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## ANNEX 2.3.

Contributes to the achievement of Outcome 2.  
Analysis of the current state of the transportation system in the Bulgarian part  
of the cross-border area Romania-Bulgaria

### ANNEX 2.3. Guide

For preparation of a preliminary study for the  
transborder region Romania-Bulgaria based on  
defined criteria applied during the common work  
between the two teams in Romania and Bulgaria

implementation of sub-activity 2.3.  
Systematization, grouping and generalization of information

**Contractor: Consortium “TEN-T Networks - Preliminary Studies”**

Contract No. 34/ 23.01.2017 г. with an object „Elaboration of a preliminary study on the territory of the Bulgarian part of the cross-border region Romania-Bulgaria and the integration of the prepared study with the partner’s one of the Romanian part of the cross-border region Romania-Bulgaria within project “Investigation of opportunities for reducing the TEN-T network use within the cross-border region Romania-Bulgaria through optimization of the freight and passenger transport and the development of a joint mechanism for support of the intermodal connections” with a registration number 15.1.1.010“



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## I. Abstract

The current guide has been created for the purposes of preparation of a preliminary study for the transborder region Romania-Bulgaria based on defined criteria applied during the common work between the two teams in Romania and Bulgaria.

### 1.1. Purpose of the guide

The main purpose of this guide is definition of a common procedure for preparation of separate preliminary studies on Romanian and Bulgarian territories by different teams as well as integration of both studies (surveys) in a common synchronized document for the transborder region.

### 1.2. Structure of the preliminary study

The preliminary study has the following main structure:

Chapter I. Introduction

Chapter II. Analysis of the current status of the transport system in the Romanian part of the transborder region Romania-Bulgaria.

Chapter III. Analysis of the status of intermodal connections in the transborder region Romania-Bulgaria as well as a study and best practices for sustainable development of intermodal transport in the scope of TEN-T networks.

Chapter IV. Variants for optimization of usage of TEN-T network in the transborder region Romania-Bulgaria through strengthening of intermodal connections. Proposal and variant selection.

Chapter V. Place and role of stakeholders

Chapter VI. Selection of most effective variant

Chapter VII. Conclusions and recommendations

Chapter VIII. Appendixes

## II. Preparation of the Preliminary study and guidance on its content

### 2.1. Preparation of Chapter I. Introduction

**Chapter I. The chapter must be structured following the sections below:**

- 1.1. General presentation
- 1.2. Purpose and scope
- 1.3. Political and legal context
- 1.4. Approach, principles and criteria
- 1.5. Preparation process
- 1.6. Sources of information (separate - in tables)

### Instructions

*The introduction includes a general presentation of the purpose of the preliminary study put into the thorough political and legal aspect including Community's and*



*national documents that present the principles and priorities of the Regional policy in the transborder region Romania-Bulgaria. In the study should be briefly described the process of elaboration of the study as well as the stakeholders involved and the main principles on which the document is constructed.*

## **2.2. Preparation of Chapter II. Analysis of the current status of the transport system in the Romanian part of the transborder region Romania-Bulgaria.**

### ***Structure***

**Chapter II. Analysis of the current state of the transport system in the Romanian part of the transborder region Romania-Bulgaria must be structured following the sections below:**

#### ***Section I. Review of the transport infrastructure***

- 2.1. Current state of the transport infrastructure in the transborder region (including problemse in the region related to transportation)
- 2.2. Current state of the automobile transport
- 2.3. Current state of the water transport (river and see transport)
- 2.4. Current state of the railway transport
- 2.5. Current state of the air transport
- 2.6. Conclusions

#### ***Section II. Factual, economic and financial analysis of the traffic: passenger's and freight's transport***

##### ***Part 1. Factual analysis of the passenger's transport***

##### ***Part 2. Factual analysis of the freight's transport***

##### ***Part 3. Economic and financial analysis of the transport***

#### ***Section III. Impact of the transport on the environment by transport modes (environmental impact assesment)***

- 3.1. Legal basis
- 3.2. Advantages and drawbacks of the different transport modes;
- 3.3. Factors of impact on the environment and mainly role of the humans affecting the environment with regard to the polution by the different transport modes;
- 3.4. Direct impact on environment during transportation;
- 3.5. Consumption of different resources by different transport modes - fuel, diesel and etc.;
- 3.6. Impact on protected zones;
- 3.7. Measures for reduction of negative impact by the transport on the environment;
- 3.8. Conclusions and recommendations for reduction of negative impacts on the environment

#### ***Section IV. Analysis on transport safety***

- 4.1. Current conditions
- 4.2. Reasons for evidenced of emergency situations by transport modes
- 4.3. Regional emergency situations by types of transport
- 4.4. Measures for transport safety



## ***Section V. Review of applicable national and Union's legislation regarding transport issues***

### **5.1. Review and analysis on the applicable legislation regarding transport**

### **5.2. Analysis on applicability of the legislation**

### **5.3. Conclusions and recommendations**

## **Instructions**

The main purpose of the analysis of the current status is identification of priority projects (sites) within the transborder region providing connection with the TEN-T network.

## ***Section I. Review of the transport infrastructure***

### **2.1. Current state of the transport infrastructure in the transborder region (including problems in the region related to transportation)**

General presentation of the current condition of transport infrastructure - types of transport, short research of natural and socio-economic factors affecting the transport development.

### **2.2. Current state of the automobile transport (the stated below concerns all types of transport)**

Level of development, condition, main transport connections in automobile transport, main directions of the transport infrastructure, connection to other types of transport and other parts of the country as well as trans-European network, satisfaction on the transport demand, restrictions on market resulted from the transportation conditions and availability, etc.

### **2.3. Current state of water transport (river and sea transport)**

### **2.4. Current state of rail transport**

### **2.5. Current state of air transport**

### **2.6. Conclusions**

## ***Section II. Factual, economic and financial analysis of the traffic: passenger's and freight's transport***

### **Part 1. Factual analysis of the passenger's transport**

Factual analysis of the passenger's transportation by different transport modes. Connections and dependences between them. Preferable mode of transport - analysis on the reasons and relation between transport conditions and transportation.

### **Part 2. Factual analysis of the freight's transport**

Factual analysis of the freight's transportation by different transport modes. Connections and dependences between them. Preferable mode of transport - analysis on the reasons and relation between transport conditions and transportation.

### **Part 3. Economic and financial analysis of the transport**

Current status of the operators of transport infrastructure (if applicable). freight's transport demand by types - financial and economic factors influencing the



demand. Demand analysis with regard to social status of users. Influence of subsidies on freight's transport by modes. Impact of the grants received from the EU, opportunities for financing from other sources/donors, impact of public-private partnerships, etc.

### ***Section III. Impact of the transport on the environment by types of transport (environmental impact assesment)***

*During preparation of this section must be applied a multicriterial approach in assessing the transport impact on the environment and human health. Presentation on transport infrastructure and its influence on the environment.*

#### **3.1. Legal basis**

*To be shortly presented the general Union's legislation related to the preparation and implementation of transport projects.*

#### **3.2. Advantages and drawbacks of transport modes**

*Review of different aspects - advantages and drawbacks presented per each mode of transport:*

- *Automobile transport*
- *Water transport*
- *Rail transport*
- *Air transport.*

*Subject of attention should be the biggest cities within transborder region which due to heavy traffic cause risks of pollution.*

#### **3.3. Factors for impact on the environment and main role of the humans with regard to the polution by different modes of transport**

*Factors must be presented in the following manner: water, soil, biodevirsity, air, waste, noise.*

#### **3.4. Direct impact on environment during transportation**

*To be presented the direct impact on environment during transportation along Danube River - spill of fuel, waste management, etc.*

#### **3.6. Impact on protected zones**

*Description of protected zones including drawings and maps if possible and impact of the transport on them.*

#### **3.7. Measures for reduction of negative impact from transport to the environment**

*Suggestions/propolsals of measures for reduction of the negative impact by the transport on the environment.*

#### **3.8. Conclusions and recommendations for reduction of negative impacts on the environment**



*Discriptions on conclusions and recommendations for reduction of negative impacts on the environment within the transborder region*

#### **Section IV. Analysis on transport safety**

##### **4.1. Current state**

*Presentation of systematic information per transportation modes*

- *averaged load traffic;*
- *ratios for accident record (eg. Road transport number of accidents with killed and wounded per kilometer, number of accidents with injured and killed per one million kilometers and the number of wounded and killed relative to the number of accidents with killed and wounded)*

##### **4.2. Reasons for evidenced of emergency situations by types of transport**

*Analysis of the reasons for evidenced of emergency situations by types of transport*

##### **4.3. Regional emergency situations by types of transport**

*Presentation of the general condition of the accidents in the region in text (analytical) and graphic material, incl. critical locations in existing transport infrastructure*

##### **4.4. Measures for transport safety**

*Proposal for measures to ensure transport safety.*

#### **Chapter V. Review of the applicable national and European transport legislation**

##### **5.1. Analysis and review of the relevant regulatory framework in the field of transport**

*5.1.1. European legislation following the new guidelines for development of TEN-T network as at this stage the basic documents that will be analyzed are as follows:*

- *Europa 2020: A strategy for smart, sustainable and inclusive growth, 2010*
- *White paper 2011 - Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system, 2011.*
- *Green Paper "TEN-T: A policy review - Towards a better integrated trans-European transport network at the service of the common transport policy", 2009.*
- *Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network, 2013.*
- *Regulation (EU) no 1316/2013 of the European Parliament and of the Council establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010, 2013.*

*During the task implementation additional documents could be identified as related to the Community legislation reffering either to the development of the TEN-T network or to the implementation of the European policy focused on realization of the European concept for "green freight corridors" and as a whole focused on the intermodality.*





### 5.1.2. Romanian legislation

*Elaboration of an analysis of the Romanian transport legislation comprising the basic but essential laws and relevant secondary-documents.*

### 5.1.3. Bulgarian legislation

*Elaboration of an analysis of the Bulgarian transport legislation comprising the basic but essential laws and relevant secondary-documents.*

## 5.2. Analysis on the applicability of the legislation

- Relevance of the legislative framework to a specific issue/ case/ hypothesis. All reviewed and identified sources of legislative documents and their regulations are to be specified and in addition a separate analysis of the court cases and practices should be elaborated in the context of possible and feasible sources of information.

- **Applicable regimes**

*The specifics of the applicable legal regimes are to be described as a common framework.*

- **Possible solutions**

*Answers to the questions are to be specified as well as recommendations for certain procedures, rules with respect to different scenarios. Possible solutions and applicable legal regimes are to be provided.*

- **Review of documents**

*If necessary, a statement should be elaborated and submitted by with the experts will provide recommendations for changes and amendments.*

- **Consequences. Advantages and disadvantages of the proposed scenario/s/, risks**

*Advantages and disadvantages of the proposed scenario /s/, risks are to be specified as it is mandatory to give an explanation of the consequences of the developed application mode and of the drawn conclusions following the study.*

- **Stipulating of additional duties for the Contractor**

*This part of the analysis is to deal with the possible necessity of additional compliance and observance of required preconditions. Based on the study specific duties for the Contractor are to be drawn, that are not necessarily or directly arising from the studied issues / hypothesis, but are in relation to the applicable legal regime.*

## 5.3. Conclusions and recommendations

*The main conclusions drawn and recommendations proposed are to be summarized separately.*

## 2.3. Preparation of Chapter III. Analysis of the status of intermodal connections in the transborder region Romania - Bulgaria as well as a study and best practices for sustainable development of intermodal transport in the context of TEN-T network.





## Structure

**Chapter III. The analysis of the current situation of the intermodal hubs and connections на текущото състояние на интермодалните възли/връзки is structured as follows:**

***Section I. Review of the TEN-T network development and specifying the position of the transborder region within it.***

***1.1 Current state of TEN T network in the transborder region***

***1.2. Existing intermodal hubs/ connections***

***1.3. Joint estimation of the current state of the existing intermodal hubs/ connections presented per each mode of transport***

***1.4. Specifying the development potential.***

***Section II. Good practices for sustainable development of the intermodal transport within the TEN-T framework***

## Instructions

***Section I. Review of the TEN-T network development and specifying the position of the transborder region within it***

***1.1. General overview of the TEN-T in the transborder region***

*Outlining of the guidelines for the development of Trans-European transport network, the European corridors passing through the transborder region (Romania and Bulgaria).*

***1.2. Existing intermodal hubs and connections***

*Information about the identified existing intermodal hubs and connections as they are to be grouped according to the transport mode. The leading role should be given to the water transport. The data are to be analysed following the structure beneath:*

- General estimation of the current status - capacity, sufficiency according to the market needs, year of entry into service, current state of the existing facilities;*
- Ensured transport access (i.e. to particular ports - types of ports and sufficiency);*
- Types and quantities of cargo serviced (if such information is available);*
- Development potential and etc.*

***1.3. General appraisal of the current state of the existing intermodal connections and hubs as the information should be given per mode of transport***

*To draw a parallel between the status of the different transport modes on both sides of the Danube River - availability of facilities, needed to serve the common needs, intensity of built facilities, compliance between existing hubs / connections and the market needs and etc.*



#### **1.4. Development potential**

*Drawing conclusions and presenting concrete (optional) projects for development of intermodal transport and establishment of conditions for the development of logistics.*

#### **Section II. Good practices for sustainable development of the intermodal transport within the TEN-T framework**

*Investigation and presentation of main good practices structured in state of origin and in alphabetical order.*

#### **2.4. Development of Chapter IV. Variants for optimization of usage of the TEN-T in the transborder region Romania-Bulgaria through strengthening the intermodal connections. Proposal and variant selection**

##### **STRUCTURE**

**Chapter IV. The variants for optimization of the usage of the TEN-T network are to be structured as follows:**

**Section I. Criteria for variants' development**

**Section II. Variants for intermodal hubs/ connections**

**Section III. Conclusions and recommendations**

##### **Instructions**

#### **Section I. Criteria for variant development**

*Elaboration of a pool of criteria for development of design variants (check-list for identification of the eligibility / opportunities for variant's realization). The main group criteria identified at the preliminary stage are:*

- *Regulatory criteria;*
- *Technical criteria;*
- *Economic criteria;*
- *Financial criteria;*
- *Ecological criteria;*
- *safety and security;*
- *Social aspects.*

*It is envisaged, that the criteria are to be discussed and summarized during a joint meeting with Romanian partners.*

#### **Section II. Design variants for intermodal hubs / connections**

*Proposals for variants for development of the intermodal hubs/ connections and justification of each proposed variant following the structure described beneath:*

- a) *Factual, economic and financial analysis of the variant;*
- b) *Prognosis of the environmental impact;*
- c) *Prognosis for safety and security;*
- d) *Social Prognosis;*



### **Section III. Conclusions and recommendations**

Analysis of the advantages and disadvantages of the proposed variant.

#### **2.5. Development of Chapter V. Place and role of stakeholders**

##### **STRUCTURE**

**CHAPTER V.** The chapter “Place and role of stakeholders” should be structured in the following sections:

- 5.1. Stakeholders
- 5.2. Participation in the selection of the most effective variant
- 5.3. Findings and recommendations by the stakeholders

##### **Instructions**

##### **5.1. Stakeholders**

*The Chapter should summarize and present the stakeholders identified during the elaboration of the above analysis and estimations*

- On European level
- On national level - Romania
- On national level - Bulgaria: Public administration (state and municipal); legal entities; non-profit organisations) and etc.

##### **5.2. Participation in the selection of the most effective variant**

*Summarized information presenting the main results of the 4 organised round tables including the results of the investigation conducted during the round tables, received written statements by the contacted stakeholders.*

##### **5.3. Findings and recommendations by the stakeholders**

*Development of a motivated statement concerning the recommendations taken into account.*

#### **2.6. Development of Chapter VI. Selection of the most effective variant**

##### **STRUCTURE**

**Chapter VI.** The Selection of the most effective variant should be structured as follows:

- 6.1. Justification of the design selection
- 6.2. Trends for longterm development
- 6.3. Recommendations for measures aiming at adjusting the status of individual modes of transport for the purposes of intermodality.

##### **Instructions**

*This section should make a final justification of the advantages of the selected final variant for optimizing of the usage of TEN-T network in the transborder region Romania-Bulgaria by strengthening intermodal connections. To trends for long-term development are to be outlined and specific measures are to be*



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*recommended in order to adjust the status of individual modes of transport for the aims of the intermodality.*

## **2.7. Development of Chapter VII. Conclusions and recommendations for strategy development**

### **Instructions**

*For purposes of further programming it is necessary to be provided guidelines and recommendations for strategy elaboration.*