of the investments in the transport sector to the Common European Transport Area will be described, where the priority investments will be benchmarked in the “core” and “comprehensive” TEN-T network as co-financed by the CF and ERDF and in the secondary connectivity, where a realistic list of projects will be drafted to be co-financed by the CF and ERDF (coupled with the relevant time schedule and budget), where the infrastructure projects will be planned to be financed from the State budget, as well as the projects to be financed by other international financing institutions and funds, PPPs, private investments, etc., where a strategy asset maintenance will be developed, and so will a financing and implementation strategy, a human resources development strategy coupled with measures for development of the administrative capacity of beneficiaries for preparation and implementation of the projects foreseen, and where the standard requirements for strategic ecological assessment will be met. | 30 September 2016 | MTITC |
| Action 2  Adoption of Strategy for development of road infrastructure in the Republic of Bulgaria 2014-2020  The strategy updates partially and General transport master plan – in terms of inventory of available financial resources, administrative capacity, steps and deadlines for the implementation of the transportation objectives of Bulgaria, in the implementation of action 1 will be coordinated and this strategy.  With the strategy adopted is also the medium-term operational programme for the implementation of the strategy.  Prepared drafts of both documents. | 31 December 2014 | MRDPW, MTITC |
| 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. | 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) | **Action 1**  Preparation of National multimodal transport strategy /Intagrated transport Strategy.  See 7.1 | 30 September 2016 | MTITC  MTITC |
| 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 | 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); | **Action 1**  Preparation of National multimodal transport strategy /Intagrated transport Strategy.  See 7.1 | 30 September 2016 | MTITC |

**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

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| ***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 2011show 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.

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| 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 programming period 2007-2013 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 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".[[91]](#footnote-91)  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 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.

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| **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 universalguidelines 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.

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| 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**

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| --- | --- | --- | --- | --- |
| **Project** | **Planned notification/submission date**  **(year, quarter)** | **Planned start of implementation**  **(year, quarter)** | **Planned completion date**  **(year, quarter)** | **Priority Axes/Investment Priorities** |
| Stage 1 of project Rehabilitation of railway line Plovdiv-Burgas - Phase ІІ | 3 quarter of 2018 | 4 quarter of 2016 | 4 quarter of 2023 | “Development of railway infrastructure along the “core”and “comprehensive” Trans-European Transport Network” |
| Modernisation of railway line Sofia-Plovdiv: section Elin Pelin-Kostenetz, Phase 1 | 4 quarter of 2017 | 4 quarter of 2019 | 4 quarter of 2023 | “Development of railway infrastructure along the “core” and “comprehensive” Trans-European Transport Network” |
| Modernization of Sofia – Dragoman – Serbian border Railway line, section Voluyak – Dragoman, phase 1 | 2 quarter of 2022 | 4 quarter of 2020 | 4 quarter of 2023 | “Development of railway infrastructure along the “core” and “comprehensive” Trans-European Transport Network” |
| „Struma” Motorway, Lot 3.1, 3.3 and Zheleznitsa tunnel | 3 quarter of 2017 | 3 quarter of 2015 | 3 quarter of 2023 | “Development of road infrastructure along the “core” and “comprehensive” Trans-European Transport Network” |
| „Struma” Motorway, Lot 3.2 /preparatory and mitigation measures/ | 1 quarter of 2022 | 1 quarter of 2021 | 4 quarter of 2023 | “Development of road infrastructure along the “core” and “comprehensive” Trans-European Transport Network” |
| “Europa” Motorway from km 15+500 to km 48+903 | 4 quarter of 2022 | 1 quarter of 2019 | 4 quarter of 2023 | “Development of road infrastructure along the “core” and “comprehensive” Trans-European Transport Network” |
| Kalotina-Sofia Motorway, Lot 1 Western Arc of Sofia Ring Road, Phase ІІ (major project CCI 2012BG161PR005) | 3 quarter of 2016 | 4 quarter of 2015 | 4 quarter of 2016 | “Development of road infrastructure along the “core” and “comprehensive” Trans-European Transport Network” |
| Sofia metro extension project: Line 3, Stage I – section “Vladimir Vazov Blvd. – Centre – Zhitnitsa Str.” | 1 quarter of 2016 | 4 quarter of 2015 | 4 quarter of 2021 | “Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement” |
| Sofia metro extension project: Line 3, Stage II – section “Zhitnica” str. – “Ovcha Kupel” R.A. – Sofia ring road” | 1 quarter of 2017 | 1 quarter of 2017 | 4 quarter of 2021 | “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)[[92]](#footnote-92)** |
| 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 | | 600 000 000,00 |
| CF | Less developed | Number of major projects under implementation | | Number | 2 | | 3 |
| CF | Less developed | Total length of reconstructed or upgraded railway lines | | km | 0 | | 33 |
| 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 | | 540 000 000.00 |
| CF | Less developed | Number of major projects under implementation | | Number | 1 | | 3 |
| CF | Less developed | Total length of new roads | | km | 0 | | 65,90 |
| Priority axis 3 “Improvement of intermodal transport services for passengers and freights and development of sustainable urban transport” | ERDF | Less developed | Certified expenditure | | Euro | 105 152 249 | | 400 000 000.00 |
| ERDF | Less developed | Number of major projects under implementation | | Number | 1 | | 2 |
| ERDF | Less developed | Length of new metro lines | | km | 0 | | 13,10 |
| Priority axis 4 “Innovations in management and services - establishment of modern infrastructure for traffic management and transport safety improvement” | ERDF | Less developed | Certified expenditure  Implemented/ modernized transport systems  Number of contracts with started construction | | Euro  Number  Number | 7 700 000  0  1 | | 44 726 781.00    3  1 |
| 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) - according to the amendment of the Roads Act, adopted on 07.04.2016, the activity of state enterprise National Company “Strategic Infrastructure Projects“ was terminated. All the assets, passives, records and other rights and obligations of the enterprise are transferred to the “Road Infrastructure“ Agency; * Road Infrastructure Agency (RIA); * Metropolitan EAD; * Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR); * [Bulgarian Ports Infrastructure Company](http://www.optransport.bg/en/page.php?c=18) (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) - according to the amendment of the Roads Act, adopted on 07.04.2016, the activity of state enterprise National Company “Strategic Infrastructure Projects“ was terminated. All the assets, passives, records and other rights and obligations of the enterprise are transferred to the “Road Infrastructure“ Agency; * Road Infrastructure Agency (RIA); * Metropolitan EAD; * Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR); * [Bulgarian Ports Infrastructure Company](http://www.optransport.bg/en/page.php?c=18) (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)

1. Regulation (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. [↑](#footnote-ref-1)
2. <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2010:2020:FIN:BG:PDF> [↑](#footnote-ref-2)
3. <http://www.eufunds.bg/document/1064> [↑](#footnote-ref-3)
4. <http://www.eufunds.bg/document/4354> [↑](#footnote-ref-4)
5. <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:BG:PDF> [↑](#footnote-ref-5)
6. <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:348:0129:0171:EN:PDF> [↑](#footnote-ref-6)
7. <http://www.bgregio.eu/media/files/Programirane%20&%20ocenka/Programirane%202014-2020/NKPR%20proekt.pdf> [↑](#footnote-ref-7)
8. <http://www.mtitc.government.bg/upload/docs/Transport_Strategy_2020_last_r.pdf> [↑](#footnote-ref-8)
9. European Regional Development Fund [↑](#footnote-ref-9)
10. European Social Fund [↑](#footnote-ref-10)
11. Youth Employment Initiative [↑](#footnote-ref-11)
12. Total Union support (including the main allocation and the performance reserve) [↑](#footnote-ref-12)
13. Information by Fund and by priority axis. [↑](#footnote-ref-13)
14. Title of thematic objective (not applicable to technical assistance). [↑](#footnote-ref-14)
15. Title of investment priority (not applicable to technical assistance). [↑](#footnote-ref-15)
16. For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative. [↑](#footnote-ref-16)
17. 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. [↑](#footnote-ref-17)
18. 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) [↑](#footnote-ref-18)
19. 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. [↑](#footnote-ref-19)
20. These methodology and approach are applicable for all projects, subject to consideration for funding under priority axes 1÷4.

    [↑](#footnote-ref-20)
21. 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. [↑](#footnote-ref-21)
22. Only for programmes supported by the ESF. [↑](#footnote-ref-22)
23. For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators. [↑](#footnote-ref-23)
24. 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. [↑](#footnote-ref-24)
25. Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total. [↑](#footnote-ref-25)
26. Amounts include total Union support (the main allocation and the allocation from the performance reserve). [↑](#footnote-ref-26)
27. 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. [↑](#footnote-ref-27)
28. For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative. [↑](#footnote-ref-28)
29. 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. [↑](#footnote-ref-29)
30. 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) [↑](#footnote-ref-30)
31. 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. [↑](#footnote-ref-31)
32. 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. [↑](#footnote-ref-32)
33. Only for programmes supported by the ESF. [↑](#footnote-ref-33)
34. For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators. [↑](#footnote-ref-34)
35. 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. [↑](#footnote-ref-35)
36. Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total. [↑](#footnote-ref-36)
37. Amounts include total Union support (the main allocation and the allocation from the performance reserve). [↑](#footnote-ref-37)
38. 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. [↑](#footnote-ref-38)
39. For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative. [↑](#footnote-ref-39)
40. 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. [↑](#footnote-ref-40)
41. 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) [↑](#footnote-ref-41)
42. 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. [↑](#footnote-ref-42)
43. 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. [↑](#footnote-ref-43)
44. For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative. [↑](#footnote-ref-44)
45. 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. [↑](#footnote-ref-45)
46. 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) [↑](#footnote-ref-46)
47. 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. [↑](#footnote-ref-47)
48. 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. [↑](#footnote-ref-48)
49. Only for programmes supported by the ESF. [↑](#footnote-ref-49)
50. For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators. [↑](#footnote-ref-50)
51. 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. [↑](#footnote-ref-51)
52. Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total. [↑](#footnote-ref-52)
53. Amounts include total Union support (the main allocation and the allocation from the performance reserve). [↑](#footnote-ref-53)
54. 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. [↑](#footnote-ref-54)
55. For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative. [↑](#footnote-ref-55)
56. 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. [↑](#footnote-ref-56)
57. 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) [↑](#footnote-ref-57)
58. 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. [↑](#footnote-ref-58)
59. 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. [↑](#footnote-ref-59)
60. Only for programmes supported by the ESF. [↑](#footnote-ref-60)
61. For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators. [↑](#footnote-ref-61)
62. 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. [↑](#footnote-ref-62)
63. Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total. [↑](#footnote-ref-63)
64. Amounts include total Union support (the main allocation and the allocation from the performance reserve). [↑](#footnote-ref-64)
65. 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. [↑](#footnote-ref-65)
66. For ERDF and the Cohesion Fund, the target values may be qualitative or quantitative. [↑](#footnote-ref-66)
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. 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. [↑](#footnote-ref-67)
68. 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) [↑](#footnote-ref-68)
69. 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. [↑](#footnote-ref-69)
70. 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. [↑](#footnote-ref-70)
71. Only for programmes supported by the ESF. [↑](#footnote-ref-71)
72. For the ESF, this list includes common output indicators for which a target value has been set and all programme-specific output indicators. [↑](#footnote-ref-72)
73. 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. [↑](#footnote-ref-73)
74. Target values may be presented as a total (men+women) or broken down by gender. “M” = men, “W”=women, “T”= total. [↑](#footnote-ref-74)
75. Amounts include total Union support (the main allocation and the allocation from the performance reserve). [↑](#footnote-ref-75)
76. 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. [↑](#footnote-ref-76)
77. Required where Union support for technical assistance in the programme exceeds EUR 15 million [↑](#footnote-ref-77)
78. 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. [↑](#footnote-ref-78)
79. 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. [↑](#footnote-ref-79)
80. For the ESF, this list includes all common output indicators for which targets have been set and all programme-specific output indicators. [↑](#footnote-ref-80)
81. 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. [↑](#footnote-ref-81)
82. Amounts include total Union support (the main allocation and the allocation from the performance reserve). [↑](#footnote-ref-82)
83. Total allocation (Union support) less allocation to performance reserve. [↑](#footnote-ref-83)
84. The national counterpart is divided pro-rata between the main allocation and the performance reserve. [↑](#footnote-ref-84)
85. To be completed for every (part of a) priority axis which implements the YEI. [↑](#footnote-ref-85)
86. For the purposes of this table, the YEI (specific allocation and matching ESF support) is considered as a fund. [↑](#footnote-ref-86)
87. This table is generated automatically on the basis of tables on categories of intervention under each priority axis. [↑](#footnote-ref-87)
88. 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). [↑](#footnote-ref-88)
89. If the programme covers more than one category of region, a breakdown by category may be necessary. [↑](#footnote-ref-89)
90. 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. [↑](#footnote-ref-90)
91. <http://ec.europa.eu/clima/policies/adaptation/what/docs/non_paper_guidelines_project_managers_en.pdf> [↑](#footnote-ref-91)
92. The target value may be presented as a total (men+women) or broken down by gender. [↑](#footnote-ref-92)