**ANNEX V**

**Template for programs supported from the ERDF ( “Investment for Jobs and growth” Goal, ESF +, Cohesion Fund and EMFF - Article 21, paragraph 3**

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| **CCI** |  |
| **Title in EN** | [255 characters[[1]](#footnote-1)] Programme “Transport Connectivity” /PTC/ |
| **Title in national language**  | [255] Програма „Транспортна свързаност“ /ПТС/  |
| **Version** | 2.0 |
| **First year** | [4] 2021 |
| **Last year** | [4] 2027 |
| **Eligible from**  | 01.01.2021 |
| **Eligible to** | 31.12.2029 |
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|  **Member State amending decision number** |  |
| **Member State amending decision entry into force date** |  |
|  **Non substantial transfer (art. 19.5)** | Yes/No |
| **NUTS regions covered by the program** (non-aplicable to EMFF) | BG - Bulgaria 29*

BG3 - North and South-East Bulgaria18* +

BG31 – North-West 5* + -

BG311 - Vidin* + -

BG312 – Montana * + -

BG313 – Vratza * + -

BG314 – Pleven * + -

BG315 – Lovech * +

BG32 - North Central 5* + -

BG321 - Veliko Turnovo * + -

BG322 – Gabrovo * + -

BG323 – Ruse * + -

BG324 – Razgrad * + -

BG325 – Silistra * +

BG33 – North – East 4* + -

BG331 – Varna * + -

BG332 – Dobrich * + -

BG333 – Shumen * + -

BG334 – Turgovishte * +

BG34 – South – East 4* + -

BG341 – Burgas * + -

BG342 – Sliven * + -

BG343 – Yambol * + -

BG344 - Stara Zagora*

BG4 – South-West and South-Central Bulgaria10* +

BG41 – South-West 5* + -

BG411 - Sofia (capital)* + -

BG412 – Sofia * + -

BG413 – Blagoevgrad * + -

BG414 – Pernik * + -

BG415 – Kustendil * +

BG42 - South central 5* + -

BG421 – Plovdiv * + -

BG422 – Haskovo * + -

BG423 – Pazardjik * + -

BG424 – Smolyan * + -

BG425 – Kardzhali *

BGZ - Extra-Regio NUTS 11* +

BGZZ - Extra-Regio NUTS 21* + -

BGZZZ - Extra-Regio NUTS 3 |
| **Fund concerned** | [x]  ERDF |
| [x]  Cohesion Fund |
| [ ]  ESF+ |
| [ ]  EMFF |
| **Programme** | [ ]  under Investment for jobs and growth goal for the outermost regions only  |

**GLOSSARY**

CBA – Cost-Benefit Analysis

CEF – Connecting Europe Facility

COLREG - Convention on the International Regulations for Preventing Collisions

CF – Cohesion Fund

COVID-19 – Coronavirus disease 2019

CS – Communication strategy

DG – Directorate General

DNSH – Do no significant harm

EC – European Commission

EIA – Environmental Impact assessment

EIB – European Investment Bank

ERDF – European Regional Development Fund

ERTMS – European Rail Traffic Management System

ETCS – European Train Control System

EU – European Union

EUSDR – EU Strategy for the Danube Region

EU SSMS – Sustainable and Smart Mobility Strategy of the EU

FI – Financial instruments

MA – Managing Authority

MC – Monitoring Committee

N/A – Non-applicable

NAFS – National Anti-Fraud Strategy

NATURA – Network of core breeding and resting sites for rare and threatened species, and some rare natural habitat types which are protected in their own right

NGO – Non-governmental organization

NIECP - National Integrated Energy and Climate Plan

NRIC – National Railway Infrastructure Company

NPCAO – National Program for Control of Atmospheric Oxygen

OEM – Orient/East-Med

OLAF – European Anti-Fraud Office

OPTTI – Operational Programme Transport and Transport Infrastructure

PO – Policy objective

PRD – Programme for Regional Development 2021 - 2027

PTC – Programme Transport Connectivity 2021 - 2027

RB – Republic of Bulgaria

RCC – Route-computer centralization

RIA – Road Infrastructure Agency

RRF – Recovery and Resilience Facility

RRP – Recovery and Resilience Plan

SCADA – Supervisory control and data acquisition

SESAR – Single European Sky Air Traffic Management and Research

SO – Specific objective

TEN-T – Trans-European Transport Network

TSI – Technical specification for interoperability

TV – Television

WG – Working Group

1. **Programming strategy: main development challenges and policy responses**

*Reference: Article 22, pargraph 3 (a) (i)-(viii) and x), and Article 22, paragraph 3 (b) of Regulation (EU)2021/1060 (POP)*

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| *Text field [30 000]***Economic, social and territorial disparities and inequalities** The developed transport infrastructure is a basic prerequisite for efficient, effective and sustainable transport, which will contribute to the full integration of the country into the EU, given the cross-border position of the Republic of Bulgaria, hereinafter referred to as Bulgaria and its transit potential, while contributing to balanced regional development.Three of the corridors of the TEN-T, namely the Western Balkans – Eastern Mediterranean corridor, the Baltic Sea – Black Sea – Aegean Sea corridor and the Rhine-Danube corridor, cross the country. For two programming periods (2007-2013 and 2014-2020), projects were completed for the completion and modernization of Bulgaria's transport infrastructure, mainly along the lines of the "core" TEN-T network. In the current programming period, it is necessary to ensure the continuity and logical consistency of investments from previous programming periods, with a view to eliminating the available "bottlenecks" in the transport networks (lack of connections or compliance in technical parameters). A major problem identified in relation to the characteristics and qualities of mainstream infrastructure is the lack of continuous, consistent and permanent transport networks to ensure fast and safe long-distance travel. Poor operational status of railway sections does not allow the project speed to be reached. Technical parameters of a part of the railway network do not meet the requirements for safe and convenient transport. The density of existing port infrastructure is high and free port capacity is available, but many of the quality parameters do not meet current service requirements. Due to the lack of a national network of intermodal terminals to cater for the needs of rail and water freight, the existing possibilities for the development of intermodal transport are not exploited. The lower degree of construction of the high-class road network in the northern, peripheral and border parts of the country, in addition to the above mentioned problems, limits the economic development of the territories, reduces their investment attractiveness and quality of life for people. Difficult transport access leads to a lack of efficient economic activity, high unemployment rates, depopulation of settlements and impedes the use of public services. The completion of the highways, high-speed roads and road connections to them, together with the modernization of the railway lines along the main directions, will provide for a more rational spatial organization of the national transport network, connections between different European countries through the country, connections between Bulgaria and neighbouring countries and connections between the main urbanization centers in the country. Encouraging multimodal transport, by improving the connections between different modes of transport, has the potential to improve overall transport efficiency by stimulating the use of rail and water transport. Investments need to continue to improve shipping conditions throughout the Danube, including maintaining a high level of information and navigation security.The construction of charging infrastructure for alternative fuels /10 000 according to RRP/ on the national road network and in public transport ports will encourage the phasing out of obsolete high-emission vehicles and their replacement with electric vehicles and will help reduce pollution from shipping.Detailed information for the current situation by modes of transport is available at Annex 1.1.**Necessary investments** *Trans-European transport network and connections with neighbouring countries* The EU's strategy for sustainable and smart mobility emphasizes the need to complete the TEN-T in time, promote multimodality, increase transport safety, digitalisation and significantly reduce harmful emissions generated by the transport sector. The guidelines for the development of the TEN-T aim to contribute to the sustainable mobility of people and goods and to the promotion of the internal market and the overall competitiveness of the Community. As noted in the White Paper "Roadmap to a Single European Transport Area", transport is essential for our economy and society. Mobility is vital for the internal market and for the quality of life of citizens. Transport contributes to economic growth and job creation. A significant change in the transport system is impossible without the support of an adequate transport network and its intelligent use. Investments in transport infrastructure have a positive effect on economic growth, facilitate trade, geographical accessibility and mobility of citizens. Infrastructure must be planned in such a way as to maximize the positive impact on economic growth and minimize the negative effects on the environment. In this sense, the developed National Program for Air Pollution Control (2020 - 2030) aims to fulfil the obligations to reduce emissions for 2020 and 2030 in accordance with the requirements of Directive (EU) 2016/2284. The National Program for Improving Atmospheric Air Quality identifies the transport sector as one of the main pollutants and identifies a set of measures, the application of which should lead to a reduction of emissions from the identified sources. The need for development of a sustainable transport system is also defined in the Integrated Transport Strategy of the Republic of Bulgaria in the period until 2030. To develop the transport system and eliminate regional disparities investments should focus mainly on the modernization of the TEN-T destinations in the country while limiting the negative effects of the development of the transport sector, with a view to achieving better integration of the national transport network into that of the EU and improving connections with neighbouring countries, which will contribute to balanced regional development and environmental protection. It is necessary to build continuous and consistent transport networks with the same operational characteristics, which will ensure fast and safe transportation of people and goods. Increasing accessibility is essential for strengthening regional economies. It is necessary to ensure transport efficiency and safety while minimizing the negative environmental impact through modernization of the transport infrastructure, development and subsequent upgrading of intelligent transport systems and creation of the necessary preconditions for the use of alternative fuels and gradual replacement of obsolete vehicles.*Railway infrastructure* The different characteristics of the railway lines along the European Transport corridors and the lack of compliance with the requirements of Regulation No 2024/1679 for many sections should be addressed, while expecting increase in rail traffic along the corridors on the territory of Bulgaria. The corridors are not yet complete and the need for further investments in railway and road infrastructure along the Trans-European Transport Network to remove „bottlenecks“ and for construction of missing connections, including cross border sections is essential. In order to ensure greater reliability and quality of the transport services along the Sofia-Plovdiv-Istanbul direction, during the programming period 2007-2013, the reconstruction and electrification of the Svilengrad - Turkish border section and the Plovdiv - Svilengrad railway line were completed, as well as the modernization of the Septemvri - Plovdiv section. During the programming period 2014-2020, the main work is on the modernization of the sections along the Sofia-Septemvri railway line and the rehabilitation of the Plovdiv-Burgas railway line. In the scope of OPTTI 2014-2020 it additionally included the section Voluyak – Dragoman, phase I. It is necessary to continue the activities to complete the modernization of the sections along the corridor on the territory of the country. It is necessary the completion of the axes Dragoman - Sofia - Plovdiv - Burgas / Svilengrad and Sofia-Radomir-Gueshevo-border with the Republic of North Macedonia, hereinafter referred to as North Macedonia.The modernization of the railway lines along the main lines will ensure reliable transport connections between the main urbanization centres within the country, connections of Bulgaria with neighbouring countries and connections between different European countries through the territory of the country. In order to improve the connectivity of the railway networks of Bulgaria and North Macedonia, the modernization of the Radomir - Gyueshevo railway line and the establishment of a railway connection with North Macedonia is essential. The modernization of the Sofia-Dragoman-Serbian border railway line will improve the cross-border connection with Serbia. The entry into service of the Danube Bridge 2 (Vidin-Calafat) significantly improved the connectivity with Romania. The railway sections of Vidin - Sofia direction need to be modernized as well. *Road infrastructure* For the development of the road infrastructure along the Baltic Sea – Black Sea – Aegean Sea corridor, during the programming period 2007-2013, the northern section (from Dolna Dikanya to Blagoevgrad) and the southern section (from Sandanski to Kulata) were built on the Struma highway. In the 2014-2020 programming period, the phased activities for the construction of the central section of the highway from Blagoevgrad to Sandanski through the Kresna Gorge continued. In the scope of OPTTI 2014-2020 it was additionally included project for the completion of the Europe Highway. Work is underway for the construction of the Vidin - Botevgrad speed way along the north section of the corridor. The removal of identified "bottlenecks" along the road network needs to be continued. The need for funding for the completion of Lot 3.2 of the Struma Motorway is essential. The corridor Baltic Sea – Black Sea – Aegean Sea is not yet complete and the need for further investments in development of the road infrastructure along the TEN-T to remove „bottlenecks“ and to construct missing connections, including cross border sections and also for improvement of safety exists. In order to improve the connectivity and development of cross-border connections, the completion of Struma Highway, the construction of the Ruse - Veliko Tarnovo Highway and the tunnel under Shipka Peak are essential as well as the completion of Europa Highway. The completion of the Struma Highway will improve the transport connection with Greece. With Ruse - Veliko Turnovo Highway (on the "core" TEN-T network) there will be a connection with the Highway Hemus and the Danube Bridge I near Rousse (trans border connection with Romania). The Shipka tunnel will pass through the Balkan Mountains and will provide a connection between northern and southern Bulgaria in the central part of the country in the direction of the "core" TEN-T network "Ruse - Veliko Turnovo - Stara Zagora - Dimitrovgrad – Maritza Highway". The Europa Motorway connects Sofia with the Republic of Serbia at the Kalotina border checkpoint.*Inland waterways and maritime transport* Additional investments are needed to improve the conditions for navigation on the Danube River (as part of the Rhine-Danube Corridor and the corridor working plans for its development) in correspondence to the European Semester recommendations, as well as to improve the safety of navigation in the maritime spaces of Bulgaria by upgrading intelligent transport systems and facilities. The measures in the scope of PTC will complement the projects implemented in the previous programming periods. The Common Maritime Agenda for the Black Sea states that the main challenge for the Black Sea countries is to ensure environmental protection and sustainability in the exploitation of coastal and marine resources in the Black Sea. Improving transport connectivity in the region must also be a priority in order to maximize the potential of the sea basin to develop East-West and North-South links between Europe and Asia. It is necessary to ensure the sustainable development of the transport system, including by improving the safety and use of renewable energy and alternative energy sources. The projects for further development and upgrading of the intelligent transport systems and facilities, the construction of charging infrastructure for alternative fuels in the ports and the improvement of the port facilities will contribute to the realization of the goals and priorities of the programme. *Air transport* Subsequent investments are needed to deploy SESAR in order to improve air traffic management and improve flight safety. It is also necessary to improve the connectivity of airports with the transport network. In particular, it is necessary to build a railway connection to Burgas Airport and Plovdiv Airport which provides an intermodal connection between the national railway network and airports.*Intermodal transport and terminals* Investments are needed to build a network of modern intermodal terminals, including upgrading existing ones, as well as to develop intermodal connections between ports and airports and the rail network. Development of multimodality, construction of intermodal terminals and improvement of connections between modes of transport are among the main recommendations of the European Semester.**Alternative fuels**Transport is a major source of nitrogen oxide emissions /their amount reaches 52% (39.86% share of road transport) of national emissions/ and one of the main sources of air pollution with fine dust particles for some of the major Bulgarian cities. Among the measures set out in the National Program for Improving Atmospheric Air Quality, related to the reduction of emissions from the transport sector, is the creation of the necessary conditions for the replacement of the obsolete, compared to developed European Union countries, car fleet, most of which are old diesel cars. An EIB study shows that the proportion of people who would buy a new hybrid or electric car is 52% higher than that of potential customers of a diesel or petrol vehicle. The construction of charging stations for electric cars, along the national road network in the country, will encourage and support the gradual decommissioning of diesel cars. In this sense, the steps taken to replace high-emission cars with electric and the construction of charging stations **in cities through RRP** and PRD will be complemented by investments under PTC 2021-2027 for the construction of charging stations along the national road network. It is also necessary to reduce pollution from shipping which will contribute to the implementation of the Common Maritime Agenda for the Black Sea. The PTC 2021-2027 is also expected to contribute to the construction of a charging infrastructure for alternative fuels in ports for public transport, which will also contribute to reducing pollution from shipping and environmental protection.The PTC investments will contribute to the objectives of the NIECP and in particular to the Decarbonization dimension. Final energy consumption in transport is significantly reduced and the share of electricity in renewable energy is expected to almost double by 2030 compared to 2020 levels.**Complementarity of investments** The funds under the PTC will be used mainly for the development of the railway and road infrastructure on the TEN-T network, for the deployment of intelligent transport systems, as well as for the promotion of intermodality and construction of infrastructure for alternative fuels along the main directions of the Republican road network and in the ports for public transport. In addition, investments under CEF are envisaged, as well as entirely with national funds. Under CEF the synergy and complementary are related to investments in railway infrastructure and the deployment of intelligent transport systems. The RRP also includes measures to develop the country's transport system as well as reforms to reduce the carbon footprint of the transport sector and to improve safety, including the purchase of rolling stock and investments in intermodality and sustainable urban mobility. Synergy and complementary will be ensured with RRP in particular on the road decarbonisation and road safety reforms and investments, railway transport investments. Other programmes for the period 2021-2027 complement the PTC investments. These are the cross-border cooperation programmes, the PRD, the Maritime, Fisheries and Aquaculture Programme. Funding opportunities under Digital Europe programme will also be considered. Detailed information on the synergy and complementarity of investments is given in Annex 1.2. Double financing will be avoided due to the precise descriptions and clear distinction of investments in addition to the information systems and data basis.Funds for the maintenance of the transport infrastructure are provided outside the program, in accordance with the Bulgarian legislation. See Annex 1.3. **Recommendations to the country** The EC recommendations to the country are included in the "Bulgaria Report for 2019, including an in-depth review on the prevention and correction of macroeconomic imbalances", section "Investment Guidelines for Cohesion Policy Financing for the Period 2021-2027 for Bulgaria", see Annex 1.4. **Administrative capacity and management**In general, the potential beneficiaries and the MA of the program have the necessary administrative capacity to perform their functions. Practical and operational experience in project implementation and management has been gained over two programming periods. The administrative structures for project management have been adapted based on the management experience gained, new departments and units for project management and implementation have been established. Institutional sustainability has been achieved by providing the necessary human resources. During the 2021-2027 programming period, steps will need to be taken to ensure the sustainability of the results achieved and to enhance the administrative capacity of the MA and the beneficiaries of the programme, including NRIC and RIA. **„Lessons learned“**Based on the analysis of the implementation of the projects from the previous programming periods, problems were identified mainly related to the delay in the procurement procedures and the land acquisition procedures that were taken into account in the preparation of the program, see Annex 1.5. **Macro-regional and sea basin strategies** Projects within the scope of the program will contribute to the achievement of the objectives of the EUSDR, namely:- Priority Area 1a “Waterway mobility”. Part of the projects /under SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T "/ related to the upgrading and subsequent development of harmonized information systems in shipping, the supply of multifunctional vessels, the modernization and construction of port facilities for safe, efficient and secure inland waterway transport etc. will contribute to the achievement of the objectives of this priority area. - Priority Area 1b “Rail-Road-Air Mobility”.The types of actions listed under SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” and SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T " contribute to Priority Area 1b “Rail-Road-Air Mobility”. Part of the planned projects for development of the country's road and railway infrastructure will contribute to the achievement of the objectives of this priority area. The construction of the Ruse-Veliko Tarnovo highway and the tunnel under Shipka is essential, as well as the projects for traction substations and the preparation for development of the Gorna Oryahovitsa railway junction, the Ruse railway junction and the Varna railway junction.The projects for the upgrade and subsequent development of harmonized information systems in shipping and the projects for the modernization and construction of port facilities for safe, efficient and secure maritime transport, within the scope of the programme, will contribute to the implementation of the Common Maritime Agenda for Black Sea. The use of alternative fuels in ports for public transport will be also implemented. The coordination of the measures is carried out by Steering Committees and MCs under the respective programs. Avoidance of duplication of investment and double funding is ensured through information systems for the management of EU funds and databases. Also, the spending of public funds is subject to inspections and audits by the competent institutions.**Justification for the policy objectives selected, their respective priorities, specific objectives and forms of support**In accordance with the goals and priorities of the Integrated Transport Strategy of the Republic of Bulgaria, the Sustainable and Smart Mobility Strategy of the EU (EU SSMS) and the recommendations of the European Semester, as well as the **NIECP**, PTC includes projects for achieving sustainable and intelligent mobility, helping to timely complete the TEN-T and to integrate the national transport network in the EU network, the promotion of multimodality, increasing transport safety, digitalisation and the significant reduction of harmful emissions generated by the transport sector.Investments under the programme should focus primarily on completing the priority rail and road routes and on promoting multimodal transport by improving the connections between the different modes of transport as well as for the deployment and subsequent development of intelligent transport systems and reduction of harmful emissions. The development of the TENT-T contributes to effective connectivity, to reducing congestion, to noise and pollution levels, and to improving transport safety. Investments needed for the implementation of solidarity lanes with Ukraine will be ensured under PTC and OPTTI.In order to improve the railway infrastructure along the "core" Trans-European transport network and to develop the relations with the neighboring countries, the completion of the railway sections Elin Pelin-Kostenets, Plovdiv-Burgas and Voluyak-Dragoman, the establishment of a railway link between Bulgaria and North Macedonia is envisaged. The implementation of the projects will contribute to the development of the European transport corridors, passing through the Republic of Bulgaria. The projects will improve transport connectivity and ensure interoperability. The restoration of the reception building at Nova Zagora station will also be completed. New railway stations will be constructed. The necessary preparatory activities for the construction of city railway in Plovdiv will be carried out. Rail connections to Plovdiv Airport and Burgas Airport will also be built, which will improve the connections between rail and air transport in order to increase their efficiency. Sections along the Karnobat - Sindel railway line will be completed in order to ensure better transport safety. The preparation for development of Gorna Oryahovitsa railway junction, Ruse railway junction and Varna railway junction is also planned. The development of the road infrastructure under the program envisages the completion of Struma Highway (along the Baltic Sea – Black Sea – Aegean Sea corridor), which will improve transport connectivity with Greece, construction of the Ruse - Veliko Turnovo highway, which will provide a connection with the Hemus Highway and the Danube Bridge I near Rousse (a trans-border connection with Romania) and the Shipka tunnel, which will pass through the Balkan Mountains and provide a connection between northern and southern Bulgaria in the central part of the country. The main transport destinations to be served are: Ruse - Veliko Turnovo - Shipka - Stara Zagora - Svilengrad (Makaza) and Oryahovo - Sevlievo - Shipka - Stara Zagora - Svilengrad (Makaza). The projects for the Ruse-Veliko Tarnovo Motorway and the Shipka Tunnel will contribute to the construction of connection between the Rhine-Danube and the Baltic Sea – Black Sea – Aegean Sea Corridors in the North-South direction. In addition completion of the construction of the Europa motorway, which will improve transport connectivity with Serbia is envisaged. In order to improve the quality of the atmospheric air, it is necessary to create the necessary conditions for the replacement of the obsolete car fleet, most of which are the old diesel cars. Investments are planned under the programme for construction of charging stations along the national road network, which will complement the interventions under the regional programme. The planned construction of infrastructure for alternative fuels in ports for public transport will contribute to the protection of the environment and the reduction of pollution from shipping. Technical means for control and traceability of charging stations are also planned. The implementation and subsequent development of intelligent transport systems in modes of transport will improve the safety and security of the transport system. The delivery of multifunctional vessels and equipment is foreseen for water transport. Investments are planned for the development and expansion of ports for public transport for multimodal operations, modernization and development of terminals and port facilities for combined transport.The following policy objectives have been identified to which the program will contribute:- PO 3: "A more connected Europe by enhancing mobility" with a specific objective: "Developing a climate-resilient, secure, sustainable and intermodal TEN-T". - PO 2: "A greener, low-carbon transitioning towards a net zero carbon economy and resilient Europe by promoting clean and fair energy transition, green and blue investment, the circular economy, climate change mitigation and adaptation, risk prevention and management, and sustainable urban mobility" with a specific objective: “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy”. The formulated priorities of the PO 3 under the program are:- 1 "Development of railway infrastructure along the 'core' and 'comprehensive' Trans-European Transport Network"; - 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network“ and road connections;- 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security”.Priority 4 “Intermodality in urban areas” contributes to the realization of PO 2.In addition, priority is given to "Technical Assistance" with a view to support the implementation of the programme, increasing administrative capacity and public support.The priorities of the PTC contribute to the implementation of the Green deal and also of the EU SSMS, which envisages the transport sector to significantly reduce its emissions and become more sustainable, and environmental mobility to be the new method for growth of the transport sector. **The envisaged investments promote the use of environmentally friendly modes of transport and alternative fuels, improve the quality of road infrastructure and contribute to reducing the harmful impact of transport on the environment. One of the main tasks defined in the strategy is the timely completion of the TEN-T network and the digital transformation.** The planned investments under PTC for development of the TEN-T network on the territory of the country and for deployment and subsequent development of intelligent transport systems in the modes of transport will contribute to its implementation. The programme will also contribute to achieving the strategic goals of the national transport policy, defined in the Integrated Transport Strategy for the period up to 2030 ", namely "Increasing the efficiency and competitiveness of the transport sector", "Improving transport connectivity and accessibility" and "Limiting the negative effects of the development of the transport sector".The investments under the priority 1 will contribute to attracting passenger and freight traffic to the rail transport by improving the quality of the railway infrastructure. The development of the railway infrastructure on the Trans-European Transport Network is essential for achieving the strategic goals of the Sustainable and Smart Mobility Strategy of EU, the national transport policy and for the implementation of the recommendations of the European Semester. **The planned investments will improve transport connectivity and accessibility while limiting the negative effects on the environment and climate, which will help to increase the efficiency of the transport sector and to promote economic development.** Investments for development of railway infrastructure and improvement of intermodality are envisaged under Priority 3 including railway stations, preparation for development of railway nodes, deployment of information systems. Priority 4 includes projects for construction of railway connections to airports and preparation of city railway building. To eliminate "bottlenecks" on road infrastructure investments are foreseen under the priority 2. By improving connectivity and traffic safety, transport efficiency will be increased and the number of road accidents will be reduced. **The improved technical and operational parameters of the road infrastructure will also have a positive impact on the environment and the climate, which will be reflected in the reduction of the emitted harmful emissions.** The construction of the new sections will contribute both to the achievement of the strategic goals of the EU SSMS, the national transport policy and to the implementation of the recommendations of the European Semester. The priority 3 will ensure also the development of intelligent transport systems and the implementation of **innovative solutions for stable, intelligent, secure and intermodal TEN-T** in correspondence to the goals of national transport policy and the European Semester recommendations. With the gradual completion of the TEN-T, better integration of the national transport network with that of the EU and better connections with neighbouring countries are expected. Investments are also planned for the construction of infrastructure for **alternative fuels** and technical means for their control along the main directions of the national road network. The interventions are for the road sections between some of the largest cities in the country, where NPCAO identifies transport as an air pollutant. In addition, the construction of a charging infrastructure for alternative fuels in ports for public transport will be supported. In addition, the planned investments under the RRP and the PRD, for the replacement of high-emission cars with electric ones, will contribute to the achievement of the goals of the national and European transport policy. It is also planned to purchase rolling stock for rail passenger transport.Investments under priority 3 are envisaged for development and expansion of inland waterways and seaports for public transport for multimodal operations, modernization and development of terminals and port facilities for combined transport. The development and expansion of port facilities will create the necessary **conditions and prerequisites for multimodal operations**. The construction of connections between the passenger railway stations and the airports of Burgas and Plovdiv under priority 4 will facilitate passengers using combined transport, will significantly reduce travel time between stations and airports and will create conditions to increase passenger traffic and to improve travel conditions and comfort. The use of public transport will be increased. **This will reduce congestion, noise and pollution levels, as well as road accidents. The projects implementation will have a positive effect on the environment and the climate, which is mainly reflected in the reduction of harmful emissions while reducing the use of road transport in these cities.** This will create opportunities also for achieving sustainable multimodal urban mobility on the basis of sustainable urban mobility plans. Climate change could have significant economic and social consequences and adverse effects including in transport. **Reducing harmful emissions into the air could be achieved as a result of improved technical and operational parameters of transport infrastructure, leading to traffic optimization and congestion reduction, as well as the promotion of the use of environmentally friendly modes of transport, including the construction of charging infrastructure for alternative fuels, in accordance with the NIECP. The implementation of the programme will make a concrete contribution to climate change policy, mainly by increasing the share of rail transport, upgrading road infrastructure to ensure optimum road speeds under optimum motor mode and creating the necessary prerequisites for the use of alternative fuels in transport.****Adaptation measures are included against significant climate risks such as floods, landslides, etc., in accordance with the National Strategy for Adaptation to Climate Change, ensuring the sustainability of the infrastructure.** The investments in the scope of PTC will contribute to the achievement of a **sustainable transport system, create the necessary prerequisites for improving the mobility of persons and goods**, which will encourage the development of the internal market and the competitiveness of the Community, territorial, economic and social cohesion and the protection of environment. ERDF and CF funding and the national co-financing in the form of grants under PTC 2021-2027 will support Union action to achieve the “Investment for Growth and Jobs” objective in the Member States and in the regions. Approximately 40% of the funds are envisaged for investments in northern Bulgaria. The investments for the development of the railway infrastructure are concentrated mainly along the sections of the European transport corridors, passing through the country. A large-scale investment in southern Bulgaria is the project for the completion of the Struma Motorway. The projects implementation under the programme will be ensured through the provision of grants. The construction of the transport infrastructure facilities and their maintenance requires significant funds, and the revenues that are expected to be generated in the operational process are insufficient for another form of support. The program strategy is based on the results of the analysis of the state of the transport sector and investment needs and is based on a number of applicable documents. In the projects evaluation process, the DG MOVE External costs handbookwill be used to value greenhouse gas emissions from transport and other external factors. |

*For Jobs and growth goal:*

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| **Table 1** |
| **Policy Objective** | **Specific objective or special priority\***  | **Justification (summary)** |
| (PO 3): „A more connected Europe by enhancing mobility“  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T " |  [2 000 for each specific purpose or special priority]The formulated priorities of the PO 3 under the program are:- 1 "Development of railway infrastructure along the 'core' and 'comprehensive' Trans-European Transport Network"; - 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network“ and road connections;- 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security”.Planned investments are concentrated on the construction and modernization of the Trans-European Transport Network directions in the country in order to achieve a better connected Europe and stable, climate-resilient, intelligent, secure and intermodal TEN-T. The construction of continuous and consistent transport networks with the same operational characteristics, promotion of intermodality and deployment of intelligent transport systems will ensure efficiency and safety of transport, minimizing the negative consequences for the environment and climate.In order to contribute to the energy efficiency and reduce greenhouse gas emissions, it is planned to build an infrastructure for alternative fuels along the National Road Network and in public transport ports, as well as the purchase of rolling stock. Link to key strategic documents:- Sustainable and Smart Mobility Strategy;- "White Paper on a Roadmap to a Single European Transport Area";- "Guidelines for the development of the Trans-European Transport Network" (Regulation (EU) No 1315/2013); -"Integrated Transport Strategy for the period up to 2030"; - Analysis of the socio-economic development of Bulgaria 2007-2017 for setting the national priorities for the period 2021-2027;- "National Spatial Development Concept 2013-2025";- National Development Program: Bulgaria 2030;- Strategy for implementation of the technical specifications for interoperability for the conventional rail system in the Republic of Bulgaria 2013-2030 - contains strategies for the individual subsystems and a common strategy;- Strategy for deployment of the European Rail Traffic Management System (ERTMS) in the Republic of Bulgaria and National Plan for Deployment of the European Rail Traffic Management System (ERTMS);- National Air Pollution Control Program (2020 - 2030);- National strategy for adaptation to climate change; - NIECP- Latest Corridor work plans;- National plan for development of combined transport;- Action Plan for EU-Ukraine Solidarity Lanes to facilitate Ukraine's agricultural export and bilateral trade with the EU. Link to needs analysis: - Construction and modernization of sections of priority rail and road routes along the Trans-European Transport Network, deployment of traffic management systems, connections to ports and terminals;- Use of alternative fuels in transport, decarbonisation and contribution to achieving the national target for the share of energy from renewable sources in gross final energy consumption of 27.09% with an estimated 14.2% share of energy from renewable sources in the Transport sector.The implementation of the projects will be ensured by providing grants. The construction and maintenance of transport infrastructure facilities requires significant resources, and the revenues that are expected to be generated during operation are insufficient for other forms of support. |
| (PO 2): "A greener, low-carbon transitioning towards a net zero carbon economy and resilient Europe by promoting a clean and fair energy transition, green and blue investments, a circular economy, climate change mitigation and adaptation, risk prevention and management, and sustainable urban mobility"  | “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy”  | The formulated priority of the PO 2 under the program is priority 4 “Intermodality in urban areas”.The construction of railway connections between the passenger railway stations and the airports of Burgas and Plovdiv will improve multimodality, significantly reduce travel time and encourage the use of public transport. This will reduce congestion, noise and pollution levels, as well as accidents. The implementation will have a positive effect on the environment and climate, which is mainly reflected in the reduction of harmful emissions while reducing the use of road transport in these cities. This will create opportunities to promote sustainable multimodal urban mobility based on sustainable urban mobility plans.The planned investments will contribute to a greener, lower-carbon Europe by promoting clean and fair energy transition, green and blue investment, the circular economy, climate change adaptation and risk prevention and management. The interventions under the programme will contribute to the reduction of emissions of harmful substances and the improvement of the quality of the atmospheric air, which will have a direct contribution to human health. Link to key strategic documents:- All urban mobility measures will be implemented in the framework of Sustainable urban mobility plans;- Sustainable and Smart Mobility Strategy;-"Guidelines for the development of the Trans-European Transport Network" (Regulation (EU) No 2024/1679); - „Integrated Transport Strategy for the period up to 2030”;- Analysis of the socio-economic development of Bulgaria 2007-2017 for setting the national priorities for the period 2021-2027; - National Development Program: Bulgaria 2030;- National Air Polution Control Programme (2020 – 2030);- National strategy for adaptation to climate change; - IntegratedEnergy and Climate Plan of the Republic of Bulgaria 2021-2030;- 5th and subsequent Corridor Work Plans /draft/;- National plan for development of combined transport. Link to needs analsis: construction of railway connections to airports and development of intermodal transport in urban areas.The implementation of the projects will be ensured by providing grants. The potential for revenue generation at this stage is limited. |

*\* Special priorities under ESF+ regulation*

*For EMFF:*

|  |
| --- |
| **Table 1 A** |
| **Policy Objective** | **Priority**  | **SWOT аnalysis (for each priority)** | **Justification (summary)** |
| **N/A** | **N/A** | Strengths[10 000 for each priority]  | [20 000 for each priority]**N/A** |
| Weaknesses[10 000 for each priority] |
| Opportunities[10 000for each priority] |
| Threats[10 000 for each priority] |
|  Identification of needs based on SWOT analysis and taking into account the elements referred to in Article 6 (6) of the EMFF Regulation[10 000 for each priority] |

1. **Priorities other than technical assistance**

*Reference: Article 22 (2) and point (c) of Article 22 (3) CPR*

**Table 1 Т: Program structure \***

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Identification code** | **Title [300]** | **Technical assistance** | **Basis for calculation**  | **Fund** | **Category of assisted region**  | **Specific Objective selected**  |
| 1 | Priority 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European Transport Network"  | No | Public expenditure  | CF | Non-applicable | SO "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T" |
| 2 | Priority 2 „Development of the road infrastructure along the ‘core’ Trans-European Transport Network and road connections”  | No | Public expenditure  | ERDFCF | Less developed regionsNon-applicable  | SO "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  |
| 3 | Priority 3 "Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security"  | No | Public expenditure  | ERDFCF | Less developed regions Non-applicable | SO "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  |
| 4 | Priority 4“Intermodality in urban areas” |  | Public expenditure  | CF | Non-applicable | SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy”  |
| 5 | Priority 5 “Technical assistance”  | Yes | Public expenditure  | CF | N/A | Non-applicable |

*\* The information in this table will serve as the technical basis for pre-populating other fields and tables in the sample electronically. Non-applicable to EMFF.*

**2.1 Priority name [300]** (repeated for each priority)

***Priority 1* „Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European Transport Network“**

|  |
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| [ ]  This is a priority dedicated to youth employment  |
| [ ]  This is a priority dedicated to social innovations actions |
| [ ]  This is a priority dedicated to support to the most deprived persons under the specific objective set out in point (m) of Article 4(1) of the ESF+ Regulation |
| [ ]  This is a priority dedicated to support to the most deprived persons under the specific objective set out in point (i) of Article 4(1) of the ESF+ Regulation |
| [ ]  This is a priority dedicated to urban mobility specific objective set out in point (viii) of Article 3(1)(b) of the ERDF and Cohesion Fund Regulation  |
| [ ]  This is a priority dedicated to digital connectivity specific objective set out in point (v) of Article 3(1)(a) of the ERDF and Cohesion Fund Regulation  |

*\* If marked, go to section 2.1.2*

**2.1.1.Specific objective[[2]](#footnote-2) („Jobs ad growth“ goal) or Area of support (EMFF)** — repeated for each specific objective or area of support for priorities other than technical assistance

***SG "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"***

**2.1.1.1 Interventions of the Funds**

*Reference: points (d)(i), iii), iv), v), vi) and vii) of Article 22 (3) CPR*

*The related types of actions— point (d) (i) of Article 22 (3) CPR and Article 6 ESF+ Regulation*

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| --- |
| *Text field [8 000]* Exemplary eligible activities: construction, modernization, rehabilitation, electrification and deployment of signalling and telecommunications of railway sections and technical assistance measures for the preparation / completion of investment projects for the development of railway infrastructure on the Trans-European Transport Network. With regard to the modernization of the Sofia - Plovdiv railway line, which started in the programming period 2007-2013 (with the Septemvri - Plovdiv section) and continued during the 2014-2020 programming period with the activities for the modernization of the Sofia - Septemvri section, the section Elin Pelin - Kostenets (part of Sofia - Septemvri) needs to be completed in the current programming period. The rehabilitation of the Plovdiv - Burgas railway line was launched during the 2007-2013 programming period (Mihailovo - Kaloyanovets; Stara Zagora - Zimnitsa and Tserkovski - Burgas sections) and continued during the 2014-2020 programming period with the activities on the sections Skutare-Orizovo, Straldzha-Tserkovski, Orizovo-Mihailovo, Yambol-Zimnitsa, etc. It is necessary to complete the entire rehabilitation in the current programming period. Through the overall modernization of the Sofia - Plovdiv railway line and Plovdiv - Burgas railway line will provide a high-speed route, with improved reliability and increased capacity in the section between the capital and the Black Sea. In order to complete the direction (east-west), the railway lines Sofia - Pernik - Radomir and Radomir - Gyueshevo need to be modernized as well as the construction of rail connection to North Macedonia and the modernization of the railway line Sofia - the border with the Republic Serbia.Completion of the modernization of the railway line Sofia - Plovdiv, together with the reconstruction and electrification of the Plovdiv - Svilengrad railway along the European transport corridors in the Parvomay - Svilengrad section and the electrification and reconstruction of the Svilengrad - Turkish border railway line during the 2007-2013 programming period will ensure greater reliability and quality of transport services on the Sofia - Plovdiv - Istanbul route.The modernization of the Sofia - Dragoman - Serbian border railway line will improve the cross - border connection with Serbia. Work is underway on the section "Sofia-Voluyak" and on phase 1 of the section "Voluyak - Dragoman". The planned implementation of phase 2 will ensure the completion of the construction and implementation of ERTMS.In order to improve the connectivity of the railway networks of Bulgaria and North Macedonia, the modernization of the Radomir - Gyueshevo railway line and the establishment of a railway connection between Bulgaria and North Macedonia is essential. The investment projects described below will be financed: **1. Modernization of the Sofia - Plovdiv railway line: railway section Elin Pelin-Kostenets, phase 2**The scope of implementation in Phase 2: 1. "Modernization of the railway section from km 22+554 to km 42+200" (earthworks, superstructure; Elin Pelin railway station, 4 bridges, 2 overpasses, 1 divided station, crossings, contact network; telecommunications; facilities - tunnels No. 1 and 2; recultivation; tests); 2. "Modernization of the railway section from km 42+200 to km 62+400" (superstructure, earthworks, 1 split station, 2 bridges; 2 overpasses, Ihtiman railway station, environment; signalling and telecommunications; tests; crossings; small facilities) and 3. "Modernization of the railway section from km 62+400 to km 73+598" (facilities, including a stop, bridges, tunnels 3, 4, 5, 6, 7, 8, 9 and 10; earthworks; viaduct; crossings; superstructure; contact network; supplies; information and publicity and environment; telecommunications). Phase 2 also includes all construction-related activities - construction supervision, author's supervision, archaeological monitoring during construction, technical assistance for project management. **2. Modernization of the Sofia - Dragoman - Serbian border railway line, railway section Voluyak – Dragoman phase 2**Implementation of activities on: new railway along Voluyak - Dragoman railway section, phase 2: activities on: new railway on route 1 from km 9+200 to km 36+100 with a length of 26.900 km; modernized railway on route 2 from km 9+200 to km 42+537 with a length of 33.337 km; construction of railway bridges at km 11+041 (new km 11+203.20), km 14+391, km 25+704 (new km 25+706.71), km 28+580, km 28+780, km 29+456 (new km 29+457.15); Kostinbrod railway station – 6 tracks; Petarch railway station – 4 tracks; Slivnitsa railway station – 4 tracks; Dragoman – 7 tracks; new contact network and SCADA from km 9+200 to km 36+100 on road 1 and modernized contact network from km 9+200 to km 42+537 on road 2; contact network at Kostinbrod, Petarch, Slivnitsa and Dragoman stations; road overpasses/underpasses - at km 12+900, km 15+400, km 17+677, km 21+405, km 26+954, km 33+861, km 33+957 and km 34+0288; pedestrian overpasses/underpasses - km 12+925, km 14+900, km 15+041, km 21+672.74, km 28+620.41 and km 41+447.50; reconstruction of level crossings at km 39+925 and km 40+958; construction and repair of Kostinbrod railway station, Kostinbrod stop, Petarch railway station, Slivnitsa railway station, Aldomirovtsi-Iztok split post, Dragoman stop and Dragoman railway crossing; relocation of intersections with other infrastructure; modernization of signaling and telecommunications systems; implementation of ERTMS /ETCS L1 BL 2 on the Sofia - Dragoman line and ERTMS / GSM-R (voice communication) BL 1 on the Sofia - Dragoman - Serbian border line.**3. Construction of railway connection between Bulgaria and North Macedonia**The project is of general interest /Regulation 2024/1679/, and includes: construction of railway infrastructure from Gyueshevo station to the border with the Republic of Macedonia (to the entrance to the "Deve Bair" tunnel) which is part of Western Balkans - Eastern Mediterranean European Corridor.**4. Completion of the facilities along the Karnobat-Sindel railway line**The project has a horizontal priority and is a project of common interest /Regulation 2024/1679/. It is planned to double and electrify the Lozarevo - Prilep railway section - updating of working designs and further design of tunnel No. 1; completion of tunnel No. 1 (including construction of an evacuation gallery with a length of 1888 m); construction of a railway bridge at km 22+420 over the Patomishka River; construction of an overhead railway line from km 18+535 to km 19+447; construction of a new double electrified railway line between Lozarevo station and Prilep section post; reconstruction of Lozarevo railway station. **5.** **Rehabilitation of the Plovdiv-Burgas railway line, phase 2, Stage 2:** completion of all activities, including - design and construction of signaling and telecommunication systems on the Plovdiv - Burgas railway line - 44.7%; construction of overpasses/underpasses on the Plovdiv - Burgas railway line to replace existing crossings - 37.1%; modernization of the Orizovo - Mihaylovo railway section - 49%; reconstruction of the switchyard at Zimnitsa station and rehabilitation of the contact network at the Zimnitsa and Straldzha stations - 54%; modernization of the Yambol - Zimnitsa railway section, Zavoy station - 100%.**6. Deployment of ERTMS, level 2 on lines beyond the abovementioned.** In addition, priority 3, RRP and CEF also envisage projects for the railway transport /see Annex 1.2/. Part of the preparation activities for construction works for the sections Sofia - Pernik - Radomir - Gyueshevo - border with North Macedonia and Sofia - border with Serbia was financed under OPTTI 2014-2020.For each priority project, the preparation stage is the following: **Modernization of the Sofia - Plovdiv railway line: railway section Elin Pelin-Kostenets, phase 2:** prepared project and tender documentation and land acquisition procedures; part of the land acquisition procedures and the main tendering procedures have been carried out. **Modernization of the Sofia - Dragoman - Serbian border railway line, railway section Voluyak – Dragoman phase 2:** prepared project documentation for most of the sites, approved detailed urban plans, part of the expropriation procedures were conducted, tender procedures were conducted and contracts for construction and supervision were signed.**Construction of a railway connection between Bulgaria and North Macedonia:** feasibility studies available, updated preliminary design, a technical design and detail urban plan under preparation; an EIA procedure is completed; a full-line CBA has been developed, a financial analysis for the section is to be prepared; expropriation procedures and preparation of tender documentation for construction. **Completion of the facilities along the Karnobat-Sindel railway line (Lozarevo - Prilep railway section):** feasibility studies available, EIA available; part of the expropriation procedures are completed, tender procedures are completed and contracts for the implementation of construction and construction supervision are signed .**Rehabilitation of the Plovdiv-Burgas railway line, phase 2, Stage 2**: prepared project documentation, approved detail urban plan, expropriation procedures are in process of completion, the main tender procedures are completed.The projects include measures to adapt to the climate, namely drainage and sewerage systems, the strengthening of the substructure and fortifications to ensure the resilience of the railway infrastructure and its adaptation to climate change. The amount of funds is determined based on the available project documentation. The types of actions have been assessed as compatible with the DNSH principle, sincethey have been assessed as compatible under the RRF DNSH technical guidance.  |

*The main target groups – point (d) (iii) of Article 22 (3) CPR:*

*Text field [1 000]*

A potential beneficiary under Priority 1 "Development of the railway infrastructure along the “core” and “comprehensive” Trans-European transport network" is the National Railway Infrastructure Company.

Actions safeguarding equality, inclusion and non-discrimination – point (d)(iv) of Article 22(3) CPR and Article 6 ESF+ Regulation

*Text field [2 000]*

PTC will be implemented in compliance to the EU Charter of Fundamental Rights. The selection of employees is based on education, experience and professional qualities. Discrimination on the ground of sex, race, colour, ethnic or social origin, genetic characteristics, language, religion or belief, political or other opinion, belonging to a national minority, property status, birth, disability, age or sexual orientation shall not be permitted. Measures are planned to ensure accessibility and facilitate vulnerable groups and people with disabilities. When the specifics allow it, the special provisions of the Public Procurement Act shall be applied and observed announcing and awarding public procurements in case of participation and assignment of specific productions and deliveries of goods and services related to providing priority for production enterprises to people with disabilities.

Specific target territories, including planned use of territorial instruments - Article 22 (3) (d) (v)

*Text field [2 000]*

Non-applicable.

*Interregional, cross-border and transnational types of action - Article 22 (3) (d) (vi):*

*Text field [2 000]*

The projects contribute to interregional and transnational cooperation through the development of the Trans-European Transport Network on the territory of the country, in accordance with the common European transport policy. It is envisaged to complete the main directions in which investments have already been made in previous programming periods, which will ensure better connectivity of the transport network and improve connections with neighboring countries. Detailed information is presented in the section "Related type of actions".

*Planned use of financial instruments - Article - 22 (3) (d) (vii)*

*Text field [1 000]*

The potential for implementation of FI for the development of railway infrastructure is small, mainly due to the natural monopoly of the state, the limited capacity of NRIC to invest and the financial unprofitability of projects for construction and modernization of railway infrastructure. The implementation of the projects will be ensured by providing grants.

The construction and modernization of the railway infrastructure and their maintenance requires significant funds, and the revenues that are expected to be generated in the process of operation are insufficient for another form of support.

The potential of each individual infrastructure project to generate revenue is considered and analyzed in detail in the project documentation and the available data show that in general operating revenues do not fully cover the costs of operation and maintenance over the project time horizon. The available data and financial analyzes for the projects show that the projects are not financially profitable and for this reason FIs are not foreseen. This applied approach is based on the studies and other ex-ante analysis that were performed for the purpose of setting up FI under the programme.

**2.1.1.2 Indicators[[3]](#footnote-3)**

*Reference: Article 22 (3) (d) (ii) CPR, Article 8 CF and ERDF Regulation*

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| **Table 2: Output Indicators**  |
| **Priority** | **Specific objective (Jobs and growth goal) or area of support (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]**  | **Measurement Unit** | **Milestone (2024)** | **Target value (2029)** |
| 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European Transport Network"  | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  | CF | N/A |  |  RCO 49 - Length of rail reconstructed or upgraded - TEN-T (core and comprehensive network) | km | ***40.00*** |  ***169,11*** |
| 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European Transport Network" | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T" | CF | N/A |  |  RCO 47 – Length of new rail supported - TEN-T (core and comprehensive network) | km | ***0.00*** | ***2,80*** |
| 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European Transport Network" | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T" | CF | N/A |  | Number of projects under implementation | Number | ***2,00*** | ***5,00*** |

|  |
| --- |
| **Table 3: Result indicators**  |
| **Priority** | **Specific objective (Jobs and growth) or support area (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]** | **MeasurementUnit** | **Baseline or reference unit**  | **Reference year** | **Target value (2029)** | **Source of Data [200]** | **Comments [200]** |
| 1 "Development of railway infrastructure on the 'core' and 'wide-ranging' Trans-European transport network"  | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  | CF | N/A |  | RCR 59 — Freight transport on rail  | millions of tonne-kilometers  | 4526,00 | **2020** | **4707,00** | *NRIC* |  |

**2.1.1.3** **Indicative breakdown of the programme resources (EU) by type of intervention[[4]](#footnote-4)** (non-applicable to EMFF)

*Reference: Article 22 (3) (d) (vii)*

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| --- |
| **Table 4: Dimension 1 -**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European transport network"  | CF | N/A | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  | **096** Newly built or upgraded railways - TEN-T core network  | **287 542 357,00** |
| 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European transport network"  | CF | N/A | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  | **101**Reconstructed or improved railways - TEN-T comprehensive network | **75 000 000,00** |
| 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European transport network"  | CF | N/A | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  | **058** Adaptation to climate change measures and prevention and management of climate related risks: floods and landslides | **241 694 905,00** |

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| --- |
| **Table 5: Dimension 2 – Form of financing**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European transport network"  | CF | N/A | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  | **01**Grant | **604 237 262,00** |

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| --- |
| **Table 6: Dimension 3 – Territorial delivery mechanism and territorial focus**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 1 "Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European transport network"  | CF | N/A | "Developing a climate-resilient,intelligent, secure, sustainable and intermodal TEN-T"  | **33** No territorial targeting  | **Non-applicable** |

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| --- |
| **Table 7: Dimension 6 — ESF+secondary themes**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 1"Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European transport network"  | CF | N/A | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  | **09** Not applicable | **Non-applicable** |

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| **Table 8: Dimension 7 — ESF+, ERDF, Cohesion Fund and JTF gender equality dimension**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 1"Development of the railway infrastructure along the 'core' and 'comprehensive' Trans-European transport network"  | CF | N/A | "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"  | **03** Gender neutral | **Non-applicable** |

**2.1.1.1.4. Indicative breakdown of the programmed resources (EU) by type of intervention for EMFAF**

Non-applicable.

**2.1.2 Specific objective addressing material deprivation**

*Reference: Article 22 (3) CPR and Article 20 and Article 23 (1) and (2) ESF+ Regulation*

*Types of support*

*Text field [2 000 characters]*

Non-applicable.

*Main target groups*

*Text field [2 000 characters]*

Non-applicable.

*Decryption of national or regional support schemes*

*Text field [2 000 characters]*

Non-applicable.

*[[5]](#footnote-5)Criteria for the selection of operations5*

*Text field [4 000 characters]*

Non-applicable.

***Priority 2 Development of the road infrastructure along the 'core' Trans-European Transport Network and road connections“ /ERDF/***

***SO "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"***

**2.1.1.1 Interventions of the Funds**

*Reference: points (d) (i) (iii) (iv) (v) (vi) and (vii) of Article 22 (3) CPR;*

*The related types of actions— point (d) (i) of Article 22, paragraph 3 CPR and Article 6 ESF+ Regulation:*

|  |
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| *Text field [8 000]* Exemplary eligible activities /under ERDF/: construction and modernization of sections of road infrastructure along the "core" Trans-European Transport Network, improvement of connectivity and accessibility to the Trans-European Transport Network and important economic centers (transport infrastructure sites, industrial zones, etc.), through construction, reconstruction and rehabilitation of road connections and technical assistance for the preparation/completion of preparation for investment projects for the development of road infrastructure on the Trans-European Transport Network and road connections. It is envisaged the completion of the main directions already invested in the previous programming periods, which will provide better connectivity to the transport network and improve connections with neighboring countries.In order to improve the connectivity and development of cross-border connections, the construction of the Ruse - Veliko Turnovo highway and the Shipka tunnel is essential. The Rousse-Veliko Turnovo highway will provide a connection to the Hemus highway and the Danube bridge I near Rousse (cross-border connection with Romania). The Shipka tunnel will pass through the Balkan Mountains and will provide a connection between northern and southern Bulgaria in the central part of the country in the direction of the "core" TEN-T network "Ruse - Veliko Turnovo - Stara Zagora - Dimitrovgrad – Maritza Highway".Through the construction, reconstruction and rehabilitation of road connections to the Trans-European Transport Network and important economic centers (transport infrastructure sites, industrial zones, etc.), investments efficiency will be increased and consistency and continuity of transport flows will be ensured.In addition to the investments under the program, funds from the state budget are provided for the construction of sections along the speedway Vidin - Sofia and for the completion of Hemus Highway.**Bypass of the town of Gabrovo, including a tunnel under Shipka peak**The project includes the implementation of the following main activities: preparation of a technical project; implementation of construction-assembly works; consulting services and construction supervision. With the implementation of the project, a road section of approximate length of 10.5 km will be constructed and a G10,50 gauge. The project also envisages the construction of a tunnel under Shipka Peak with an approximate length of 3.2 km. which will contribute to the effective operation of the bypass of Gabrovo, thus facilitating the connection of the industrial zones of the cities of Veliko Tarnovo, Plovdiv, Stara Zagora, Dimitrovgrad and others.**Ruse-Veliko Turnovo Highway**The project includes the implementation of the following main activities: preparation of a technical project; implementation of construction-assembly works; consulting services and construction supervision. With the implementation of the project, a highway of approximately 133 km in length and A27gauge will be constructed. The route is divided into 3 sections: Ruse-Byala; bypass of Byala; Byala - Veliko Tarnovo. The implementation of the project will provide a connection to the industrial zones of the cities of Ruse and Veliko Tarnovo. It is planned to finance under the priority the activities on the first two sections - Ruse-Byala and the Byala bypass.Part of the preparation for execution of the construction activities for the project for construction of the Ruse - Veliko Tarnovo Highway was funded under OPTTI 2014-2020.For each project for funding under the program, the preparation phase to reach the “mature” project stage is in the following phase:**Bypass of the town of Gabrovo, including a tunnel under Shipka peak**: project documentation prepared (necessary updates will be made); land acquisition procedures performed; implemented tender procedures and signed contracts.**Ruse-Veliko Turnovo Highway:** prepared project documentation /concept design/; partially prepared land acquisition procedures; completed and forthcoming land acquisition and tendering procedures.Measures for the development and decarbonisation of road transport, as well as for the improvement of road infrastructure and traffic safety, are included in the RRP. The synergy and complementarity of the investments are detailed in Annex 1.2.In addition, there are investment projects available to modernize road infrastructure in other main directions, for which alternative sources of financing for construction activities will be sought.Possible risks in the implementation of the projects are related to: changes in the regulatory requirements, environmental issues (such as the determination of specific conservation goals and the necessary actions after their determination; for the Shipka Tunnel, acceptance and approval of the management plan of the "Bulgarka" Nature Park, the subsequent environmental procedures, depending on their type and duration), growth of inflation, delays in issuing building permits, in expropriation procedures (where necessary), in tender procedures (where necessary in addition to those already carried out).All envisaged projects comply with the DNSH principle within the meaning of Art. 17 of Regulation (EU) 2020/852. The types of actions have been assessed as compatible with the DNSH principle, sincethey have been assessed as compatible under the RRF DNSH technical guidance. The overall impact of the implementation of Priority 2 will be related to the reduction of harmful emissions from cars, as a result of the improved road infrastructure, which will allow short journeys and will have a direct, long-term and permanent positive impact on climate and climate change. Actions for adaptation to climate change in the scope of the projects for Ruse - Veliko Tarnovo Motorway (Ruse - Byala section; Byala bypass and Byala - Veliko Tarnovo section) and Gabrovo bypass from km 20 + 124.50 to km 30 + 673.48, including the tunnel under Shipka Peak, are mainly related to the response to floods and landslides. These include measures to ensure the drainage of the road body and the roadway and measures to strengthen the road body and the construction of fortifications in order to ensure the sustainability of the road infrastructure. Massive reinforced structures are used in the construction of the bridge structures. The amount of funds for the implementation of climate change adaptation measures are determined based on the available conceptual designs. The type and volume of the activities, as well as the funds for their implementation, are subject to updating after the preparation of the technical designs for the relevant road sections. |

*The main target groups — point (d) (iii) of Article 22, paragraph 3 CPR:*

*Text field [1 000]*

A potential beneficiary under Priority 2 "Development of Road Infrastructure along the "core" Trans-European Transport Network" is the Road Infrastructure Agency.

*Actions safeguarding equality, inclusion and non-discrimination – point (d)(iv) of Article 22(3) CPR and Article 6 ESF*+ Regulation

*Text field [2 000]*

PTC will be implemented in compliance to the EU Charter of Fundamental Rights. The selection of employees is based on education, experience and professional qualities. Discrimination on the ground of sex, race, colour, ethnic or social origin, genetic characteristics, language, religion or belief, political or other opinion, belonging to a national minority, property status, birth, disability, age or sexual orientation shall not be permitted. Measures are planned to ensure accessibility and facilitate vulnerable groups and people with disabilities. When the specifics allow it, the special provisions of the Public Procurement Act shall be applied and observed announcing and awarding public procurements in case of participation and assignment of specific productions and deliveries of goods and services related to providing priority for production enterprises to people with disabilities.

*Specific territories targeted, including the planned use of territorial tools - Article 22 (3) (d) (v)*

*Text field [2 000]*

Non-applicable.

*The interregional and transnational actions - Article 22 (3) (d) (vi):*

*Text field [2 000]*

 The projects contribute to interregional and transnational cooperation through the development of the Trans-European Transport Network on the territory of the country, in accordance with the common European transport policy. It is envisaged to complete the main directions in which investments have already been made in previous programming periods, which will ensure better connectivity of the transport network and improve connections with neighbouring countries. Detailed information is presented in the section "Related types of actions".

*The planned use of financial instruments - Article - 22 (3) (d) (vii)*

*Text field [1 000]*

The potential for implementation of FI for the development of road infrastructure is small, mainly due to the natural monopoly of the state and the financial unprofitability of projects. Their implementation will be ensured by providing grants.

The construction of road infrastructure and its maintenance requires significant funds, and the revenues that are expected to be generated in the process of operation are insufficient for another form of support.

The revenue generation potential of each individual infrastructure project is considered and analyzed in detail in the project documentation. The available data and financial analyzes show that the projects are not financially profitable and for this reason FIs are not foreseen. This applied approach is based on the studies and other ex-ante analysis that were performed for the purpose of setting up FI under the programme.

The implementation of the toll system implies that the revenues should cover the costs of operation and maintenance over the time horizon of the project. In case of shortage, the necessary funds for maintenance will be financed by the national budget. At the national level, no other revenue generation mechanisms are foreseen. Given the economic situation and inflationary challenges, their introduction would be further complicated.

**2.1.1.2 Indicators[[6]](#footnote-6)**

*Reference: Article 22 (3) (d) (viii)*

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| **Table 2: Output Indicators**  |
| **Priority** | **Specific objective (Jobs and growth) or support area (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]**  | **Measurement unit** | **Milestone (2024)** | **Target value (2029)** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  |  RCO 43 - Length of new roads - TEN-T ("core" and "comprehensive" network) | km | 0 | ***86,19***  |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | Number of projects under implementation  | Number | 2 | ***2*** |

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| **Table 3: Result indicators** |
| **Priority** | **Specific objective (Jobs and growth) or support area (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]** | **Measurement unit** | **Baseline or reference value** | **Reference year** | **Target value (2029)** |  **Source of data [200]** | **Comments [200]** |
| 2 "Development of road infrastructure along the 'core' Trans-European Transport Network and road connections "  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | RCR 55 — Annual users of newly built , reconstructed, upgraded or modernised roads  | Number | 0 | **2020** | **2 187 910 902** | RIA |  |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | RCR 56 — Time savings due to improved road infrastructure  | Number of hours | 0 | **2020** | **7 921 208,54**  | *RIA* |  |

**2.1.1.3 Indicative breakdown of program resources (EU) according to the type of intervention[[7]](#footnote-7)** (non-applicable to EMFF)

*Reference: Article22, paragraph 3 (d) (viii)*

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| **Table 4: Dimension 1 - intervention field**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Сума (EUR)** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | ERDF | Less developed | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **087**Newly built motorways and roads - TEN-T core network  | **83 005 529,40** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | ERDF | Less developed | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **058** Adaptation to climate change measures and prevention and management of climate related risks: floods and landslides  | **372 599 995,60** |

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| **Table 5: Dimension 2 – Form of financing**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 “Development of road infrastructure along the 'core' Trans-European Transport Network and road connections”  | ERDF | Less developed | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **01**Grant | **455 605 525,00** |

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| **Table 6: Ddimension 3 – Territorial delivery mechanism and territorial focus**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | ERDF |  Less developed | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **33** No territorial targeting | **Non-applicable** |

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| **Table 7: Dimension 6 - ESF+ secondary themes** |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“  | ERDF |  Less developed | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **09** Not applicable | **Non-applicable** |

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| **Table 8: Dimension 7 - ESF+, ERDF, CF and JTF gender equality dimension**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“  | ERDF |  Less developed | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **03** Gender neutral | **Non-applicable** |

***Priority 2 Development of the road infrastructure along the 'core' Trans-European Transport Network and road connections“ /CF/***

***SO "Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T"***

**2.1.1.1 Interventions of the Funds**

*Reference: points (d) (i) (iii) (iv) (v) (vi) and (vii) of Article 22 (3) CPR;*

*The related types of actions — point (d) (i) of Article 22, paragraph 3 CPR and Article 6 ESF+ Regulation:*

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| *Text field [8 000]* Exemplary eligible activities /under CF/: construction and modernization of sections of road infrastructure along the "core" Trans-European Transport Network, improvement of connectivity and accessibility to the Trans-European Transport Network and important economic centers (transport infrastructure sites, industrial zones, etc.), through construction, reconstruction and rehabilitation of road connections and technical assistance for the preparation/completion of preparation for investment projects for the development of road infrastructure on the Trans-European Transport Network and road connections. It is envisaged the completion of the main directions already invested in the previous programming periods, which will provide better connectivity to the transport network and improve connections with neighbouring countries.For the development of the road infrastructure along the Baltic Sea – Black Sea – Aegean Sea corridor, during the programming period 2007-2013, the northern section (from Lower Dikanya to Blagoevgrad) and the southern section (from Sandanski to Kulata) were constructed on the Struma highway. In the 2014-2020 programming period, the phased activities for the construction of the central section of the highway from Blagoevgrad to Sandanski through the Kresna Gorge continued. The removal of identified "bottlenecks" along the road network needs to be continued. The completion of the Struma highway through the Kresna Gorge is of paramount importance.The Europa Motorway is planned to connect the capital Sofia with the Republic of Serbia at the Kalotina Border Crossing Point. The motorway is part of the Trans-European Transport Network on the territory of the country. It is directly connected through the Sofia Ring Road with the Trakia Motorway and the Struma Motorway. The Europa Motorway Phase II project, planned for financing under the current program, should include the implementation of the section from km 32+447.20 to km 48+903, which was not fully completed during the period of eligibility of expenditures under the OPTTI 2014 - 2020.Through the construction, reconstruction and rehabilitation of road connections to the Trans-European Transport Network and important economic centers (transport infrastructure sites, industrial zones, etc.), investments efficiency will be increased and consistency and continuity of transport flows will be ensured.In addition to the investments under the program, funds from the state budget are provided for the construction of sections along the speedway Vidin - Sofia and for the completion of Hemus Highway.**Struma Highway Lot 3.2**The implementation of the Struma Highway Project, Lot 3.2 is divided into 2 stages. The first stage (implementation of measures to mitigate the negative impact on the environment and to increase safety) is scheduled to be completed in the 2014-2020 programming period. The second stage, which will ensure the entire completion of the project, is within the scope of the current programme. The project envisages the implementation of the following main activities: implementation of construction works; consulting services and construction supervision.The preparation phase to reach the “mature” project stage is in the following phase:**Struma Highway Lot 3.2:** Feasibility Studies Available, Preliminary Design, EIA and CBA (necessary updates will be made); implemented land acquisitions and launched and forthcoming tendering procedures.**Europa Highway, phase II** Phase II should include the following activities and elements that were not included in phase I: Complete implementation of a sub-section from km 45+300 to km 48+903 with the following elements: • Small facilities (culverts) – 7 culverts have been designed. To determine the opening of the facilities, the catchment areas have been determined and hydraulic sizing of the culverts has been carried out. The minimum opening for new culverts in the direct direction has been adopted as Ø1500 to ensure easy maintenance during the operational period. • Road construction at km 48+200 – with the construction of the facilities, the construction of agricultural roads is realized with a minimum clear gauge of 2.50 m. • Road accessories, restrictive systems, safety net. • Road junctions – in the section under consideration there are two road junctions: Road junction – “Kostinbrod”, which provides a connection of “Kalotina – SRR”, with road II – 81 “Sofia – Kostinbrod – Montana” and the village of Voluyak and road junction – “Mramor”, which provides connections “village of Mramor – Kalotina”, “village of Mramor – SRR” and “village of Mramor – NST”.• Large facilities: - km 45+540 – underpass on road II-81 Sofia – Montana L=17+20+20+17=74 m - km 46+500 – viaduct L=2x(23+4x28.40+23.55)=320.3m \* - km 47+380 – agricultural underpass L=8m - km 48+460 – underpass on road SOF1030 /II-18/-ring road Sofia-Mramor-Dobroslavtsi. • Engineering networks.The last top layer of asphalt pavement along the entire length of the site remains to be implemented, as well as other finishing activities in the sub-section from km 32+447 to km 45+300, which were not implemented and reported in phase I of the project. The project has full project readiness and contracts with contractors have been signed.Measures for the development and decarbonisation of road transport, as well as for the improvement of road infrastructure and traffic safety, are included in the RRP. The synergy and complementarity of the investments are detailed in Annex 1.2.In addition, there are investment projects available to modernize road infrastructure in other main directions, for which alternative sources of financing for construction activities will be sought.All envisaged projects comply with the DNSH principle within the meaning of Art. 17 of Regulation (EU) 2020/852. The types of actions have been assessed as compatible with the DNSH principle, sincethey have been assessed as compatible under the RRF DNSH technical guidance. The overall impact of the implementation of Priority 2 will be related to the reduction of harmful emissions from cars, as a result of the improved road infrastructure, which will allow short journeys and will have a direct, long-term and permanent positive impact on climate and climate change. Actions for adaptation to climate change in the scope of the project for Struma Motorway Lot 3.2 and the project for Europe Highway, phase IIare mainly related to the response to floods and landslides. These include measures to ensure the drainage of the road body and the roadway and measures to strengthen the road body and the construction of fortifications in order to ensure the sustainability of the road infrastructure. Massive reinforced structures are used in the construction of the bridge structures. The amount of funds for the implementation of climate change adaptation measures are determined based on the available project documentation. The type and volume of the activities, as well as the funds for their implementation, are subject to updating after the preparation of the technical designs for the relevant road sections. |

*The main target groups — point (d) (iii) of Article 22, paragraph 3 CPR:*

*Text field [1 000]*

A potential beneficiary under Priority 2 "Development of Road Infrastructure along the "core" Trans-European Transport Network" is the Road Infrastructure Agency.

*Actions safeguarding equality, inclusion and non-discrimination – point (d)(iv) of Article 22(3) CPR and Article 6 ESF*+ Regulation

*Text field [2 000]*

PTC will be implemented in compliance to the EU Charter of Fundamental Rights. The selection of employees is based on education, experience and professional qualities. Discrimination on the ground of sex, race, colour, ethnic or social origin, genetic characteristics, language, religion or belief, political or other opinion, belonging to a national minority, property status, birth, disability, age or sexual orientation shall not be permitted. Measures are planned to ensure accessibility and facilitate vulnerable groups and people with disabilities. When the specifics allow it, the special provisions of the Public Procurement Act shall be applied and observed announcing and awarding public procurements in case of participation and assignment of specific productions and deliveries of goods and services related to providing priority for production enterprises to people with disabilities.

*Specific territories targeted, including the planned use of territorial tools - Article 22 (3) (d) (v)*

*Text field [2 000]*

Non-applicable.

*The interregional, cross-border and transnational actions - Article 22 (3) (d) (vi):*

*Text field [2 000]*

The projects contribute to interregional and transnational cooperation through the development of the Trans-European Transport Network on the territory of the country, in accordance with the common European transport policy. It is envisaged to complete the main directions in which investments have already been made in previous programming periods, which will ensure better connectivity of the transport network and improve connections with neighbouring countries. Detailed information is presented in the section "Related types of actions".

*The planned use of financial instruments - Article - 22 (3) (d) (vii)*

*Text field [1 000]*

The potential for implementation of FI for the development of road infrastructure is small, mainly due to the natural monopoly of the state and the financial unprofitability of projects. Their implementation will be ensured by providing grants.

The construction of road infrastructure and its maintenance requires significant funds, and the revenues that are expected to be generated in the process of operation are insufficient for another form of support.

The revenue generation potential of each individual infrastructure project is considered and analyzed in detail in the project documentation. The available data and financial analyzes show that the projects are not financially profitable and for this reason FIs are not foreseen. This applied approach is based on the studies and other ex-ante analysis that were performed for the purpose of setting up FI under the programme.

The implementation of the toll system implies that the revenues should cover the costs of operation and maintenance over the time horizon of the project. In case of shortage, the necessary funds for maintenance will be financed by the national budget. No other revenue generation mechanisms are envisaged. Given the economic situation in the country, their introduction would hinder the use of the newly built infrastructure.

**2.1.1.2 Indicators[[8]](#footnote-8)**

*Reference: Article 22 (3) (d) (viii)*

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| **Table 2: Output Indicators**  |
| **Priority** | **Specific objective (Jobs and growth) or support area (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]**  | **Measurement unit** | **Milestone (2024)** | **Target value (2029)** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable  |  | RCO 43 - Length of new roads - TEN-T ("core" and "comprehensive" network) | Km | 0 | ***35,0*** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable  |  | Number of projects under implementation | Number | 0 | ***2*** |

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| **Table 3: Result indicators** |
| **Priority** | **Specific objective (Jobs and growth) or support area (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]** | **Measurement unit** | **Baseline or reference value** | **Reference year** | **Target value (2029)** |  **Source of data [200]** | **Comments [200]** |
| 2 "Development of road infrastructure along the 'core' Trans-European Transport Network and road connections "  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable  |  | RCR 55 — Annual users of newly built , reconstructed, upgraded or modernised roads  | Number | 0 | **2020** | **351 894 776** | RIA | - |
| 2 „Development of Road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable  |  | RCR 56 — Time savings due to improved road infrastructure  | Number of hours | 0 | **2020** | **1 839 836** | *RIA* |  |

**2.1.1.3 Indicative breakdown of program resources (EU) according to the type of intervention[[9]](#footnote-9)** (non-applicable to EMFF)

*Reference: Article22, paragraph 3 (d) (viii)*

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| **Table 4: Dimension 1 - intervention field**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | CF | Not applicable  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **087**Newly built motorways and roads -TEN-T core network  | **2 501 574,80** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | CF | Not applicable  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **058** Adaptation to climate change measures and prevention and management of climate related risks: floods and landslides | **139 791 163,20** |

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| **Table 5: Dimension 2 – Form of financing**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 “Development of road infrastructure along the 'core' Trans-European Transport Network and road connections” | CF | Not applicable  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **01**Grant | **142 292 738,00** |

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| **Table 6: Dimension 3 – Territorial delivery mechanism and territorial focus**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 „Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“ | CF | Not applicable  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **33** No territorial targeting | **Non-applicable** |

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| **Table 7: Dimension 6 - ESF+ secondary themes** |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“  | CF | Not applicable  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **09** Not applicable | **Non-applicable** |

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| **Table 8: Dimension 7 - ESF+, ERDF, CF and JTF gender equality dimension**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 2 Development of road infrastructure along the ‘core’ Trans-European Transport Network and road connections“  | CF | Not applicable  | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **03** Gender neutral | **Non-applicable** |

**2.1.1.1.4 Indicative breakdown of the programmed resources (EU) by type of intervention for EMFAF**

*Non –applicable*

**2.1.2 Specific objective addressing material deprivation**

*Reference: Article 22, paragraph 3 CPR and Article 20 and Article 23(1) and (2)ESF+ Regulation*

*Types of support*

*Text field [2 000 characters]*

Non-applicable.

*Main target groups*

*Text field [2 000 characters]*

Non-applicable.

*Decryption of the national or regional support schemes*

*Text field [2 000 characters]*

Non-applicable.

*Criteria for the selection of operations[[10]](#footnote-10)Text field [4 000 characters]*

Non-applicable.

***Priority 3 "Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security" /ERDF/***

***SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“***

**2.1.1.1 Interventions of the Funds**

*Reference: points (d) (i) (iii) (iv) (v) (vi) and (vii) of Article 22, paragraph 3 CPR;*

*The related types of actions — point (d) (i) of Article 22, paragraph 3 CPR and Article 6 of ESF+ Regulation:*

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| *Text field [8 000]* Exemplary eligible activities under ERDF: modernization of terminals and port facilities for loading and transhipment, reconstruction of ports for public transport, electrification and implementation of signalling and telecommunications, development of railway junctions, delivery of multifunctional vessels, purchase of rolling stock, safety measures and technical assistance measures for the projects. Modernization of terminals and port facilities for loading and transhipment in the Bulgarian ports for public transport will be implemented. Investments are planned for the development and expansion of the port of Lom, as well as the development and expansion of the port of Varna for multimodal operations. It is envisaged to build port facilities (quay walls, quay facilities, flood protection facilities, breakwaters, specialized quay sites for emergency rescue and patrol activities) for efficient and safe inland waterway, sea and intermodal transport. It is planned to build facilities against flooding of Ruse terminal, reconstruction of Lom terminal, establishment of port facilities for ballast operations. The region of Ruse is determined in the list of certain settlements with potential risk of floods. The main goal of the project for construction of facilities against flooding of the Ruse terminal is to prevent flooding on its territory at high waters of the Danube River. The facilities would be an alternative to the gradual "raising" of the level of the quay walls, storage and work areas. Safety will increase and risky situations will be eliminated, in which cargo must be forcibly shipped and equipment must be dismantled from the territory of the terminal, which is threatened with damage. Lom Terminal has identified infrastructure problems and is also in a flood-prone region. The spills of the Danube River in the section of the town of Lom enter the town mainly from certain sections of the Port. The implementation of the project will ensure the protection of the town of Lom from potential high waters in the Danube River and will ensure in the long run the operation of the three bulk carriers at the Lom Port Terminal. The implementation of high-tech port facilities for safe and environmentally friendly ballast operations in seaports and a control information system will prevent pollution by ballast water disposal. By completing the deepening of the water area of the ship berths in the port of Burgas it will allow the safe entry of larger ships. A grant scheme with an intensity of up to 50% to support intermodal operators including development of existing intermodal terminals; intermodal connections; warehousing areas and logistics centres; intermodal transport units, rolling stock and transhipment equipment, construction of new intermodal terminals in case of readiness (IMT Ruse).The preparation for development of Gorna Oryahovitsa railway junction, Ruse railway junction and Varna railway junction will be financed - main lines (from the TEN-T and national network) intersect, cross or end in them.The purchase of passenger electric trains will contribute to the development of sustainable railway transport in the country, improving safety and service quality. It is planned that the trains will be used mainly on busy directions in northern Bulgaria.Supply of additional multifunctional vessels and facilities is envisaged, which will contribute to the improvement of the conditions for navigation on the Danube River and will provide the necessary data and information for adequate intervention in low water periods to provide the necessary depths for navigation, as well as to improve the navigation conditions, respectively increasing safety in the river. Supply of equipment and upgrade of systems improving quality of data provided to the users will be also provided. Two ships were delivered under CEF - one hydrographic and one marker. The marking vessel is used to maintain the floating signal of the fairway, thus improving the safety of navigation, especially during low waters. There is another existing ship to be used for this purpose, which is 44 years old, often in need of repair and difficult to maintain. The Bulgarian River Administration is responsible for maintaining the shore signalization (signs and facilities) on the right side of the river. On the banks of the river with a length of 471 km there are about a thousand coastal signals that need regular maintenance. The new equipment (marking ship) will be used to maintain coastal and floating safety signals and will replace the obsolete ship. The lower Danube is a free-flowing section of the river, where many shallow sections appear during the period of low waters. This occurrence is expected given the impact of climate change on the river system. The period of low water can be expected to be extended over time and to have an even more negative impact on shipping. One of the solutions to reduce this negative impact and improve navigation conditions is dredging the riverbed. Dredging equipment has already been delivered under OPTTI, which ensures the depth and width of the navigation channel. Often, however, bottlenecks appear in several places at the same time, tens of kilometres apart. In order to be able to react in time, a self-propelled suction dredge is needed. This will prevent congestion, reduce travel time and improve the safety of navigation in low water.The delivery of multi-purpose emergency rescue and patrol vessels and specialized equipment as well as deployment of an integrated information system for real-time coordination and management of operations in conditions of disasters and accidents is envisaged, through which the functions related to the provision of safety and security in the marine areas of Bulgaria, as well as the response to combined incidents /search and rescue, fires, oil spills, pollution of sea spaces/. A coastal centre will be established to exercise overall control over shipping in the maritime spaces of Bulgaria, with respect to compliance with the international rules for the prevention of collision at sea /COLREG/, the fulfilment of the ship reporting requirements, as well as and overall controls to prevent illegal pollution from shipping. The projects for the Bulgarian maritime search and rescue system and for the acquisition of a specialized multifunctional rescue ship contribute to the safety and sustainability of maritime transport in case of maritime accidents, which reduces the harmful impact of maritime transport on the environment, including NATURA areas when planning and performing emergency operations. The project related to the construction of an information system for safety and sustainability of maritime transport contributes to the prevention of pollution of the marine environment by ships and increase the safety of shipping by exercising general control over shipping in the maritime areas of Bulgaria.Projects to improve shipping contribute to the objectives of the Common Maritime Agenda for the Black Sea by promoting sustainable and safe shipping, smart connectivity and digitalisation.Investments for construction of infrastructure for alternative fuels along the main directions of the national road network /TEN-T/ and in the ports for public transport /maritime and inland-waterways/ are envisaged. The investments will encourage the replacement of high-emission cars with electric ones and will contribute to the reduction of pollution from shipping. Projects realisation will contribute to the promotion of energy efficiency using alternative fuels, to reduction of greenhouse gas emissions and environmental and climate protection. The implementation of the projects will be in correspondence to the applicable policies in the field of transport, environment and energy and according to the provisions of the current normative documents. In line with the **Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure and repealing Directive 2014/94 / EU of the European Parliament and of the Council, a national policy framework for the development of the market for alternative fuels in the transport sector and for the deployment of the relevant infrastructure will be prepared.** The projects, in the scope of the priority, will be in line with the current situation and expectations for the future development of the market and infrastructure for alternative fuels in the transport sector, taking into account the intermodal access to the infrastructure for alternative fuels and where applicable, its cross-border continuity and national deployment targets.The location and exploitation of charging points /160 along the National road network and 4 in the ports/ will contribute to the flexibility of the energy system and to the entry of electricity from renewable sources into the electricity system.The infrastructure for alternative fuels in seaports will comply with the requirements for port services under Regulation (EU) 2017/352 of the European Parliament and of the Council.In addition, the supply of equipment and technical means is envisaged to ensure traceability of measurements and control of alternative fuel charging stations, as well as the provision of control laboratories.The construction of the necessary infrastructure for zero- and low-emission vehicles and vessels will complement a range of other policy initiatives under the Ready for 55 package, which stimulate demand for such vehicles by setting price signals that include the external impacts of fossil fuels on climate and the environment.The planned investments will also contribute to achieving the objectives of the NIECP .Annex 1.2 describes the complementarity with the RRP and CEF.All envisaged projects comply with the DNSH principle within the meaning of Art. 17 of Regulation (EU) 2020/852. The types of actions have been assessed as compatible under the RRF DNSH technical guidance. |

*The main target groups — point (d), (iii) Article 22, paragraph 3 CPR:*

*Text field [1 000]*

Potential beneficiaries under Priority 3 "Improvement of intermodality,innovations, modernized traffic management systems, improving transport safety and security", SO "Developing a sustainable, climate-resilient, intelligent, secure and intermodal TEN-T" are:

- National Railway Infrastructure Company;

- Road Infrastructure Agency;

- Bulgarian Ports Infrastructure Company;

- Executive Agency for exploration and maintenance of the Danube river;

- Executive Agency “Maritime administration;

- Bulgarian Institute of Metrology;

- Ministry of Transport and Communications;

- Under the scheme to support intermodal operators - railway carriers; intermodal terminal operators; logistics and forwarding companies; airport operators; port operators; other companies interested in developing intermodal transport;

- Concerning the scheme to support infrastructure for alternative fuels - private operators.

*Actions safeguarding equality, inclusion and non-discrimination – point (d)(iv) of Article 22(3) CPR and Article 6 ESF+ Regulation*

PTC will be implemented in compliance to the EU Charter of Fundamental Rights. The selection of employees is based on education, experience and professional qualities. Discrimination on the ground of sex, race, colour, ethnic or social origin, genetic characteristics, language, religion or belief, political or other opinion, belonging to a national minority, property status, birth, disability, age or sexual orientation shall not be permitted. Measures are planned to ensure accessibility and facilitate vulnerable groups and people with disabilities. Access to the infrastructure for alternative fuels (road and / or port) for people with disabilities will be ensured accordance to the accessibility requirements of Annexes I and III of Directive 2019/882. When the specifics allow it, the special provisions of the Public Procurement Act shall be applied and observed announcing and awarding public procurements in case of participation and assignment of specific productions and deliveries of goods and services related to providing priority for production enterprises to people with disabilities.

*Specific territories targeted, including the planned use of territorial tools - Article 22 (3) (d) (v)*

*Text field [2 000]*

Non-applicable.

*The interregional, cross-border and transnational actions - Article 22 (3) (d) (vi):*

*Text field [2 000]*

Projects to improve navigation on the Danube River are actions of an interregional, cross-border and transnational nature. They contribute to Priority Area 1a “Waterway mobility” of the EU Strategy for the Danube Region. The river is divided into sections for maintenance by a bilateral Bulgarian-Romanian agreement from 1955. It also establishes a joint commission for the maintenance and improvement of the shipping route in the common section of the river. Regular meetings of this commission are held, at which the activities that each of the countries has undertaken and plans to undertake in the respective section, the hydrological conditions, etc., are discussed. For shipping, the joint improvement of the fairway marking and marking system throughout the common section is essential. A new marking vessel will be purchased with PTC funds, which will be used for coastal and floating signalling. OPTTI equipment was delivered to ensure the depth and width of the navigation channel. The self-propelled suction dredge, which will be purchased under the PTC, will contribute to the timely removal of bottlenecks. The envisaged actions will contribute to improving the safety and security of shipping, as well as to the protection of the environment, by limiting the risk of accidents.

The rest of the projects contribute to interregional, cross-border and transnational cooperation through the development of the Trans-European Transport Network on the territory of the country, in accordance with the common European transport policy and contributing to ensuring energy efficiency and reducing harmful emissions into the environment from transport. The projects will ensure better connectivity of the transport network and will contribute to improving connections with neighbouring countries. Detailed information is presented in the section "Related types ofactions".

*The planned use of financial instruments - Article - 17 (3) (d) (vii)*

*Text field [1 000]*

The implementation of the projects is planned to be ensured by providing grants and where applicable funding will be combined and supplemented with FI and private funds.

The construction and maintenance of multimodal transport infrastructure requires significant resources, and the revenues that will be generated during the operation process are not expected to be sufficient to implement another form of support.

The construction of infrastructure for alternative fuels and its maintenance also requires significant funds, and the revenues that are expected to be generated in the process of operation (especially in the first years) are insufficient for another form of support. The expectation is to expand its use with the increase in the number of electric cars in the country and, accordingly, to increase its financial profitability, but in the long term.

Further studies are pending.

The revenue generation potential of each individual infrastructure project is a subject to consideration and analysis in detail in the project documentation. If the data on the financial viability of the projects shows potential for implementing another form of support, the concept will be reviewed.

**2.1.1.2 Indicators[[11]](#footnote-11)**

*Reference: Article 22, paragraph 3, (d), ii) CPR and Article 8 of ERDF and CF Regulation*

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| **Table 2: Output Indicators**  |
| **Priority** | **Specific objective (Jobs and growth goal) or area of support(EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]**  | **Measurement unit** | **Milestone** **(2024)** | **Target value (2029)** |
| 3 „Improvement of intermodality, innovations,,modernized traffic management systems, improving transport safety and security“  | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  |  1 Number of trains delivered  | Number | ***0*** | ***5*** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  |  RCO 59 Infrastructure for alternative fuels  | Number | **4** | **164** |
| 3. “Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security” | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | 2- Number of ports supported  | Number | **0** | **3** |
| 3„Intermodality, modernized traffic management systems, improving transport safety and security“ | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | 3 - Delivered multifunctional vessels | Number  | **0** | **2** |
| 3„Intermodality, modernized traffic management systems, improving transport safety and security“ | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | Number of projects under implementation | Number | **3** | **11** |

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| **Table 3: Result indicators** |
| **Priority** | **Specific objective (Jobs and growth goal) or area of support (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]** | **Measurementunit** | **Baseline or reference value**  | **Reference year** | **Target value (2029)** | **Source of data [200]** | **Comments [200]** |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 3 „Improvement of intermodality , innovations, modernized traffic management systems, improving transport safety and security“  | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | Annual users of the recharging infrastructure (ports)  | Number | 0 | 2021 | 30 | BPIC |  |
| 3 „Improvement of intermodality , innovations, modernized traffic management systems, improving transport safety and security“  | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | Annual users of the newly built recharging infrastructure /roads/ | Number | 0 | 2022 | 4203 | RIAMI |  |
| 3 „Improvement of intermodality , innovations, modernized traffic management systems, improving transport safety and security“  | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | ERDF | Less developed |  | Number of users of newly built / modernized port infrastructure | Number | 2730 | 2021 | **3003** | BPIC |  |

**2.1.1.3 Indicative breakdown of the program resources (EU) by type of intervention[[12]](#footnote-12)** (non-applicable to EMFF)

*Reference: Article 22, paragraph 3, (d) (viii)*

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| **Table 4: Dimension 1 – Intervention field**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | ERDF | Less developed | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **108**Multimodal transport (TEN-T) | **141 004 475.00** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | ERDF | Less developed | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | 086 Infrastructure for alternative fuels | **40 000 000.00** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | ERDF | Less developed | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | 106Mobile rail assets | **68 000 000.00** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | ERDF | Less developed | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | 119Digitalization of transport: other modes of transport/ 080 Seaports (TEN-T)114Internal Waterways and Ports (TEN-T) | **15 000 000.00****15 000 000.00** |

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| **Table 5: Dimension 2 – Form of financing**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | ERDF | Less developed | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **01**Grants | **279 004 475,00** |

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| **Table 6: Dimension 3 – Territorial delivery mechanism and territorial focus**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | ERDF | Less developed | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **33** No territorial targeting  | **279 004 475,00** |

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| **Table 7: Dimension 6 — ESF+** **secondary themes** |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | ERDF | Less developed | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **09** Not applicable | **Non-applicable** |

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| **Table 8: Dimension 7 — ESF**+, **ERDF, CF and JTF gender equality dimension**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3 „Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security“  | ERDF | Less developed | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **03** Gender neutral | **Non-applicable** |

**2.1.1.1.4. Indicative breakdown of the programmed resources (EU) by type of intervention for EMFAF**

Non-applicable.

**2.1.2 Specific objective addressing material deprivation**

*Reference: Article 22, paragraph 3 CPR and Article 20 and Article 23(1) and (2) ESF+ Regulation*

*Types of support*

*Text field [2 000 characters]*

Non-applicable.

*Main target groups*

*Text field [2 000 characters]*

Non-applicable.

*Decryption of national or regional support schemes*

*Text field [2 000 characters]*

Non-applicable.

*Criteria for the selection of operations[[13]](#footnote-13)*

*Text field [4 000 characters]*

Non-applicable.

***Priority 3 "Improvement of intermodality, innovations, modernized traffic management systems, improving transport safety and security" /CF/***

***SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“***

**2.1.1.1 Interventions of the Funds**

*Reference: points (d) (i) (iii) (iv) (v) (vi) and (vii) of Article 22, paragraph 3 CPR;*

*The related types of actions — point (d) (i) of Article 22, paragraph 3 CPR and Article 6 of ESF+ Regulation:*

|  |
| --- |
| *Text field [8 000]* Exemplary eligible activities under CF: construction and reconstruction of railway station complexes, development of information systems in transport, new systems, upgrading existing systems and systems under construction, modernization and construction of facilities for improving transport safety, technical assistance measures for the preparation / completion of projects preparation.Projects for the construction and reconstruction of the station complexes will also contribute to the improvement of intermodality by connecting the station complexes with other modes of transport (metro/bus/ air), as well as through communication solutions for the transport and pedestrian connections of the station complexes. . The main purpose of the construction and reconstruction of the station complexes is to improve the functional requirements for carrying out the basic activities related to train traffic management, as well as to create conditions for providing a higher quality of customer service - passengers and carriers. It is necessary to align the stations with the requirements of the legal framework for the construction of accessible environment in urban areas. Measures are also envisaged for increasing the energy efficiency of public spaces, introducing intelligent modern systems for managing passive and active systems for heating, air conditioning, lighting, information and more. For the implementation of these activities the following investment project will be financed within current priority: completion of the reconstruction/restoration of the reception building at Nova Zagora station.The subsequent development of information systems in transport will increase the safety and security of traffic.The construction of modern railway management systems encompass activities related to all stages of traffic management of all trains - long-term planning, short-term planning, dispatching regulation, operational reporting, statistical reporting, calculation of infrastructure charges, preparation of data for analysis, connection with telematics systems for freight and passenger transportation, etc. It is necessary to provide the equipment with modern security systems. Feasibility studies for the implementation of ERTMS are planned. It is also necessary to ensure the upgrading and implementation of SCADA in traction substations: Vidin, Boychinovtsi and Brusartsi, as well as the completion of the Ruse, Razgrad and Varna traction substations, the implementation of which started in the 2014-2020 programming period .Road safety measures are planned along the TEN-T. Efforts will be focused both on providing good traffic conditions by improving the existing infrastructure and on upgrading the elements determining road safety. For the safety of road traffic it is necessary to take measures to improve the effectiveness of monitoring and control of road users, to establish automatic devices for controlling the speed monitoring mode, to modernize the information systems guaranteeing safety and security, to reconstruct and to improve the organization of traffic. The development and upgrading of information systems for traffic management on the national road network should continue. Evaluation and monitoring of road infrastructure safety indicators along the “core” and “comprehensive” TEN-T will be carried out. It will be financed construction and installation works related to the physical separation of transport flows; improvement of road markings and road signs, etc. Based on detailed analysis, the RIA proposed specific sections for which the planned road safety measures will be implemented.Sections on the TEN-T with planned road safety measures under PTC:1. Republican road I-1 from km 397+390 to km 401+140 with a length of 3.75 km – town of Kresna, Blagoevgrad region.2. Republican road I-9 from km 256+870 to km 258+630 with a length of 1.76 km – village of Marinka, Burgas region.3. Republican road I-5 from km 126+275 to km 129+491 with a length of 3.261 km – town of Kran and village of Shipka, Stara Zagora region.4. Republican road I-5 from km 247+358 to km 248+806 with a length of 1.448 km – village of Yastrebovo, Stara Zagora region.5. Republican road I-5 from km 251+326 to km 252+539 with a length of 1.213 km – village of Sredets, Stara Zagora region.6. Republican road I-5 from km 257+577 to km 259+081 with a length of 1.504 km - village of Trakia, Stara Zagora region.7. Republican road I-5 from km 262+275 to km 263+865 with a length of 1.14 km - village of Byal Izvor, Stara Zagora region.8. Republican road I-5 from km 244+720 to km 245+420 with a length of 0.700 km - village of Badeshte, Stara Zagora region.9. Republican road I-5 from km 209+500 to km 210+000 with a length of 0.500 km - village of Tulovo, Stara Zagora region.10. Republican road I-5 from km 126+275 to km 129+491 with a length of 3.216 km - village of Dryanovo, Gabrovo region.11. Republican road I-5 from km 94+797 to km 96+692 with a length of 1.895 km – village of Samovodene, Veliko Tarnovo region.12. Republican road I-5 from km 89+707 to km 92+789 with a length of 3.082 km – village of Polikraishte, Veliko Tarnovo region.13. Republican road I-5 from km 80+153 to km 81+706 with a length of 1.553 km – village of Kutsina, Veliko Tarnovo region.14. Republican road I-5 from km 76+625 to km 77+950 with a length of 1.325 km – village of Petko Karavelovo, Veliko Tarnovo region.15. Republican road I-5 from km 71+910 to km 73+166 with a length of 1.256 km – village of Yastrebino, Veliko Tarnovo district.With regard to the rest of the road network and the sections for which repair works are required, the funds are provided outside the program. In 2021, the Sectoral Strategy for Road Safety was approved. The strategy includes a number of measures to increase road safety. In implementation of the strategy in 2022, funds from the state budget were allocated and the implementation of road safety measures in the critical sections began. All roads or sections of roads that will be included in the investment plans and the repair program of RIA, financed from the state budget, will be subject to at least one road safety procedure. Road safety measures are also provided for in the Recovery and Resilience Plan. In 2021, a total of 74 critical sections were established, 11 of which have a two-year recurrence and 8 have a three-year recurrence. Annex 1.2 describes the complementarity with the RRP and CEF.All envisaged projects comply with the DNSH principle within the meaning of Art. 17 of Regulation (EU) 2020/852. The types of actions have been assessed as compatible under the RRF DNSH technical guidance. |

*The main target groups — point (d) (iii) of Article 22 (3):*

*Text field [1 000]*

Potential beneficiaries under Priority 3 "Intermodality, innovations, modernized traffic management systems, improving transport safety and security" are:

- National Railway Infrastructure Company;

- Road Infrastructure Agency.

*Actions safeguarding equality, inclusion and non-discrimination – point (d)(iv) of Article 22(3) CPR and Article 6 ESF+ Regulation*

*Text field [2 000]*

PTC will be implemented in compliance to the EU Charter of Fundamental Rights. The selection of employees is based on education, experience and professional qualities. Discrimination on the ground of sex, race, colour, ethnic or social origin, genetic characteristics, language, religion or belief, political or other opinion, belonging to a national minority, property status, birth, disability, age or sexual orientation shall not be permitted. Measures are planned to ensure accessibility and facilitate vulnerable groups and people with disabilities. When the specifics allow it, the special provisions of the Public Procurement Act shall be applied and observed announcing and awarding public procurements in case of participation and assignment of specific productions and deliveries of goods and services related to providing priority for production enterprises to people with disabilities.

*Specific territories targeted, including the planned use of territorial tools - Article 22 (3) (d) (v)*

*Text field [2 000]*

Non-applicable.

*The interregional, cross-border and transnational actions - Article 22 (3) (d) (vi):*

*Text field [2 000]*

The projects contribute to interregional and transnational cooperation through the development of the Trans-European Transport Network on the territory of the country, in accordance with the common European transport policy. The projects will ensure better connectivity of the transport network and will contribute to improving connections with neighbouring countries. Detailed information is presented in the section "Related types of actions".

*The planned use of financial instruments - Article - 22 (3) (d) (vii)*

*Text field [1 000]*

The potential for implementation of FI is small, mainly due to the natural monopoly of the state and the financial unprofitability of projects. Their implementation will be ensured by providing grants.

The construction of the infrastructure and its maintenance requires significant funds, and the revenues that are expected to be generated in the process of operation are insufficient for another form of support.

The revenue generation potential of each individual infrastructure project is a subject of consideration and analyzis in detail in the project documentation. The available data show that the projects are not financially profitable and for this reason FIs are not foreseen. This applied approach is based on the studies and other ex-ante analysis that were performed for the purpose of setting up FI under the programme.

**2.1.1.2 Indicators[[14]](#footnote-14)**

*Reference: Article 22, paragraph 3, (d), ii) and Article 8 of ERDF and CF Regulation*

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| **Table 2: Output indicators** |
| **Priority** | **Specific objective (Jobs and growth goal) or support area (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]**  | **Measurement unit** | **Milestone****(2024)** | **Target value (2029)** |
| 3„Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable |  | Modernized traction substations | number | ***0*** | ***6*** |
| 3 „Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable |  | RCO 53 - New or upgraded railway stations and stops  | number | ***0*** | ***1*** |
| 3 „Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ |  SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable |  | Length of roads with implemented road safety measures under PTC | km | **0** | **26,46** |
| 3 „Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable |  | 108 – Length of roads with new or modernised traffic management systems – TEN-T | km | **0** | **143,5** |
| 3 „Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | Not applicable |  | Number of projects under implementation | Number  | **0** | **5** |

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| **Table 3: Result indicators** |
| **Priority** | **Specific objective (Jobs and growth goal) or support area (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]** | **Measurement unit** | **Baseline or reference value** | **Reference year** | **Target value (2029)** |  **Source of data [200]** | **Comments [200]** |
|  |  |  |  |  |  |  |  |  |  |  |  |
| 3 „Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | CF | NA |  | Minimum number of removed black spots under the program | Number  | 0 | 2022 | 15 | 2029 | RIA |
|  |  |  |  |  |  |  |  |  |  |  |  |

**2.1.1.3 Indicative breakdown of the program resources (EU) by type of intervention[[15]](#footnote-15) (non-applicable to EMFF)**

*Reference: Article 22, paragraph 3 (d), viii)*

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| **Table 4: Dimension 1 – intervention field**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3 „Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | CF | Not applicable | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | 091 reconstructed or improved roads and motorways – core TEN-T /092comprehensive TEN-T 105European Rail Traffic Management System (ERTMS)063Digitalization of transport: road108 Multimodal transport TEN-T | **10 000 000.00****5 000 000.00****24 320 000,00****7 500 000.00****17 000 000.00** |

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| **Table 5: Dimension 2 – Form of financing**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3„Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | CF | Not applicable  | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **01**Grants | **63 820 000,00** |

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| **Table 6: Dimension 3 – Territorial delivery mechanism and territorial focus**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3„Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | CF | Not applicable | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **33** No territorial targeting  | **Non-applicable** |

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| --- |
| **Table 7: Dimension 6 — ESF+** **secondary themes** |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3„Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | CF | Not applicable | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **09** Not applicable | **Non-applicable** |

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| --- |
| **Table 8: Dimension 7 — ESF+**, **ERDF, CF and JTF gender equality dimension**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 3„Intermodality, innovations, modernized traffic management systems, improving transport safety and security“ | CF | Not applicable | SO „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | **03** Gender neutral | **Non-applicable** |

**2.1.1.1.4. Indicative breakdown of the programmed resources (EU) by type of intervention for EMFAF**

Non-applicable.

**2.1.2 Specific objective addressing material deprivation**

*Reference: Article 22, paragraph 3 CPR and Article 23(1) and (2)ESF+ Regulation*

*Types of support*

*Text field [2 000 characters]*

Non-applicable.

*Main target groups*

*Text field [2 000 characters]*

Non-applicable.

*Decryption of national or regional support schemes*

*Text field [2 000 characters]*

Non-applicable.

*Criteria for the selection of operations[[16]](#footnote-16)*

*Text field [4 000 characters]*

Non-applicable.

**Priority 4 “Intermodality in urban areas”**

**SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy”**

**2.1.1.1 Interventions of the Funds**

*Reference: points (d) (i) (iii) (iv) (v) (vi) and (vii) of Article 22, paragraph 3 CPR;*

*The related types of actions — point (d) (i) of Article 22, paragraph 3 CPR and Article 6 ESF+ Regulation:*

|  |
| --- |
| *Text field [8 000]* Exemplary eligible activities: construction of railway connections to airports in urban areas, technical assistance measures for preparation/completion of projects preparation, including for the city railway in Plovdiv. **Investments are needed to promote intermodality in urban areas, which will contribute to the improvement and modernization of urban transport systems, to adaptation to urban growth and growing demand.** Urban areas are particularly exposed to the negative effects of current models of mobility and transport, as well as the sustainable dependence on private cars powered by fossil fuels, such as poor air quality, noise, road accidents, congestion and greenhouse gas emissions. Urban mobility measures will be implemented in the framework of Sustainable Urban Mobility Plans. In addition to the investments under Priority 1, investments are included for the construction of railway connections to Plovdiv Airport and Burgas Airport, which will **improve intermodality and create better conditions for efficient use and combination of transport modes in urban areas**. At present, there is no combined transport to serve the needs of passenger and freight transport, providing a connection between the railway infrastructure and the airports in Plovdiv and Burgas. The construction of railway connections will ensure better coordination between the different modes of transport and the level of service that meets the requirements for modern movement of passengers and freight services. The project for construction of a city railway in Plovdiv, which will be prepared under the program, will also contribute to better connectivity.Providing a railway connection at Krumovo station with Plovdiv Airport, together with the project "Development of Plovdiv Railway Junction" and plans for concession and development of Plovdiv Airport, will ensure the development of transport connectivity within the city of Plovdiv through the development of modern, secure and efficient railway transport in the city area. Currently, bus transport serves the passenger terminal at Plovdiv Airport and connects with the center of Plovdiv. Other possibilities to reach the airport terminal are either by car or by taxi. There is no other transport in the city that connects the airport to the railway station. This contributes to traffic jams in the city of Plovdiv, which is the second largest city in Bulgaria, and pollutes the air in the area. **An urban railway will be created, by using the routes of the existing railway infrastructure and building additional stops and connections to serve the transport scheme of the city.** With the development of the city railway, the route to Plovdiv Airport will be integrated into the transportations within the city, thereby creating an opportunity for better connectivity of the airport with the other city's transport network and a significant increase in transportation. Burgas Airport is located near the Sarafovo district. The 86th railway line Vladimir Pavlov – Sarafovo passes near, and the reception building of the station is located approximately at 2 km (in a straight line) from the village. The area of Burgas Airport blocks the road to the railway station, as a result of which the real distance between the terminal of Burgas Airport, respectively Sarafovo district to the reception building of Sarafovo station is about 5 km. Providing a railway connection by using the existing infrastructure to the maximum extent will contribute to convenient and fast transportation of passengers between Burgas railway station and Burgas airport. The developed project for the construction of the new railway connection complements the project for the development of the Burgas railway junction. The destination is important for the city because it connects the international airport with Burgas railway station. The only public transport offered in the direction is a bus line for public transport. Other possibilities for transport in the direction are by taxi or the use of cars. Three new stops and one station will be designed and built - Lazur Stadium, Sea Garden, Burgas Airport and Solnitsi. In this sense, **the railway line is not only a connection to an airport, but also a city railway**,with the construction of new stops and a station serving the quarters of the city. The project will ensure connectivity of the Sarafovo quarter with the central part of the city of Burgas and other remote districts. The population of the Sarafovo quarter is 4,000 people, and in the summer season it reaches 15,000. A large part of the residents travel daily for work or entertainment to the city center and other city districts, and the service capacity with the new railway line will be significant. **In this aspect, it can be seen as an urban railway connecting a relatively remote quarter of the city. The city railway also provides transport connectivity in the central part of the city of Burgas.** One new stop and use of Vladimir Pavlov and Burgas stations are planned. They are located in densely populated areas of the city and by the railway line will be established a city transport connection with high capacity. These are connected by the railway line with recreation and entertainment areas in the seaside part of the city - Morska gradina stop and Solnitsi station. These are the most visited areas - the city garden, the North Beach of the city of Burgas, the recreation and treatment area Solnitsi, the sports area in the park and the cycling lanes along the coast, and it is expected that significant traffic will be realized within the central part of the city and the areas for recreation.As set out in the Communication "A Sustainable and Smart Mobility Strategy - Putting European Transport on track for the future", increasing the share of collective transport and automated, connected and multimodal mobility will significantly reduce transport pollution and congestion, especially in cities and will contribute to improving people's health and well-being.The planned investments will encourage the development of multimodal urban mobility in addition to the investments under the regional development program and in accordance with the plans for sustainable urban mobility. EU policies contributing to tackling **the demographic challenges** **affect** **transport**, the information society, employment and social policy, culture, environment and climate, as well as businesses. They require **a comprehensive approach to overcome or mitigate the effects of demographic changes**. It is necessary to increase the attractiveness of the regions so that they provide young people with opportunities for learning, innovation and stable and quality employment through **targeted investments in infrastructure and connectivity**. This connectivity, in addition to eliminate congestion, will also prioritize investment in **sustainable transport networks** and boost public services in less developed areas, with the aim of promoting interconnection between cities and achieving significant urban growth. **The implementation of projects promoting ecologically sustainable and socially inclusive development of the transport infrastructure in the respective regions also helps to meet the growing demand for transport services.**In this context, **the construction of railway connections from the passenger stations of Plovdiv and Burgas to the respective airports will contribute to improving the conditions for adapting to demographic changes, increasing urban growth and meeting the growing demand.** In recent years, we have witnessed and participated in the change of work patterns and lifestyles. While it is important to gradually return to workplaces and take advantage of live collaboration, we will continue to partially work remotely for the foreseeable future. In the post-COVID-19 situation, the hybrid working model will require a significant change in culture and establishment of new ways of communication along with relevant policies and practices, which also affects the way we live in general. In hybrid teams, we need to focus more on managing the team, its individual members, and ourselves – tasks that are easier when we work in the same physical space. **The construction of railway connections with the airports of Plovdiv and Burgas will facilitate the movement of people working in the region and communications between individual groups of passengers, which will affect both the changed work patterns and the changed way of life in general**.Constructing the railway connections to the airports, improved efficiency of the infrastructure will be achieved with an impact on **reducing negative external effects such as traffic jams, accidents and harmful gas emissions in the environment**.The planned investments will also contribute to achieving the objectives of the NIECP. Annex 1.2 describes the complementarity with the RRP and CEF. All envisaged projects comply with the DNSH principle within the meaning of Art. 17 of Regulation (EU) 2020/852. The types of actions have been assessed as compatible under the RRF DNSH technical guidance. |

*The main target groups — point (d), (iii) of Article 22, paragraph 3, CPR:*

*Text field [1 000]*

Potential beneficiary under Priority 4 “Intermodality in urban areas”, SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” are:

- National Railway Infrastructure Company.

*Actions safeguarding equality, inclusion and non-discrimination – point (d)(iv) of Article 22(3) CPR and Article 6 ESF+ Regulation*

*Text field [2 000]*

PTC will be implemented in compliance to the EU Charter of Fundamental Rights. The selection of employees is based on education, experience and professional qualities. Discrimination on the ground of sex, race, colour, ethnic or social origin, genetic characteristics, language, religion or belief, political or other opinion, belonging to a national minority, property status, birth, disability, age or sexual orientation shall not be permitted. Measures are planned to ensure accessibility and facilitate vulnerable groups and people with disabilities. When the specifics allow it, the special provisions of the Public Procurement Act shall be applied and observed announcing and awarding public procurements in case of participation and assignment of specific productions and deliveries of goods and services related to providing priority for production enterprises to people with disabilities.

*Specific territories targeted, including the planned use of territorial tools - Article 22 (3) (d) (v)*

*Text field [2 000]*

Non-applicable.

*The interregional, cross-border and transnational actions - Article 22 (3) (d) (vi):*

*Text field [2 000]*

Projects under Priority 4, PO 2 contribute to cross-border,interregional and transnational cooperation supporting the sustainable development of the transport systems of the cities and their connectivity to the international airports, in correspondence to the common European transport policy and ensuring energy efficiency and reducing harmful emissions into the environment from transport. In addition, we would also take the opportunity to jointly discuss future similar investments in the Danube Region and the possibilities to strengthen the implementation of EUSDR priorities at national level with a focus on the multimodal mobility within the recently established "Danube Network of ERDF/CF Managing Authorities".

*The planned use of financial instruments - Article - 22 (3) (d) (vii)*

*Text field [1 000]*

The potential for applying FI is small. Their implementation will be ensured by providing grants.

The revenue generation potential of each individual project is a subject of review and analysis in detail in the project documentation. The available data show that the projects are not financially viable. This applied approach is based on the studies and other ex-ante analysis that were performed for the purpose of setting up FI under the programme.

If the data on the financial viability of the projects shows potential for implementing another form of support, the concept will be reviewed.

**2.1.1.2 Indicators[[17]](#footnote-17)**

*Reference: Article 22, paragraph 3, (d), ii) and Article 8 of ERDF and CF Regulation*

|  |
| --- |
| **Table 2: Output Indicators**  |
| **Priority** | **Specific objective (Jobs and growth goal) or area of support(EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]**  | **Measurement unit** | **Milestone** **(2024)** | **Target value (2029)** |
| 4 “Intermodality in urban areas” | SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” | CF | Not applicable |  | RCO54 New or modernized intermodal connections | number | 0 | 2 |
| 4 “Intermodality in urban areas” | SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” | CF | Not applicable |  | Number of projects under implementation | number | 0 | 2 |

|  |
| --- |
| **Table 3: Result indicators** |
| **Priority** | **Specific objective (Jobs and growth goal) or area of support (EMFF)** | **Fund** | **Category of regions**  | **ID [5]** | **Indicator [255]** | **Measurementunit** | **Baseline or reference value**  | **Reference year** | **Target value (2029)** | **Source of data [200]** | **Comments [200]** |
| 4 “Intermodality in urban areas” | “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” | CF | Not applicable |  | Number of residents using the newly built infrastructure | Number | 0 | 2020 | 1 030 548,00 | SE NRIC |  |
| 4 “Intermodality in urban areas” | “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” | CF | Not applicable |  | "Share of intermodal railway connections with airports along the Orient / Eastern Mediterranean corridor (underdeveloped regions)" | % | 33,33 | 2022 | 100 | SE NRIC |  |

**2.1.1.3 Indicative breakdown of the program resources (EU) by type of intervention[[18]](#footnote-18)** (non-applicable to EMFF)

*Reference: Article 22, paragraphe 3, (d) (viii)*

|  |
| --- |
| **Table 4: Dimension 1 – Intervention field**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 4 “Intermodality in urban areas”  | CF | Not applicable  | SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy”  | 081 Clean urban transport infrastructure  | **40 000 000,00** |

|  |
| --- |
| **Table 5: Dimension 2 – Form of financing**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 4 “Intermodality in urban areas”  | CF | Not applicable  | SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy”  | **01**Grants | **40 000 000,00** |

|  |
| --- |
| **Table 6: Dimension 3 – Territorial delivery mechanism and territorial focus**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 4 “Intermodality in urban areas”  | CF | Not applicable  | SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy”  | **33** No territorial targeting | **Non-applicable.** |

|  |
| --- |
| **Table 7: Dimension 6 — ESF+** **secondary themes** |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 4 “Intermodality in urban areas”  | CF | Not applicable  | SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” | **09** Not applicable | **Non-applicable** |

|  |
| --- |
| **Table 8: Dimension 7 — ESF+, ERDF, CF and JTF gender equality dimension**  |
| **Priority №** | **Fund** | **Category of regions** | **Specific objective** | **Code** | **Amount (EUR)** |
| 4 “Intermodality in urban areas” “ | CF | Not applicable  | SO “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” | **03** Gender neutral | **Non-applicable** |

**2.1.1.1.4. Indicative breakdown of the programmed resources (EU) by type of intervention for EMFAF**

Non-applicable.

**2.1.2 Specific objective addressing material deprivation**

*Reference: Article 22, paragraph 3 CPR and Article 23(1) and (2) ESF+ Regulation*

*Types of support*

*Text field [2 000 characters]*

Non-applicable.

*Main target groups*

*Text field [2 000 characters]*

Non-applicable.

*Decryption of national or regional support schemes*

*Text field [2 000 characters]*

Non-applicable.

*Criteria for the selection of operations[[19]](#footnote-19)*

*Text field [4 000 characters]*

Non-applicable.

**2.T. Priority for technical assistance**

*Reference: Article 36, paragraph 4 (a)*

*Description of technical assistance*

|  |
| --- |
| *Text field [5 000]* The activities aim to contribute to the achievement of the specific objectives of the programme, as well as to ensure the sustainability of the administrative capacity of the Managing Authority, beneficiaries, social partners and civil society organizations participating in the PTC Monitoring Committee.The priority will provide support for the implementation of the following activities:* carrying out specialized activities and preparation of studies, analyses and evaluations regarding the implementation and completion of OPTTI 2014-2020 as well as supporting the preparation of the programme for the period 2028-2034;
* implementation of the planned communication and information and publicity activities in connection with the implementation of PTC and completion of OPTTI 2014-2020.
* provision of costs for remuneration, additional remuneration and social security contributions to the employees of the Managing Authority in accordance with the Regulation (EU) 2021/1060 and national rules developed;
* provision of accommodation and secondment for staff responsible for the management and implementation of PTC during trips abroad, in connection with the programme activities;
* preparing, organizing and conducting specialized training /including for Natura 2000, Protected Areas, the DNSH principle and environmental policies, legislation and good practices/, seminars, conferences and meetings for employees of the Managing Authority, Beneficiaries and representatives of social partners civil society organizations participating in the Monitoring Committee of PTC, including the costs of renting halls and equipment, fees for trainers and training courses, preparation and copying of materials as well as translations and catering;
* gradual establishment of databases, development of a program for strengthening the resilience of the transport network to extreme weather events and updating the design guidelines; assessment of training needs and implementation of training programs in the field of climate change and measures for adaptation to climate change, in accordance with the recommendations of the National Strategy for Adaptation to Climate Change and Action Plan;
* optimization of rules and procedures to reduce the administrative burden for beneficiaries;
* Improvement of the material and technical facilities, including the rent, leasing, purchase and/or insurance of equipment necessary for the MA staff and the beneficiaries to carry out their activities regarding the programme;
* organizing the activities of the PTC Monitoring Committee, the meetings of the Monitoring Sub-Committees, if established (including administrative and logistical costs), as well as holding the final meetings of the OPTTI 2014-2020 Monitoring Committee;
* ensuring specialized external expertise and assistance from international financial institutions in specific areas such as sectoral policy development, project management support etc.;
* development of a methodology for management of the activities on the national roads (survey, analysis, planning);
* Strengthening the capacities to prevent, detect, report and follow-up on irregularities and fraud affecting the funds, including through:
* reporting in IMS any irregularity or fraud detected, when it is required according to the applicable reporting rules including those stemming from OLAF cases/recommendation, and regular updating all IMS notifications;
* developing an anti-fraud policy or statement at programme level, consistent with the National Anti-Fraud Strategy (NAFS) i.e. The National Strategy for Preventing and Combating Irregularities and Fraud Affecting the Financial Interests of the European Union;
* for the period 2021 - 2027 (NAFS), adopted by Decision 833 of 12 November 2020 of the Council of Ministers, and the annual plans for its implementation;
* fully exploiting the available data mining tools, such as Arachne.
* preparation and updating of strategic and programmatic documents in the field of transport, mid-term review and updating of the Integrated Transport Strategy of Bulgaria, updating of the transport model, etc. in line with new trends in European and national policies and in line with EC recommendations, including an environmental monitoring plan for the implementation of the PTC 2021-2027 and a manual for preparation and implementation of measures for mitigation of the negative impact on the environment in the implementation of the infrastructure projects under the PTC 2021-2027; development of action plans under Regulation (EU) 1143/2014 on the prevention and management of the introduction and spread of invasive foreign species, based on a preliminary analysis, of the main routes of entry and transport / introduction and spread / of accidental foreign species - plants, fungi and animals of importance for Bulgaria and the EU, e.g. with: airplanes, watercraft, ballast water, hulls of vessels, trains, etc.;
* preparation of a study for modernization / development of terminals / port facilities in Bulgaria, including preparation of a scheme for modernization / development of terminals / port facilities in Bulgaria;
* preparation of studies on the development of combined transport in Bulgaria, such as: research on international relations for combined transport, development of a scheme for the provision of intermodal transport units, study on the construction of logistics centers/cargo settlements, etc.;
* development and implementation of effective and proportionate measures and procedures to combat fraud by the MA and beneficiaries, taking into account the identified risks;
* measures for prevention, detection and correction of irregularities, including conflicts of interest and corruption in the MA and beneficiaries of PTC;
* providing support for the preparation of projects in the transport sector;
* conducting information campaigns to promote investment in transport and to raise awareness of road safety risk factors;
* preparation of documents and measures for improvement of the order, requirements, organization, conditions and the manner of conducting the training for acquiring the right to drive a motor vehicle and conducting the examinations of the candidates.

The implementation of Integrity Pacts in the planning, award and execution of public contracts of high public interest and with significant corruption risk will be promoted in order to ensure sound financial management of the programme funds. One or more Integrity Pacts will be implemented with a focus on operations of strategic importance in the programme. The implementation of the planned activities will ensure effective preparation, implementation, monitoring, control, evaluation, completion and promotion of investments in transport. |

*The main target groups*

|  |
| --- |
| *Text field [1 000]* **Potential beneficiaries under the priority are:** **-** Managing Authority of Programme Transport Connectivity; - National Railway Infrastructure Company;- Road Infrastructure Agency ;- Executive Agency for exploration and maintenance of the Danube river;- Bulgarian Ports Infrastructure Company;- Executive Agency “Maritime administration”;- Social partners and civil society organizations, participating in PTC MC.  |

*Indicators*

Output indicators with the corresponding milestones and targets

Table 2 Output indicators\*

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Priority** | **Fund** | **Category of region** | **ID** | **Indicator** | **Measurement****unit** | **Milestone****2024** | **Target 2029** |
| 5 „Technical assistance“ | CF | NA | 4 | Developed Roadmap for strengthening of the administrative capacity in connection with the implementation of the Transport Connectivity Program 2021-2027 " | Number | 0 | 1 |
| 5 „Technical assistance“ | CF | NA | 5 | number of news / updates on the program site | number | 48 | 108 |
| 5 „Technical assistance“ | CF | NA | 6 | number of events for the program of any nature | number  | 6 | 18 |
| 5 „Technical assistance“ | CF | NA | 7 | number of posts on social media/channels | number | 208 | 468 |
| 5 „Technical assistance“ | CF | NA | 8 | number of participations in trainings of the employees in the Managing Authority | number | 60 | 310 |
| 5 „Technical assistance“ | CF | NA | 9 | number of employees in the Managing Authority, whose remuneration is financed under priority 5 | number | 61 | 61 |
| 5 „Technical assistance“ | CF | NA | 10 | number of on-the-spot checks carried out | number | 15 | 90 |

\* *When forecasting the intermediate and target values of the publicity indicators, it is accepted that in case of simultaneous implementation of both OPTTI and PTC, methodically the number of the news and the posts on social media/channels will be reported in total for the two programs, because the publications for the two programming periods will be carried out in the communication channels created during the implementation of OPTTI.*

Table 3 Result indicators

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Priority** | **Fund** | **Category of region** | **ID** | **Indicator** | **Measurement****unit** | **Baseline value****2023**  | **Target value** **2029**  |
| 5 „Technical assistance“ | CF | NA |  | Average time required to process a payment to the beneficiary from the date of the request to the date of the refund | days | 90  | 80  |
| 5 „Technical assistance“ | CF | NA |  | Average project evaluation time | days | 85  | 80 |
| 5 „Technical assistance“ | CF | NA |  | Level of awareness of citizens about EU policies | % | 42 | 45 |

*Indicative breakdown of the programmed resources (EU) by type of intervention*

|  |
| --- |
| **Table: Dimension 1 – intervention field**  |
| **Priority №** | **Fund** | **Category of regions** | **Code** | **Amount (EUR)** |
| 5 „Technical assistance“ | CF | NA | 179 Information and communication180 Preparation, implementation, monitoring and control181 Evaluation and studies, data collection 182 Reinforcement of the capacity of Member State authorities, beneficiaries and relevant partners  | 1 609 670,004 740 000,005 379 000,0019 300 330,00 |

|  |
| --- |
| **Table: Dimension 6 —ESF+** **secondary themes** |
| **Priority №** | **Fund** | **Category of regions** | **Code** | **Amount (EUR)** |
| 5 „Technical assistance | CF |  NA | 09 Not applicable | **Non-applicable** |

|  |
| --- |
| **Table: Dimension 7 —ESF+, ERDF, CF and JTF gender equality dimension**  |
| **Priority №** | **Fund** | **Category of regions** | **Code** | **Amount (EUR)** |
| 5 „Technical assistance | CF |  NA | 09 Not applicable | **Non-applicable** |

**Table indicative breakdown of the programmed resources (EU) by type of intervention for EMFAF**

Not applicable.

**3.Financial plan**

*Reference: Article 22, paragraph 3 (f), i)- iii); Article 112, paragraphs 1—3, Article 14; Article 26; CPR*

**3.А Transfers and contributions[[20]](#footnote-20)**

*Reference: Articles 14; 26; 27 CPR*

|  |
| --- |
| [ ]  Amendment of a program related to contribution to Invest EU |
| [ ]  Amendment of the program related to instruments under direct or indirect management |
| [ ]  Amendment of a program related to transfer between ERDF, ESF+, CF or to another Fund or Funds  |

**Table 15A Contribution to InvestEU \***

|  |  |  |
| --- | --- | --- |
| **Contribution from** | **Contribution to** | **Breakdown by year** |
| Not applicable. | Not applicable. | Not applicable. |

**Table 15B Contribution to InvestEU \***

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Category of regions** | **Window1** | **Window****2** | **Window 3** | **Window 4** | **Window 5** | **Amount** |
|  |  | (a) | (b) | (c) | (d) | (e) | (f)=(a)+(b)+(c)+(d)+(e)) |
| ERDF | More developed regions | N/A | N/A | N/A | N/A | N/A | N/A |
| Less developed regions | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A | N/A | N/A | N/A | N/A | N/A |
| Outermost regions and northern sparsely populated regions | N/A | N/A | N/A | N/A | N/A | N/A |
| ESF+ | More developed regions | N/A | N/A | N/A | N/A | N/A | N/A |
| Less developed regions | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A | N/A | N/A | N/A | N/A | N/A |
| Outermost regions | N/A | N/A | N/A | N/A | N/A | N/A |
| CF | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| EMFF | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

\* Cumulative amounts of the entire contribution during the programming period.

**Table 16 A: Transfers to instruments in direct or indirect management**

|  |  |  |
| --- | --- | --- |
| **Transfer from** | **Transfer to** | **Breakdown by year** |
| Not applicable. | Not applicable. | Not applicable. |

**Table 16 B: Transfers** **to instruments in direct or indirect management\***

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Fund** | **Category of regions** | **Instrument item 1** | **Instrument item 2** | **Instrument item 3** | **Instrument item 4** | **Instrument item 5** | **Transfer amount** |
|  |  | (a) | (b) | (c) | (d) | (e) | (f)=(a)+(b)+(c)+(d)+(e) |
| ERDF | More developed regions | N/A | N/A | N/A | N/A | N/A | N/A |
| Less developed regions | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A | N/A | N/A | N/A | N/A | N/A |
| Outermost regions and northern sparsely populated regions | N/A | N/A | N/A | N/A | N/A | N/A |
| ESF+ | More developed regions | N/A | N/A | N/A | N/A | N/A | N/A |
| Less developed regions | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A | N/A | N/A | N/A | N/A | N/A |
| Outermost regions | N/A | N/A | N/A | N/A | N/A | N/A |
| CF | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| EMFF | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**Table 17А: Transfers between the shared management funds**

|  |  |  |
| --- | --- | --- |
| **Transfer from** | **Transfer to** | **Breakdown by year** |
| **Not applicable.** | **Not applicable.** | **Not applicable.** |

**Table 17B: Transfers between the shared management funds\***

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **ERDF** | **ESF+** | **CF** | **EMFF** | **Asylum and Migration Fund** | **ISF** | **BMVI** |  **Total**  |
| More developed regions | Transition | Less developed regions | Outermost regions and northern sparsely populated regions | More developed regions | Transition | Less developed regions | Outermost regions |
| **ERDF** | More developed regions |  |  |  |  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Less developed regions |  |  |  |  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition |  |  |  |  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Outermost regions and northern sparsely populated regions |  |  |  |  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| ***ESF+*** | More developed regions | N/A | N/A | N/A | N/A |  |  |  |  | N/A | N/A | N/A | N/A | N/A | N/A |
| Less developed regions | N/A | N/A | N/A | N/A |  |  |  |  | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A | N/A | N/A | N/A |  |  |  |  | N/A | N/A | N/A | N/A | N/A | N/A |
| Outermost regions | N/A | N/A | N/A | N/A |  |  |  |  | N/A | N/A | N/A | N/A | N/A | N/A |
| ***CF*** | 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 |
| ***EMFF*** | 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 |
| **Total** | 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 |

\* Cumulative amounts of all carryovers over the program period..

**JTF: allocation in the programme and transfers**

Not Applicable.

**3.5 Financial appropriations by year**

*Reference: point (g)(i) of Article 22, paragraph 3 CPR and Articles 3, 4 and 7 JTF Regulation.*

|  |  |  |
| --- | --- | --- |
|  |  | **Table 10: Financial appropriations by year** |
| **Fund** | **Category of regions** | **2021** | **2022** | **2023** | **2024** | **2025** | **2026 without flexibiliy amount** | **2026****with flexibility amount** | **2027 without flexibiliy amount** | **2027 with flexibility amount** | **Total**  |
| ERDF | Less developed regions  | 0,00  | 121 928 345,00 | 132 916 461,00 | 127 437 789,00 | 131 701 969,00 | 53 750 749,00 | 53 750 749,00 | 56 561 969,00 | 56 561 969,00 | **734 610 000,00** |
| More developed regions  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A  | N/A  | N/A  | N/A  | N/A  | N/A  | N/A | N/A  | N/A | **N/A**  |
| Outermost regions and northern sparsely populated regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| ESF+ | Less developed regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| More developed regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Outermost regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total  | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Cohesion Fund | Non-applicable | 0,00 | 159 015 012,00 | 172 578 248,00 | 133 618 273,00 | 140 941 890,00 | 66 950 619,00 | 66 950 619,00 | 70 662 169,00 | 70 662 170,00 | **881 379 000,00** |
| EMFF | Non-applicable | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Total |  | 0,00 | 280 943 357,00 | 305 494 709,00 | 261 056 062,00 | 272 643 859,00 | 120 701 368,00 | 120 701 368,00 | 127 224 138,00 | 127 224 139,00 | **1 615 989 000,00** |

**3.6** **Total financial appropriations by fund and national co-financing[[21]](#footnote-21)**

*Reference: point (g)(ii) of Article 22 paragraph 3, Article 22, paragraph 6 and Article 36 CPR*

*For Jobs and growth goal:*

|  |  |  |
| --- | --- | --- |
|  |  | **Table 11: Total financial appropriations by funds and national co-financing**  |
| **Policy objectives PO or TA**  | **Prioity** | **Basis for calculating EU assistance (general or public)** | **Fund** | **Category of regions\*** | **EU contribution** | **EU contribution** | **National contribution** | **Indicative breakdown of national participation** | **Total** | **Co-financing rate** |
| **With flexibility amount** | **Without flexibility amount** | **public** | **private**  |
|  |  |  |  | (a) |  |  | (b)=(c)+(d) | (c) | (d) | (e)=(a)+(b)\*\* | (f)=(a)/(e)\*\* |
| PO 3 | Priority 1 | public | CF | Non-applicable | 604 237 262,00 | 544 237 262,00 | 60 000 000,00 | 106 630 106,00 | 106 630 106,00 | N/A | 710 867 368,00 | 85 % |
| PO 3 | Priority 2 | public | ERDF | Less developed regions | 455 605 525,00 | 385 292 807,00 | 70 312 718,00 | 80 400 975,00 | 80 400 975,00 | N/A | 536 006 500,00 | 85 % |
| More developed regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Outermost regions | N/A |  |  | N/A | N/A | N/A | N/A | N/A |
| PO 3 | Priority 2 | public | CF | Non-applicable | 142 292 738,00 | 104 679 949,00 | 37 612 789,00 | 25 110 484,00 | 25 110 484,00 | N/A | 167 403 222,00 | 85 % |
| PO 3 | Priority 3 | public | ERDF | Less developed regions | 279 004 475,00 | 239 004 475,00 | 40 000 000,00 | 49 236 084,00 | 49 236 084,00 | N/A | 328 240 559,00 | 85 % |
| More developed regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Transition | N/A | N/A | N/A | N/A | N/A | N/A | N/A  | N/A  |
| Outermost regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| PO 3 | Priority 3 | public | CF | Non-applicable | 63 820 000,00 | 43 820 000,00 | 20 000 000,00 | 11 262 353,00 | 11 262 353,00 | N/A | 75 082 353,00 | 85 % |
| PO 2 | Priority 4 | public | CF | Non-applicable  | 40 000 000,00 | 30 000 000,00 | 10 000 000,00 | 7 058 824,00 | 7 058 824,00 | N/A | 47 058 824,00 | 85 % |
| Technical assistance | Priority 5 | public | **CF** | N/A | 31 029 000.00 | 21 029 000,00 | 10 000 000,00 | 5 475 706,00 | 5 475 706,00 | N/A | 36 504 706,00 | 85 % |
| **Total ERDF** |  |  | More developed regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|  |  | Transition | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|  |  | Less developed regions | 734 610 000,00 | 624 297 282,00 | 110 312 718,00 | 129 637 059,00 | 129 637 059,00 | N/A | 864 247 059,00 | 85 % |
|  |  | Specially allocated funds for the outermost regions or northern sparsely populated regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| **Total ESF+** |  |  | More developed regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|  |  | Transition | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|  |  | Less developed regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
|  |  | Outermost regions | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| **Total CF** |  | Non-applicable | Non-applicable | **881 379 000,00** | **743 766 211,00** | **137 612 789,00** | **155 537 473,00** | **155 537 473,00** | N/A | **1 036 916 473,00** | **85 %** |
| **Total** |  | Non-applicable | Non-applicable | **1 615 989 000,00** | **1 368 063 493,00** | **247 925 507,00** | **285 174 532,00** | **285 174 532,00** | N/A | **1 901 163 532,00** | **85 %** |

**\*** For ERDF: less developed regions, transition regions, more developed regions and, where applicable, special funds allocated for the outermost and northern sparsely populated regions. For ESF+: less developed regions, transition regions, more developed regions and, where applicable, additional allocated funds for the outermost and northern sparsely populated regions. For CF - not applicable. As regards technical assistance, the application of the categories of regions depends on the selection of fund.

\*\* Where applicable to all categories of regions.

*Table 11A: Total financial allocations by fund and national contribution*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Priority** | **Specific objective** | **Basis** | **Union contribution** | **National public contribution** | **Total** | **Co-financing rate** |
| Priority 1 | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | Public | 604 237 262,00 | 106 630 106,00 | 710 867 368,00 | 85 % |
| Priority 2 | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | Public | 597 898 263,00 | 105 511 459,00 | 703 409 722,00 | 85 % |
| Priority 3 | „Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T“ | Public | 342 824 475,00 | 60 498 437,00 | 403 322 912,00 | 85 % |
| Priority 4 | “Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy” | Public | 40 000 000,00 | 7 058 824,00 | 47 058 824,00 | 85 % |
| Priority 5 | TA | Public | 31 029 000,00 | 5 475 706,00 | 36 504 706,00 | 85 % |

*For EMFF:*

|  |
| --- |
| **Table 11 A** |
| **Priority** | **Type of support area** (nomenclature referred to in the EMFF Regulation) | **Basis for calculation****of EU assistance** | **EU contribution** | **National public contribution** | **Total** | **Co-financing rate** |
| Priority 1 | 1.1 | Public | N/A | N/A | N/A | N/A |
| 1.2 | Public | N/A | N/A | N/A | N/A |
| 1.3 | Public | N/A | N/A | N/A | N/A |
| 1.4 | Public | N/A | N/A | N/A | N/A |
| 1.5 | Public | N/A | N/A | N/A | N/A |
| Priority 2 | 2.1 | Public | N/A | N/A | N/A | N/A |
| Priority 3 | 3.1 | Public | N/A | N/A | N/A | N/A |
| Priority 4 | 4.1 | Public | N/A | N/A | N/A | N/A |
| Technical assistance | 5.1 | Public | N/A | N/A | N/A | N/A |

1. **Enabling conditions**

*Refernce: Article 22, paragraph 3 (i)*

|  |
| --- |
| **Table 12: Enabling conditions**  |
| **Enabling conditions** | **Fund** | **Specific objective**(not applicable for EMFF) | **Fulfilment of enabling conditions** | **Criteria** | **Fulfilment of criteria** | **Reference to relevant documentation** | **Justification** |
| Comprehensive transport planning at the appropriate level | CFERDF | Developing a climate-resilient, intelligent, secure, sustainable and intermodal TEN-T | Fulfilled | Multimodal mapping of existing and planned infrastructures, except at local level, until 2030 is in place which: Criterion 1- Includes economic assessment of the planned investments, underpinned by demand analysis and traffic modelling, which should take into account the anticipated impact of the opening of the rail services markets Criterion 2- Is consistent with the transport related elements of the integrated national energy and climate planCriterion 3- Includes investments in TEN-T core network corridors, as defined by the CEF Regulation, in line with the respective TEN-T core network corridors work plansCriterion 4- For investments outside the TEN-T core network corridors, including in cross-border sections, ensures complementarity by providing sufficient connectivity of the urban networks, regions and local communities to the core TEN-T and its nodesCriterion 5- Ensures interoperability of the rail network, and, where relevant, reports on the deployment of ERTMS according to Commission Implementing Regulation (EU) 2017/6Criterion 6- Promotes multimodality, identifying needs for multimodal or transhipment freight and passengers terminals Criterion 7- Includes measures relevant for infrastructure planning aiming at promoting alternative fuels, in line with the relevant national policy frameworksCriterion 8- Presents the results of the assessment of road safety risks in line with existing national road safety strategies, together with a mapping of the affected roads and sections and providing with a prioritisation of the corresponding investmentsCriterion 9- Provides information on financing resources corresponding to the planned investments and required to cover operation and maintenance costs of the existing and planned infrastructures | FulfilledFulfilledFulfilledFulfilledFulfilledFulfilledFulfilled Fulfilled Fulfilled  Fulfilled | Integrated Transport Strategy for the period until 2030 and supporting document to the strategy:Investment program for fulfilment of the conditions for absorption of the funds from the European funds for the period 2021 – 2027 (Investment Programme) – approved in June 2021Section II of the *Investment Programme* Section III of the *Investment Programme* Integrated National Energy and Climate Plan of the Republic of Bulgaria 2021-2030 (adopted by the Council of Ministers on 27.02.2020)Section IV of the *Investment Programme*Section V of the *Investment Programme*Section VI of the *Investment Programme*National Plan for implementation of the technical specification for interoperability regarding sub-systems „Control, management and signalling“ – approved on 17.06.2021 Section VII of the *Investment Programme*National plan for development of combined transport in RB by 2030Section VIII of the *Investment Programme*National Policy Framework for the development of the alternative fuels market in the transport sector and the deployment of the relevant infrastructureSection IX of the *Investment Programme*National Road Safety Strategy in the Republic of Bulgaria for the period 2021-2030 and Action Plan for 2021-2023Section X of the *Investment Programme*  | [1 000]The Integrated Transport Strategy for the period until 2030 is a comprehensive strategic document for sustainable development of transport investments. The document meets the requirements for the enabling conditions for the period 2014-2020.In the light of the enabling conditions 2021-2027, an *Investment Programme for fulfilment the conditions for the absorption of the European Funds for 2021-2027* was approved in June 2021, with detail information for each criterion implementation. The multimodal transport model to the Integrated Transport Strategy has been updated to the base year 2019. An economic assessment of the planned investments has been developed, supported by demand analysis and traffic patterns that take into account the expected impact of the opening of the rail services market.Section II presents the results of the update of the multimodal transport model and of the performed economic assessment of the planned investments.Section III includes information about the compliance of transport-related elements of the Integrated National Energy and Climate Plan of the Republic of Bulgaria 2021-2030. In the plan, one of the main policy objectives for reducing greenhouse gas emissions in the transport sector is related to the accelerated deployment of charging infrastructure for electric and hybrid vehicles. In terms of improving energy efficiency in the transport sector, the Integrated Plan envisages an increase in the share of electric and hybrid motor vehicles and the expansion of charging infrastructure. The Integrated Plan is in line with the long-term transport policy until 2030.Section IV presents the investments in the TEN-T corridors, passing through the Bulgarian territory. Information for the investments planned in the European coordinators’ work plans is also included. Strong efforts will be focused on the construction of the railway infrastructure along of Orient/East-Med corridor. Attention was paid to the construction of cross-border sections and the development of Rhine-Danube corridor.Section V identifies railway sections that provide connectivity between regions and local communities to the core and comprehensive network. Using a methodology (described in Annex 1), a prioritized list of road sections, which are outside the core TEN-T and provide connectivity of urban networks, regions and local communities to it has been prepared. Section VI presents the implementation of the European Rail Traffic Management System (ERTMS). It describes the projects in the process of implementation and those planned for the period 2021 - 2027. The necessary investments for the individual measures and the planned deadlines are indicated. Compliance has been achieved with the National Plan for implementation of the TSI „Control, management and signalling“During the preparation of the draft National Plan for development of combined transport in RB until 2030, analyses have been implemented for the combined transport infrastructure, regulatory framework, freight traffic, good practices in other EU member states. Based on the analyses, a list of measures has been proposed (organizational, operational, financial and technical) to increase the share of the combined transport in Bulgaria. Estimates of the necessary investments have been made. The plan was adopted by the Council of Ministers in the end of July 2022. Compliance has been achieved between Section VII of the Investment Programme and the National Plan for development of combined transport in RB by 2030Section VIII includes information on measures for alternative fuels use in line with the national policy framework. A summary of the strategic framework for alternative fuels in transport – the National Policy Framework for the development of the alternative fuels market in the transport sector and the deployment of the relevant infrastructure and the national report according to Directive 2014/94/EU has been prepared. Infrastructure planning measures for road and waterborne transport are included, also measures and recommendations on the construction of electric vehicles charging infrastructure. Planned funds for the construction of hydrogen charging stations are presented. Measures for the development of alternative fuels infrastructure in waterborne transport are identified.The latest self-assessment provides additional information on the planned investments and the number of charging stations under the Recovery and Resilience Plan, the Development of the Regions Programme 2021-2027 and the PTC 2021-2027.In Section IX, the road safety policies and strategic documents are presented, including the National Road Safety Strategy in the Republic of Bulgaria for the period 2021-2030 and the Action Plan for 2021-2023. A road infrastructure review regarding road safety has been presented. Conclusions on road safety risks are made. The most important issues are summarised and future actions are identified. RIA prepared a map of the blackspots included in the section. The latest self-assessment provides additional information on the implementation of projects under the PTC and the Recovery and Resilience Plan. They will limit the risk of accidents through infrastructure modernisation, impact on key road safety management processes, integration of software applications and procurement of equipment for ongoing repair and maintenance. Information on blackspots sections in 2020 and 2021 has been added, as well as on road safety management procedures.Section X presents information on the indicative financial resources necessary to cover the costs of operation and maintenance of existing and planned infrastructures. Information on the expected revenues of the infrastructure managers by 2027 is also included. The data for the costs (by years, individual projects and funding sources) are included in Annex 2. |

1. **Programme authorities**

*Reference: Article 22 (3) (k) and Article 71 and Article 84 CPR*

|  |
| --- |
| **Table 13: Programme authorities**  |
|  **Programme authorities** | **Name of the institution** [500] | **Contact name** [200] | **E-mail** [200] |
| Managing Authority | Directorate for Program and Project Coordination,Ministry of Transport and Communications | Martin Georgiev - Director of Program and Project Coordination Directorate and Head of Managing Authority | mgeorgiev@mtitc.government.bg |
| Audit Authority | Executive Agency Audit of European Union Funds | Anna Martinova-Petkova - Executive Director | aeuf@minfin.bg  |
| Body receiving payments from the Commission | National Fund Directorate, Ministry of Finance | Detelina Karaeneva - Director of National Fund Directorate | natfund@minfin.bg  |
| Accounting authority | National Fund Directorate, Ministry of Finance | Detelina Karaeneva - Director of National Fund Directorate | natfund@minfin.bg |

The repetition of the reimbursed amounts for technical assistance pursuant to Article 36(5) CPR if more bodies are identified to receive payments from the Commission

Reference: article 22(3) CPR

Table 13A: The portion of the percentage set out in point (b) of Article 36(5) CPR that would be reimbursed to the bodies which receive payments from the Commission in case of technical assistance pursuant to Article 36(5) CPR (in percentage)

|  |  |
| --- | --- |
| Body 1 – Not applicable  | % |
| Body 2 – Not applicable | % |

1. **Partnership**

*Reference: Article 22, paragraph 3 (h)*

|  |
| --- |
| *Text field [10 000]*Ministry of Transport and Communications (Program and Project Coordination Directorate) is the leading authority for the development of the Transport Connectivity Program 2021-2027. The experience of the Managing Authority in the preparation, management and implementation of Operational Program Transport and Transport Infrastructure 2014-2020 and Operational Program on Transport 2007-2013 is used in the development of the Program.By Order № RD-08-572/28.11.2019 of the Minister of Transport, Information Technology and Communications, a Working Group was formed for the preparation of the program. The composition of the Working Group is in accordance with Decree No 142/2019. The Working Group includes representatives of the Central Coordination Unit, the Certifying and Auditing Authority, the authorities responsible for policies, measured to be funded under the program, the National Statistical Institute, the Commission for Protection against Discrimination, the Regional Development Councils in Level 2 regions, National representative organizations of employers, workers and employees, recognized by the Council of Ministers in accordance with the Labor Code, National representative organizations of and for persons with disabilities her recognized by the Council of Ministers under the Integration of Persons with Disabilities Act, the National Association of Municipalities in Bulgaria, NGOs, etc.The role of partners in the development of the Operational Program is regulated both in the Decree of the Council of Ministers 142/2019 and in the Internal Rules for the Organization and Activity of the Working Group (WG) for the preparation of the Transport Connectivity Program for the period 2021-2027.The selection of representatives of non-governmental organizations was made according to an established mechanism for the selection of non-governmental organizations. According to this mechanism, representatives of the following groups of non-governmental organizations - environmental, working in the field of transport and in the field of development policies - participate in the working group.Representatives of partner institutions and organizations are involved in the process of drafting, reviewing and agreeing on the individual elaborations and texts of the program, as well as the final version of the program, with their main role being expressed in the preparation and submission of proposals, comments and opinions, participation at WG meetings with voting rights, etc.Meetings shall be conducted in a clear organization, in accordance with the internal rules adopted by the WG. The materials for each meeting shall be forwarded in advance, providing the WG members and their alternates with the necessary time and information to prepare competent opinions on the material under consideration. WG meetings were held as the individual components of the program and the prepared full texts were sent to the WG members for comments and opinions.Continuous coordination is carried out with the Central Coordination Unit in the Council of Ministers. Coordination in the process of program development for the programming period 2021-2027, incl. the Transport Connectivity Program 2021-2027 is also implemented within the Council for Coordination and Management of EU Funds.The partnership principle will also apply to the implementation, monitoring and evaluation of the Transport Connectivity Program 2021-2027. The participation of the identified administrative, social and economic partners identified in the development of the program will be ensured through the participation of their representatives in the Monitoring Committee of the program. The Monitoring Committee will monitor the progress in achieving the programme's objectives and strategy and thus ensure its effective and quality implementation.The beneficiaries of the respective priority axes of the Transport Connectivity Program 2021-2027 will be active and reliable partners of the Managing Authority in the process of its implementation. In this regard, the project readiness for the programming period 2021-2027 is being worked on and building the necessary administrative capacity to absorb the funds.In order to inform the general public about the process of preparation of the Transport Connectivity Program, the minutes of the meetings held and the materials from the different stages of the program preparation are published on the website of the OP Transport and Transport Infrastructure on the Internet on the single management information portal for the EU Structural and Cohesion Funds.During the implementation of the programme the Managing Authority will promote the strategic use of public procurement to support policy objectives (including professionalization efforts to address capacity gaps). Beneficiaries should be encouraged to use more quality related and lifecycle cost criteria. When feasible, environmental (e.g. green public procurement criteria) and social considerations as well as innovation incentives should be incorporated into public procurement procedures. |

1. **Communication and transparency**

*Reference: Article 22, paragraph 3, j) CPR*

|  |
| --- |
| *Text field [4 500]* The communication strategy (CS) of PTC sets out the strategic communication framework for the 2021-2027 programming period, through a clear strategic approach, incorporating a basic vision, a common framework, common and long-term goals. The objectives of the CS are clear, realistic and measurable and consistent with the objectives of the program. The objectives include: informing the general public about the activities and results of the programme, policies, initiatives and support from the EU.**Objectives:*** Promoting the role of the European Union and informing about the activities and results of the program;
* Raising the level of citizens' awareness of EU support and investment under the program;
* Improving the visibility of European policies and initiatives;
* Informing and supporting the beneficiaries in the implementation of the projects.

**Specific objectives:**• Informing about the projects under the program, the expected results and benefits through the preparation and implementation of communication campaigns;• Informing the development of the projects and the program of the program by maintaining and updating the site and social networks of the program;• Optimization of partnerships and joint initiatives with non-governmental organizations and stakeholders; by conducting events, trainings and other appropriate events;• Focusing the content on topics showing real stories and good practices of the projects, by preparing content of all kinds.**Target audiences** * General public - citizens of Bulgaria
* Beneficiaries of the program
* Citizens of active age, two sub-groups: 30-45 years old and 46-65 years
* Young people and students 15- 30 years
* Non-governmental organizations in the field of transport
* Academic sphere
* An administration involved in the management of EU funds in Bulgaria
* Mediators/disseminators of information

**Communication channels** * Unified information portal: https://www.eufunds.bg
* Electronic Media: TV channels and radio stations from national and regional scope, which will be selected on the basis of objective criteria for each individual campaign;
* Press media: newspapers, magazines and other periodicals
* Outdoor advertising
* Online based media and social networks and platforms: information sites, news agencies, business sites - when planning a campaign, online media will be selected according to objective systems for measuring attendance, such as Gemius, Alexa, etc., by providing data on attendance and / or traffic.
* Social networks and content sharing platforms - maintaining, upgrading and developing existing profiles of the program for example Youtube, Instagram, Facebook and others;
* Direct communication (events, seminars, trainings and more);

**Planned budget**  The planned budget (calculated solely on the basis of European co-financing) is EUR 4,829,010 or 0.3% of the European funding under the program, which is EUR 1,609,670,000. This budget will be distributed proportionally on an annual basis for the period of implementation of the communication strategy, as for 2021. there is no budget spent, which makes an average of about 178,000 euros / year. The unused budget for the respective year will be transferred to the next year for the implementation of the CS. **Monitoring and evaluation** Activities in the communication strategy will be evaluated against standardized criteria and indicators, including: * measurement of achieved quantitative parameters of physical performance/ outputs as for initial data are taken data from programming periods 2007-2013, 2014-2020. The indicators are selected on the basis of performed communication activities during previous programming periods, as for the same there is information and they will be upgraded and developed;
* measurement of effect/result, as well as of lasting impact, through public Eurobarometer data and / or other public sources.

Indicators:* number of news / updates on the program site – baseline value – 0 number, target value – 108 numbers for 2029;
* number of events for the program of any nature - baseline value – 0 number, target value – 18 numbers for 2029;
* number of posts on social media/channels - baseline value – 0 number, target value – 468 numbers for 2029;
* number of users reached through publications in social networks and platforms - baseline value for 2021 - 5 million. impressions, a target value of 45 million impressions in total for all social networks and platforms;
* level of awareness of citizens about EU policies: baseline for 2021 - 42% level of awareness, target value - 45% level of awareness /will be measured by Eurobarometer and / or other public sources/.
 |

1. **Use of unit costs, lump sums, flat rates and non-cost financing**

*Reference: Articles 94 and 95 CPR*

**Table 14: 6. Use of unit costs, lump sums, flat rates and non-cost financing**

|  |  |  |
| --- | --- | --- |
| **Indication of the application of Articles 88 and 89: \*** | **Yes** | **No** |
| From the adoption programme will make use of reimbursement of the Union contribution based on unit costs, lump sums and flat rates under the priority according to Article 94 CPR (if yes, fill in Appendix 1) |  | **Х** |
| From the adoption programme will make use of reimbursement of the Union contribution based on financing not linked to costs according to Article 95 CPR (if yes, fill in Appendix 2) |  | **Х** |

**ADDENDUMS**

* Annex 1.1. Current situation by modes of transport;Annex 1.2. Complementarity of investments; Annex 1.3 Maintenance of transport infrastructure; Annex 1.4 Recommendations to the country; Annex 1.5 „Lessons learned“; Annex 1.6. Operations of Strategic Importance /additional information/;
* Appendix 3 List of planned operations of strategic importance with a timetable.

Appendix 3

List of planned operations of strategic importance with a timetable

Article 22(3) CPR

Text field 2 000

The planned operations of strategic importance under the PTC are:

1. Construction and modernization of railway sections along Baltic Sea – Black Sea – Aegean Sea corridor and Western Balkans – Eastern Mediterranean corridor under priority 1

2. Improving of road connectivity between Rhine - Danube corridor and Baltic Sea – Black Sea – Aegean Sea corridor in the North-South direction under priority 2

3. Purchase of rolling stock for the needs of passenger rail transport under priority 3

Timeframe for implementation:

|  |
| --- |
| **Construction and modernization of railway sections along Baltic Sea – Black Sea – Aegean Sea corridor and Western Balkans – Eastern Mediterranean corridor under priority 1** |
| **Project** | **Planned notification/submission date****(year, quarter)** | **Planned start of implementation** **(year, quarter)** | **Planned completion date** **(year, quarter)** | **Priority**  |
| Modernization of railway line Sofia - Plovdiv: section Elin Pelin-Kostenetz, phase 2 | Q3.2023 | Q1.2024 | Q4.2029 | 1 |
| Rehabilitation of the Plovdiv-Burgas railway line, phase 2, Stage 2 | Q3.2023 | Q1.2024 | Q4.2027 | 1 |
| Modernization of railway line Sofia - Dragoman – Serbian border, section Voluyak - Dragoman, phase 2 | Q3.2023 | Q1.2024 | Q4.2028 | 1 |
|  |  |  |  |  |
|  |  |  |  |  |
| Construction of railway connection between Bulgaria and North Macedonia | Q2.2025 | Q2.2025 | Q4.2029 | 1 |
|  |  |  |  |  |
| **Improving of road connectivity between Rhine - Danube corridor and Baltic Sea – Black Sea – Aegean Sea corridor in the North-South direction under priority 2** |
| **Project** | **Planned notification/submission date****(year, quarter)** | **Planned start of implementation** **(year, quarter)** | **Planned completion date** **(year, quarter)** | **Priority**  |
|  |  |  |  |  |
|  |  |  |  |  |
| „Ruse – Veliko Turnovo“ Motorway  | Q1.2023 | Q1.2022 | Q4.2029 | 2 |
| **Purchase of rolling stock for the needs of passenger rail transport under priority 3**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project** | **Planned notification/submission date****(year, quarter)** | **Planned start of implementation** **(year, quarter)** | **Planned completion date** **(year, quarter)** | **Priority**  |
| Purchase of rolling stock for the needs of passenger rail transport | Q1 2025 | Q4 2024 | Q4 2026 | 3 |

 |

Additional information is presented in Annex 1.6

1. Numbers in square brackets refer to the number of characters. [↑](#footnote-ref-1)
2. With the exception of the specific objective referred to in Article 4 (1) (c) (vii) of the ESF + Regulation.С [↑](#footnote-ref-2)
3. Prior to the mid-term review in 2025 for ERDF, ESF+ and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-3)
4. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-4)
5. Only for programs limited to the specific purpose referred to in Article 4 (1) (c) (vii) of the ESF + Regulation. [↑](#footnote-ref-5)
6. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-6)
7. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-7)
8. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-8)
9. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-9)
10. [↑](#footnote-ref-10)
11. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-11)
12. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-12)
13. Only for programs limited to the specific purpose referred to in Article 4 (1) (c) (vii) of the ESF + Regulation. [↑](#footnote-ref-13)
14. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-14)
15. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-15)
16. Only for programs limited to the specific purpose referred to in Article 4 (1) (c) (vii) of the ESF+ Regulation. [↑](#footnote-ref-16)
17. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-17)
18. Prior to the mid-term review in 2025 for ERDF, ESF + and CF - allocation only for the period 2021-2025 [↑](#footnote-ref-18)
19. Only for programs limited to the specific purpose referred to in Article 4 (1) (c) (vii) of the ESF + Regulation. [↑](#footnote-ref-19)
20. Applicable only to amendments to the programs, in accordance with Articles 10 and 21, CRP. [↑](#footnote-ref-20)
21. Prior to the mid-term review in 2025 for ERDF, ESF+ and CF, financial appropriations only for the period 2021-2025  [↑](#footnote-ref-21)