

Which are the major axes?

1. What are the main transport axes, including motorways of the sea, connecting the European Union (Bulgaria through Port of Varna and Port of Bourgas) to the neighboring countries or broader regions today?

The main transport axes is the Pan-European Transport Corridor VIII, with end points Port of Varna and Port of Bourgas, connected through motorways of the sea with TRACECA (priority main points Port of Odessa and Port of Poti, potential main points Port of Caucasus and Port of Samsun / Trabzon).

The Pan-European Transport Corridor VIII should connect via motorways of the sea through Port of Varna and Port of Bourgas with transport corridors of Russian Federation (priority corridor North-South, main point Port of Astrakhan / Port of Olia).

The Pan-European Transport Corridor VIII should makes connection with the Pan-European Transport Corridors VII and IX through intermodal transport corridor Port of Rousse – Port of Varna (priority main points Rousse and Varna).

Integrated transport corridor (motorway of the sea + intermodal transport corridor) Port of Caucasus / Port of Novorossiysk – MoS with Port of Varna / Port of Bourgas – intermodal corridor, axes with Port of Alexandroupoul and Port of Tessaloniki.

2. What will these axes be with a time horizon of 2020?

In the time horizon of 2020 the axes with the transport corridors of Russian Federation will be priority, the axes Samsun – Bourgas/Varna will be potential

3. What is the balance between the different transport modes?

The Black Sea Motorways of the Sea will be the main transport modes, as well as the intermodal transport modes (Varna – Rousse, Bourgas – Alexandroupoulis).

4. What are the current traffic volumes, both passenger and freight, on the proposed axes?

5. What is the amount and share of international traffic to/from the Union or between the neighboring regions?

6. How will these traffic volumes develop by 2020?

The current freight traffic volume is below 1 million tones cargoes, and by 2020 it will be more than 1 million tones.

7. Are there particularly environmentally sensitive areas that must be taken into account when identifying major axes?

There are no any such kinds of particularly environmentally sensitive areas.

Which investments and how?

1. Which are the most pressing congestion, traffic safety or environmental bottlenecks on the major axes that could justify investments?

The most pressing congestion is the intermodal rail corridor Varna – Rousse and Bourgas – Alexandroupolis.

2. What kind of improvements (rehabilitation, new construction) to the infrastructure would be needed to remove the bottlenecks?

There is necessary a rehabilitation / modernization of the rail axes Varna – Rousse, Bourgas – Alexandroupolis and new construction of intermodal terminals in Varna, Rousse and Bourgas.

3. What is the time horizon for the realization of such a project?

The time horizon for the realization of such projects is 2010, in order to reach the necessary freight traffic volume by 2020.

4. What would the economic, environmental and safety benefits of such project be?

The benefits of such projects will be better conditions for transportation between EU members (including Bulgaria by 2007) and with the neighboring countries (the Russian Federation, Georgia and the northeast Turkey).

The modal shift from the route to motorways of the sea and intermodal rail modes.

5. Are there alternative technical or modal options to remove or alleviate the bottleneck?

There are no any better alternative technical or modal options than the motorways of the sea, connecting the west Black Sea coast (EU border by 2007) with the east Black Sea coast.

6. How can the project best be financed? What could be the role for private sector involvement and user charges?

The project best can be financed from the public-private partnership in different proportion.

How to ensure seamless and efficient use of the axes?

1. What are the main technical and administrative bottlenecks on the axes?

The technical bottlenecks on the axes Varna – Rousse, Bourgas – Alexandroupolis are the old rail infrastructure (one line), missing of the intermodal terminals in the end points. By 2007 there will not be any administrative bottlenecks, because Bulgaria will be a part of the European Custom Area.

2. Are there problems of interoperability when crossing borders or changing modes?

There are no problems of interoperability. The biggest ferry complex of Southeast Europe acts in Varna with possibility for change of the EU truck standard with Russian truck standard.

3. Is safety or security a major concern along an axis?

Yes, safety and security a major concern an axis, bearing in mind that Bulgara will be the east border of EU by 2007.

4. What could be done to solve the bottlenecks today and with a time horizon of 2020?

The European Commission, DG TREN, must include the intermodal transport corridor Bourgas / Varna – Rousse, as a priority axis / project in the Black Sea TEN-T area.

5. How can intermodal transport be facilitated?

The intermodal transport in this axis can be facilitated through:

1. Rehabilitation / modernization and doubling of the rail link Varna – Rousse and
2. New construction of intermodal terminals in Bourgas, Varna, Rousse.

8. What could be the role of the private sector?

The private sector and non-governmental sector must have more leading part together with the national state administration and EU institutions.

Our Associations express readiness to give full contribution for preparation and implementation of these transport projects, exclusively important on common European, regional and national interest.