

Ministry of Regional Development and Public Works



“Danube strategy – improving the connectivity of the region”



Lubiana 19 November 2012



Danube river – the core element of the Danube Strategy



- Length – 2 912 km
- Bulgarian part of the Danube river – 471 km
- European importance – Trans European Transport Corridor VII and part of Waterway axis Rhine/Meuse-Main-Danube
- Bridges over the river – 109
- For Bulgaria - 1 operative (Ruse-Gurgevo) and 1 under construction Vidin -Kalafat
- By 2020 three new bridges are foreseen to be constructed: second bridge Russe-Guirgui, Silistra-Kalarash and Oriahovo-Beket
- Danube Regions do not have high standard motorways and high-speed roads



Danube Strategy – macro regional strategy – new approach for development of the region

- **Adopted during the Hungarian Presidency of EU – 24 June 2011**
 - **14 countries participate – 8 member states and 6 non member states**
 - **4 pillars – connectivity, environment, building prosperity, strengthening the region**
 - **11 priority areas adopted with the Action plan – 2 country coordinators per priority area**
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- **Contributes to regional cooperation among the countries in the Danube region and helps to achieve the objectives of the cohesion policy**
 - **Gives ability to optimally exploiting the potential of the Danube**
 - **Possibility of Bulgarian regions for economic, social, cultural cooperation and partnership with other EU regions to improve their competitiveness**



Management of the strategy

- To strengthen the coordination and implementation of the EU strategy of the Danube region, a National coordination mechanism for the implementation of the Strategy was established and recently adopted by the Council of Ministers.
- Using the coordination mechanism we are going to give a greater focus on the investments in the SMEs, research and innovation, which will have a real impact on the competitiveness of the Bulgarian economy, as well as for the development of one of the poorest regions in the European Union.
- Several strategic analyses and documents have been prepared among which is the new National Strategy for Regional Development (NSRD) for the period 2012-2022



PA1B - 'To improve mobility and multimodality/ road, rail and air links'

- Improved travel times for competitive railway passenger connections between major cities.
- Implementation of the 4 Rail Freight Corridors crossing the Danube Region as planned within 3 or 5 years and possible inclusion of a new corridor with added value of linking together the EU and non-EU member states' railway systems.
- Development of efficient multimodal terminals at Danube river ports and dry ports to connect inland waterways with rail and road transport by 2020.



Example for a common project

“Roadmap for an action: Development of Pan European corridor VII through improvement of the navigability on the Romanian – Bulgarian common sector of the Danube river, modernization of the port infrastructure, promotion of the intermodal transport, surrounding infrastructure and development of the information systems using Connecting Europe Facility”

- ***The Roadmap initiated from Bulgaria was approved on the SG of PA1A – inland waterway transport and is fully coordinated with Romania.***
- ***To reach the main target “Increase the cargo transport on the river by 20% by 2020 compared to 2010”.***
- ***Both countries to indentify a project list with the possible projects to be developed according to their readiness as list of projects to be prepared and implemented till 2020; till 2030; till 2050. Set up a joint strategy for the development of the region***
- ***Danube is part of the proposed core network corridor in CEF- 10. Strasbourg-Danube corridor and pre-indentified section “Danube”***



Memorandum of understanding between Bulgaria and Romania for setting up an Inter-ministerial Committee for sustainable development of the inland waterway transport in the common Bulgarian-Romanian part of the river. – signed on 11 October 2012 in Sofia.

- **Inter-ministerial committee was set up between Bulgaria and Romania – 11 October 2012**
- **Co-chaired by the National Contact points and the Deputy Ministers of transport of Bulgaria and Romania**
- **Rules of procedures to be adopted**
- **Action plan to be adopted**
 - **possible project actions:**
 - *Improvement of the navigability of the Danube River;*
 - *Upgrading, modernization and development of port infrastructure*
 - *Construction of Intermodal Terminals;*
 - *Construction, reconstruction and modernization of ferry links;*
 - *Construction of new bridges (Oriahovo- Beket; Silistra- Kalarash) and upgrading the existing bridge over the Danube River;*
 - **Identify the funding**
 - **Prepare the project and identify the lots**
 - **Project implementation**
- **Experts group for each project preparation to be set up**
- **First Committee meeting to take place**



What does it mean in practice?

- **1. Identifying common strategic projects with a genuine impact on the Danube Region, of the kind that are visible and demonstrate progress. Those can be like the two flagship projects of building two new bridges over the Danube: at Silistra and Oryahovo, or a new bridge at Ruse; activities pertinent to navigation on the River Danube; river information systems, improving connectivity in the region; risk prevention;**
- **2. Identifying possible sources of funding for the implementation of such projects. This is extremely important as part of the programs lack the financial resources necessary for major infrastructural projects. Therefore, other sources must be sought, such as the Connecting Europe Facility that supports joint projects between two or more countries, PPPs or the Jessica Initiative;**



“Connectivity”

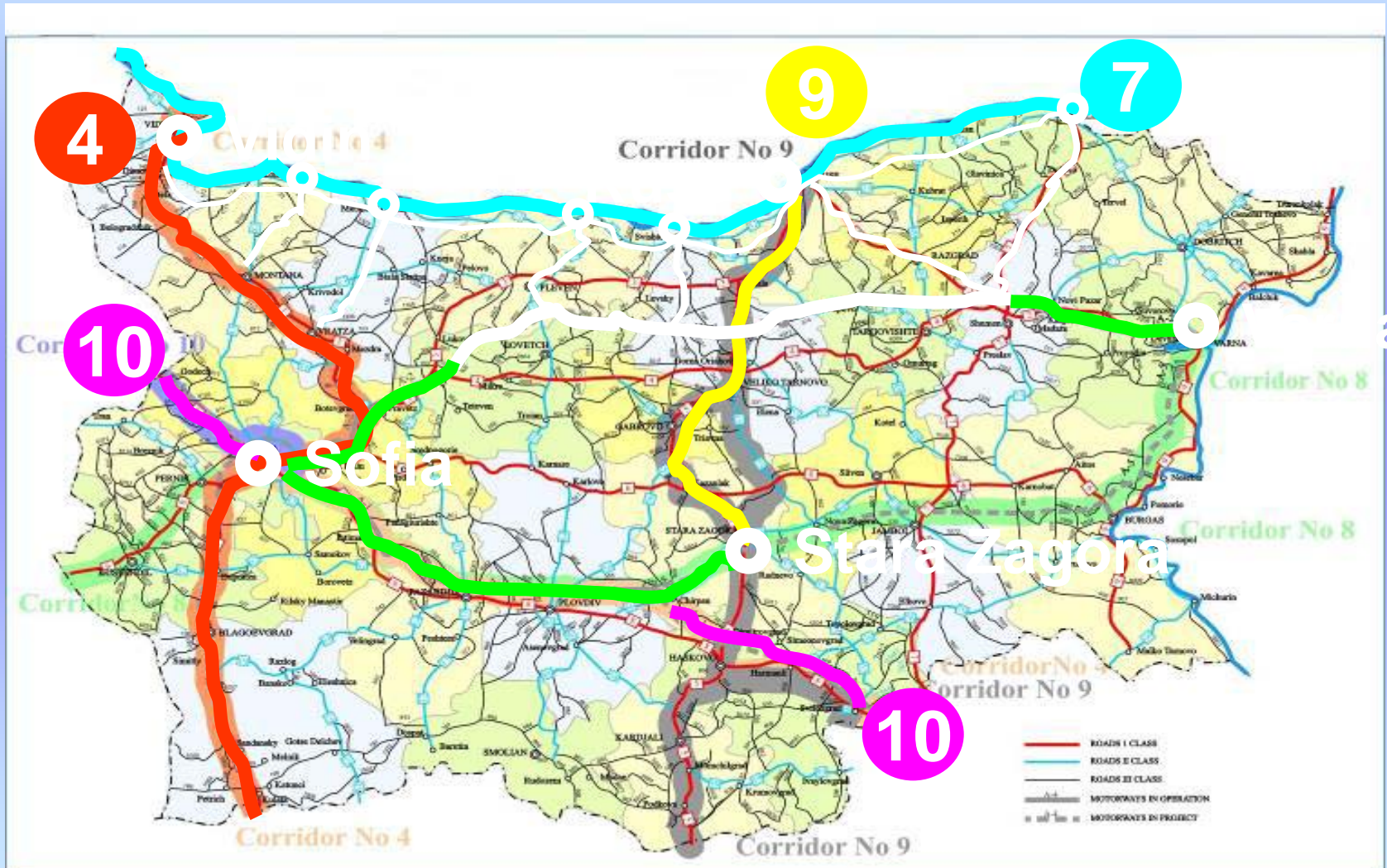
Construction and modernization of infrastructure on Pan European Corridor No 7



- Construction of new bridges and reconstruction of the existing bridge over the Danube River;
- Construction, reconstruction and modernization of ferry links;
- Construction and reconstruction of port infrastructure;
- Improvement of the navigability over the Danube River;
- Construction of Intermodal Terminal in Ruse
- Construction of a bike route and bike lanes along the Danube River from Vidin to Silistra – the Danube Bike Lane (part of the Trans-European Bike Lane along the Danube River.)
- Construction of the Danube Panoramic Road (from Vidin to Silistra)
- Railway line Ruse-Varna



“Connectivity”





Connectivity

Priority projects with direct impact in the Danube region

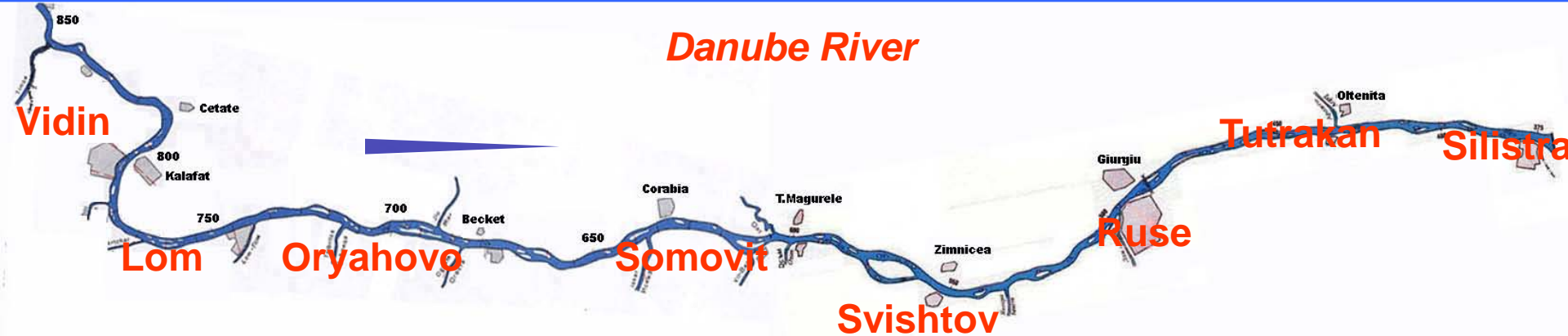
- *A new bridge connecting Silistra and Calarasi;*
- *A new bridge between Ruse and Giurgiu;*
- *A new bridge on Oriahovo- Beket*
- *Hemus Motorway;*
- *Struma motorway*
- *Vidin-Sofia express road*
- *Tunnel under Shipka*
- *Russe-Shoumen Express road*
- *Russe-Veliko Tarnovo Express road*
- *The Ruse-to-Svilengrad express road;*
- *The Varna to-Duranlulak express road;*
- *The Vidin-to-Sofia railway;*
- *Upgrading the Russe-to-Varna railway;*
- *Reinforcement of the river banks;*
- *The Danube Panoramic Road;*
- *The Danube Bicycle line.*



Bulgarian ports on the Danube River

Infrastructure for international transport

- Rail and road access
- Ferry and ro-ro services
- Container Terminal Areas
- logistic Centres
- Intermodal terminals (intermodal terminal in Rousse - indicative value -20 million)





Thank you for your kind attention!



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