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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Transport Trends and Economics  
(Fifteenth session, 2- 4 September 2002,  
agenda item 5)

**REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENT**

Addendum 11

Transmitted by the Government of Bulgaria

Note: At its fifty-ninth session the Inland Transport Committee, following an earlier decision taken at its fortieth session (ECE/TRANS/42, para. 45), agreed to circulate the questionnaire on the most significant criteria for the determination of new and important developments with regard to inland transport in the member countries of general interest to Governments (ECE/TRANS/119, para. 52).

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### **Item. II. 8.**

In 2001 the volume of the container traffic is 58,472 TEU for the Black Sea ports and 70,309 TEU for the rail transport

The freight transportation in the ports of Varna and Bourgas is performed in lading units, as follows:

- cement – palletized and in big-bags;
- mineral fertilizers - palletized, packaged and in big-bags;
- polyethylene and polypropylene – palletized by sea or by road;
- wine – palletized or by road transport;
- fresh fruits and vegetables and tinned goods - palletized or by road transport;
- others.

Combined transport operations could be summarized as follows:

- Ro-Ro transport from Central European countries situated along the River Danube to the port of Vidin;
- Ro-Ro transport from the port of Rousse to the port of Rehny;
- Ro-Ro transport from the port of Bourgas to the port of Potty and Batumi;
- Ferry transport of freight wagons on the route Varna – Ilichovsk - Potty.

Car-carrying passenger trains operate between Munich and Svilengrad with available sleeping-lit wagons for the passengers.

Ro-La transport is performed between Kaspichan (Bulgaria) and Brado Desusha (Romania).

At present, piggyback transport is not performed in Bulgaria.

### **Item. III. 12.**

#### **Major Investment Projects for Infrastructure Development**

##### **Along Pan-European Transport Corridor IV:**

##### **Construction of a second Danube bridge between Bulgaria and Romania in the vicinity of Vidin-Calafat.**

Project period: 2001 – 2005

Financing: **Total estimated cost: € 190 million**

Bank credits (EIB) - € 70 million (50 million contracted)

EC grants (ISPA) - € 79 million (5 contracted, 74 planned)

Financial donors (KfW, AFD) - € 21 million (negotiated)

State budget - € 20 million (planned). The preliminary studies on the project are completed.

Pre-qualification tender for International Engineering & Management Consultant for the Bridge Design and Tenders Management is ongoing.

**Reconstruction, modernization and electrification of the Dupnitsa-Kulata-Greek border railway line.**

Project period: 1995 – 2001

Financing: **Total estimated cost: € 35 million**

EC grants (PHARE-CBC) - € 33.55 million (absorbed)

State budget - € 1.45 million (Budget 2001). The project is completed. Completion of equipment with signalling system and telecommunication installations is pending.

**Reconstruction and electrification of the Plovdiv-Svilengrad - Greek/Turkish border railway line for speeds of 160 (200) km/h.**

Project period: 1999 – 2005

Financing: **Total estimated cost: € 340 million**

Bank credits (EIB) - € 150 million (150 million contracted)

EC grants (ISPA) - € 153 million (approved)

State budget - € 37 million (planned). The designing of the project is under way. During the second half of 2002 – coordination with the financial donors and opening tender procedures.

**Along Pan-European Transport Corridor VIII:**

**Introduction of an Automatic Train Protection system with automatic speed control to the Plovdiv-Stara Zagora-Bourgas railway line.**

Project period: 1998 – 2002

Financing: **Total estimated cost: € 12.5 million**

EC grants (PHARE) – € 10.8 million (absorbed)

State budget – € 1.7 million (Budget 2001)

The construction is ongoing.

**Extension, reconstruction and modernization of the Port of Bourgas (new breakwater, terminal 2A for bulk cargoes).**

Project period: 1999 - 2005

Financing: **Total estimated cost: € 150 million**

Credits and own funds for the State owned infrastructure - € 150 million (€ 120 million JBIC credit contracted).

The construction is ongoing.

**Along Pan-European Transport Corridor VII:**

**Construction of a winter camp for winter pass of vessels navigating on the River Danube (Port of Rouse, 491 km).**

Project period: 1998 – 2006

Financing: **Total estimated cost: € 11.0 million**

State budget – € 5.9 million (planned)

EC grant (PHARE-CBC) - € 5.1 million (negotiated)

The construction is under way.

**Reconstruction and modernization of the Port of Lom**

Project period: 2002 – 2005

Financing: **Total estimated cost: € 39 million**

Credits and own funds for the State owned infrastructure - € 20 million - (€ 17 million credit (EIB) - contracted)

EC grants (ISPA) and private investments – € 19 million

**Development of the airports and the air traffic control:**

**Construction of a new passenger terminal, new runway system and the access infrastructure of the Sofia airport.**

Project period: 2000 – 2004

Financing: **Total estimated cost: € 210 million**

Bank credits - € 100 million (EIB € 60 million – contracted)

KFAED € 40 million – (contracted)

EC grants (ISPA) - € 50 million (contracted)

PHARE – € 7.6 million (absorbed)

PSO grant – € 1.0 million (absorbed)

State budget – € 51.4 million (absorbed and planned)

Tender procedure for a new runway system is ongoing.

Tender procedure for a new passenger terminal is forthcoming.

**Construction of a National Common Centre for Air Traffic Control, introduction of the latest technologies for air traffic control in Bulgaria.**

Project period: 1997 – 2004

Financing: **Total estimated cost: € 249 million**

Bank credits (EIB) - € 60 million (contracted)

Own funds - € 189 million

The project is at a final stage: delivery and installation of technological equipment.

### **Development of the Combined Transport:**

#### **Construction of a combined transport terminal in the vicinity of Sofia.**

Project period: 2001 – 2004

Financing: **Total estimated cost: € 50 million**

State budget - € 20 million (planned)

Sofia municipality and private investments - € 30 million

Negotiations for the establishment of a Joint Venture for construction and operation of the Intermodal Terminal are conducted.

**item. III. 13.** Methodological developments with regard to criteria for establishing priorities and programmes of infrastructure investment projects.

### **SELECTION CRITERIA**

The following selection criteria are used for the identification of projects for ISPA financing:

#### **(a) Preliminary screening criteria:**

1. Tentative schedule;
2. Economic return;
3. Environmental impact;
4. Total cost and rate of co-financing with Bulgarian authorities, IFIs, private investors;
5. Access of the Bulgarian national network to the Trans-European transport network (missing links to the EU);
6. Coherence with the Transport Infrastructure Needs Assessment (TINA), prepared by the Commission, defining priority transport infrastructure projects in Bulgaria;
7. Coherence with planned projects in neighbouring Central and Eastern European candidate countries – used in the case of projects having trans-border characteristics and needing a territorial continuity for their completion and viability.

#### **(b) Additional criteria:**

8. Development impact: in some circumstances transport infrastructure investment can change the shape of an economy, by opening up new possibilities. This kind of social and economic benefit is difficult to capture in conventional cost-benefit analysis which often reinforces existing tendencies.

9. Transport security: undue dependence on one route or on one facility needs to be avoided by any country. Such dependence can create a risk of unacceptably high additional transport costs in unfavourable circumstances. Examples of such risks include the risk of instability in neighbouring countries, or the risk of unavailability of the main dock used for importing oil. In Bulgaria today both these risks are very real.
10. Need for grant finance: ISPA funds are normally provided on a grant basis, and it would be advantageous to use such funds in cases where obtaining sufficient loan finance for a worthwhile project would be unduly expensive or impossible.
11. Amount of international traffic: to capture the pan-European dimension, and reflect the objective that road and rail links on the trans-European transport network should have a significant role in long-distance transport (Decision 1692/96/EC, Sections 2 and 3).
12. EU cohesion: as required by the ISPA Regulation “ISPA shall provide assistance ... in the area of economic and social cohesion”.
13. Reaching EU standards: the ISPA Regulation states that ISPA “will be directed towards aligning applicant countries on Community infrastructure standards”.
14. Promoting sustainable mobility: as required by the ISPA Regulation: “Transport infrastructure projects which promote sustainable mobility”.
15. Coherence with national transport sector strategy: according to Annex I of the ISPA Regulation, applications for ISPA funding should contain information on the national transport development strategy and the place and priority of measures within that strategy.
16. Interoperability within transport modes: required under the ISPA Regulation, which refers to Decision 1692/96/EC (trans-European network guidelines), stressing the interoperability of national networks within each transport mode.

Interconnections between transport modes: the same references stress the need, as far as possible, for inter-modality between the different modes of transport, and the necessary interconnections for this (ideally away from urban centres).

**A II 10.** Identification and localization of permanent traffic impediments (bottlenecks, saturation of certain roads, operational difficulties)

There are no road directions with permanent traffic impediments in the Republic of Bulgaria. Occasional traffic impediments exist at the entries and exits of the big towns at the end of the week, and in summer holidays – along the directions towards the large seaside resorts.

A III 12.

**Maritza Motorway**

<b>Nature of Project:</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Upgrade <input type="checkbox"/> Other
<b>Location:</b>	The Maritza Motorway will link Trakia Motorway (intersection Orizovo) with the Kapitan Andreevo BCP at Bulgarian-Turkish border following the route of E-80 and E-85 (Sofia-Plovdiv-Istanbul route)
<b>Status of Project:</b>	<input type="checkbox"/> Identification <input type="checkbox"/> Planning <input type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input type="checkbox"/> Pre-Procurement
<b>Project Objectives:</b>	Provide a continuous motorway link along south branch of Helsinki Corridor IV (Sofia-Istanbul). This motorway is considered as a main transport route of international and national importance and on the territory of the country, it is along the route of Pan-European Transport Corridor IV. The Transport Corridor VIII passes through the beginning of the motorway and the Transport Corridor IX crosses the motorway at point located between Dimitrovgrad and Haskovo.
<b>Project Description:</b>	The total length of this motorway section is 114 km. Traffic (vpd): Existing: 5,500 Projected 2010: 11,000 % International: 35 %
<b>Estimated Investment Cost (Euro): (2001 prices)</b>	€ 300 million
<b>Expected Benefits:</b>	<ul style="list-style-type: none"> <li>• Further reduces travel time between Sofia and Istanbul by providing on the Bulgarian territory a continuous motorway link on this international route.</li> <li>• Increase road travel safety (canalized traffic flows, and interchanges)</li> </ul>
<b>Existing Reports:</b>	Detailed design for 111 km; Preliminary EIA (1993, local independent experts) for the total length of the project; Final EIA (1997, local independent experts) for 44 km; Legal, Financial, Economic, Technical, Environment and Social analyses for announcement of the Concession for Maritza Motorway section Orizovo - Kapitan Andreevo (1998, ITC)
<b>Implementation Programme (years):</b>	Preparation: done Expropriation: ongoing Construction: 6 Total: 6 20 km (only one carriageway) are partially constructed and another 21 km are under construction
<b>Implementation Authority:</b>	Road Executive Agency 3 Macedonia Blvd. 1606 Sofia, Bulgaria

### Construction of Ljulin Motorway

<b>Nature of Project:</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Upgrade <input type="checkbox"/> Other
<b>Location:</b>	Ljulin Motorway is starting from the second class road II-18 Sofia Ring Road (village Suhodol) and ends at road junction at Daskalovo village
<b>Status of Project:</b>	<input type="checkbox"/> Identification <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Study <input type="checkbox"/> Design <input type="checkbox"/> Pre-Procurement
<b>Project Objectives:</b>	Provide motorway link avoiding the bottlenecks and traffic congestion on the existing first class road section
<b>Project Description:</b>	Construct motorway connection between Sofia north ring road and I-1 (E 79 or future Struma Motorway) at Daskalovo; the total length is 19 km.  Traffic (vpd): Projected 2020: 54,107 International: 44,275
<b>Estimated Investment Cost (Euro): (2001 prices)</b>	€ 108,500 million
<b>Expected Benefits:</b>	Provides a motorway link between Sofia North ring road and the routes towards Greece (future Struma Motorway) and FYROM. Positive environmental impact over the housing areas crossed by the existing first class road. Increased travel speed and safety. Decreased travel distance and time.
<b>Existing Reports:</b>	Feasibility study (2001, SPEA) Preliminary EIA (2001)
<b>Implementation Programme (years):</b>	Preparation: 1 Expropriation: 1 Construction: 3 Total: 5 Anticipated start of the construction works March 2003 Anticipated completion March 2006
<b>Implementation Authority:</b>	Road Executive Agency 3 Macedonia Blvd. 1606 Sofia, Bulgaria



**Construction of Struma Motorway (Sofia-Kulata)**

<b>Nature of Project:</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Upgrade <input type="checkbox"/> Other
<b>Location:</b>	Struma Motorway is running along the E 79 route between 284 km and 439, from road junction Daskalovo to Kulata BCP (total length of 156 km)
<b>Status of Project:</b>	<input type="checkbox"/> Identification <input type="checkbox"/> Planning <input type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input type="checkbox"/> Pre-Procurement
<b>Project Objectives:</b>	Provide motorway link between Sofia and the Greek border along the Corridor IV.
<b>Project Description:</b>	Upgrading 156 km of Road E-79 (I-1) between Daskalovo and Kulata, on the border with Greece, to motorway standard or four-lane dual carriageway standard  Traffic (vpd): Existing: Sofia – Dupnitza 12,000 (1995 Traffic Counts) Dupnitza – Kresna 10,000 (1995 Traffic Counts) Kresna – Kulata 7,000 (1995 Traffic Counts) Projected 2015: % International: (1,150 - 2001 O/D Survey)
<b>Estimated Investment Cost (Euro): (2001 prices)</b>	€ 540 million
<b>Expected Benefits:</b>	Time, accident and operating cost savings are expected. The project will link the Greek motorway network with the Bulgarian one.
<b>Existing Reports:</b>	Road Network Review for the Southern Border Region and Identification of High Priority Border Crossing and Link Road Improvement Projects (1997, WS Atkins) Feasibility Study (1998, Patproject) Preliminary EIA (1998, local independent experts) Complete Feasibility Study (2000, SPEA) Detailed design and preparation of tender documents for Daskalovo – Dupnitza and Kresna – Kulata Sections is under way (SPEA)
<b>Implementation Programme (years):</b>	Preparation 1 Expropriation 1 Construction 4 Total: 6
<b>Implementation Authority:</b>	Road Executive Agency 3 Macedonia Blvd. 1606 Sofia, Bulgaria

## Trakia Motorway

<b>Nature of Project:</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Upgrade <input type="checkbox"/> Other
<b>Location:</b>	The last section of Trakia Motorway links Orizovo (Intersection East of Plovdiv) with Burgas on the Black Sea (see Map 17-BU).
<b>Status of Project:</b>	<input type="checkbox"/> Identification <input type="checkbox"/> Planning <input type="checkbox"/> Study <input type="checkbox"/> Design <input type="checkbox"/> Pre-Procurement
<b>Project Objectives:</b>	Completion of Trakia Motorway will create modern operational condition for intensive domestic and international traffic, providing continuous motorway link between Port of Burgas and Sofia.
<b>Project Description:</b>	<p>Total length of the section to be constructed is 189 km along Helsinki Corridor VIII. 171 km of Trakia Motorway between Sofia – Plovdiv - Orizovo are operational. Project implementation is devised in two phases:</p> <p><u>Phase I</u> includes:</p> <ul style="list-style-type: none"> <li>• Lot 1: Orizovo (171,360 km, interchange with Maritza Motorway) – Stara Zagora (209,300 km) with total length of 37,940 km and</li> <li>• Lot 5: Karnobat (327+300 km) – Burgas (360,500 km) with total length of 33,200 km.</li> </ul> <p><u>Phase II</u> includes:</p> <ul style="list-style-type: none"> <li>• Lot 2: Stara Zagora (209,300 km) – Nova Zagora (241,650 km) with total length of 32,350 km</li> <li>• Lot 3: Nova Zagora (241,650 km) – Sliven/Jambol (276,700 km) with total length of 35.0350 km and</li> <li>• Lot 4: Sliven/Jambol (276,700 km) - Karnobat (327+300 km) with total length of 50,600 km</li> </ul> <p>Traffic (vpd): Existing: 9,000 (1995 Traffic Counts) Projected 2015: 16,000 % International: 25 %</p>
<b>Estimated Investment Cost (Euro): (2001 prices)</b>	€ 460 million Phase I: € 240 million
<b>Expected Benefits:</b>	As a result of the completion of the construction of Trakia Motorway, decrease of the distance and travel time (respectively estimated at 20 km and 60-80 minutes) is expected.
<b>Existing Reports:</b>	In 1998, under the Phare Programme, a feasibility study and evaluation of the economic and financial effectiveness for the Trakia Motorway has been developed by GOPA (Germany) in collaboration with the Bulgarian Institute of Transport and Communications. Detailed design for Lots 1 and 5 Final EIA for all lots (Independent local experts) Tender documents for supervision and construction works.
<b>Implementation Programme (years):</b>	<p><u>Phase I</u> Preparation: done Expropriation: done Construction: 2.5 Total: 2.5 Tender procedure for the Contractor is under way. The construction works are expected to start in the beginning of 2002</p> <p><u>Phase II</u> Preparation: 1 Expropriation: 2 Construction: 3 Total: 6</p>
<b>Implementation Authority:</b>	Road Executive Agency 3 Macedonia Blvd. 1606 Sofia, Bulgaria

**Kalotina (border with Yugoslavia ) – Sofia Motorway**

<b>Nature of Project:</b>	New construction
<b>Location:</b>	E-80 - section from 1+000 km to 50+350 km (length 49,350 km)
<b>Status of Project:</b>	Design
<b>Project Objectives:</b>	Provide a high traffic capacity with a view to the expected high traffic volumes, increase admissible axle load of motor vehicles and improve the traffic comfort.
<b>Project Description:</b>	From 1+000 km to 12+600 km (11.6 km) new road of 19.80 m width. From 12+600 km to 48+650 km (36.05 km) motorway of 27.50 m width. From 48+650 km to 50+350 km (1.7 km) motorway of 35.50 m width.  Traffic (vpd): Existing (2000): 4,965 Projected 2015: 14,000 % International: 50 %
<b>Estimated Investment Cost (Euro): (2001 prices)</b>	€ 164.0 million
<b>Expected Benefits:</b>	<ul style="list-style-type: none"> <li>• Improve the operating conditions of the road</li> <li>• Reduce the vehicle operating costs</li> <li>• Improve traffic safety</li> </ul>
<b>Existing Reports:</b>	Concession analysis Detailed design Sofia – Kalotina Motorway Feasibility Study (2002, Booz, Allen and Hamilton)
<b>Implementation Programme (years):</b>	Construction – 2.5, expected start - 2004.
<b>Implementation Authority:</b>	Road Executive Agency 3 Macedonia Blvd. 1606 Sofia, Bulgaria

**Transit Roads Rehabilitation Programme (TRRP)**

The aim was to restore and rehabilitate about 2,100 km of the main transit roads in the country and to build another 32 km of the Trakia Motorway - one of the main traffic arteries. This Programme started in 1994 and will be completed in 2003. By the end of 2000 it was financed with a US\$ 43 million loan from the EBRD and with a ECU 141 million loan from the EIB. The EC provided financial assistance of ECU 70.4 million, and the Bulgarian Government participated with another ECU 129 million. Road construction companies from Bulgaria Greece, Italy and The former Yugoslav Republic of Macedonia are involved in the construction work on the project. Based on that, today it is possible to say that, except for motorways, the rest of the road network is basically completed and is in a final stage of reconstruction and modernization.

Transit Roads Rehabilitation Programme III includes road sections along the Pan-European Transport Corridors Nos. IV, VIII and IX. These sections represent the continuation of lots, already constructed under Transit Roads Rehabilitation Programmes I and II, financed by the State Budget, respectively National Road Network Fund, and co-financed by PHARE Programme, EIB and EBRD. Under rehabilitation are sections with length of 130 km, construction cost of US\$ 18 million; the rehabilitation of another 63 km is foreseen to commence in April 2001. These are financed by EIB and the State Budget (REA). By the end of 2001, the rehabilitation of 203.5 road sections with an estimated cost of € 39 million will be co-financed by the ISPA Programme.

By implementation of the Transit Roads III Programme, the Hemus Motorway sections and Pan-European Transport Corridor VIII on the territory of Bulgaria will be fully rehabilitated.

The overall objectives of the Project are:

- assist Bulgaria in the transformation of its economy in preparation for membership of the European Union and supporting the country during the pre-accession period, particularly with regard to the development of priority transport corridors;
- rehabilitation and improvement to modern international standards of sections of the Bulgarian road network;
- restoring the pavement surface parameters, signing and marking;
- achieve loading capacity in compliance with the European standards (11.5 t/axle);
- reducing vehicle operation costs, traffic congestion and pollution caused by harmful emissions;
- enhancing of traffic safety.

The lengths of all roads categories in the Republic of Bulgaria as per **31 December 2001** are as follows:

Type of road	Length in km
Motorways	328.2
I class roads	3,012.1
II class roads	3,826.8
III class roads	11,894.1
IV class roads	18,016.0
Road links (at interchanges)	218.5
<b>Grand total</b>	<b>37,295.7</b>

According to the new Roads Act (effective as of 4 April 2000) REA is the State institution which is authorized by a governmental decree to develop, manage and maintain motorways, I, II and III class roads and road links. Up to the present date, this constitutes 19,279.7 km. The IV class roads are transferred to be responsibility of the respective municipalities.

TRENDS IN THE DEVELOPMENT IN THE TRANSPORT SECTOR 1997 - 2001

<b>INLAND TRANSPORT</b>						
<b>Indicator</b>	<b>Years</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001*</b>
in current prices						
<b>Gross Domestic Product **</b>	<b>mln levs</b>	17 055 205	21 577 020	22 776	25 454	
<b>Transport infrastructure investments **</b>	<b>mln levs</b>	553 313	511 947	859	971	
	<b>% of GDP</b>	3.2%	2.4%	3.8%	3.8%	
of which:						
Land transport **	<b>mln Levs</b>	217078	171099	440	516	
Maintanance of the road network **	<b>mln Levs</b>	159874	189524	281	315	
Water transport **	<b>mln Levs</b>	108247	63038	..	6	
Air transport **	<b>mln Levs</b>	11650	11528	16	37	
Supporting and auxilliary transport activities **	<b>mln Levs</b>	55287	72535	100	92	
<b>Passenger Transport</b>	<b>in thous.</b>	853070	1100222	121817 2	115768 8	1129735
by mode of transport						
Rail	<b>in thous.</b>	82130	63910	52894	49794	41570
Road	<b>in thous.</b>	770850	1036224	116519 2	110781 9	1088165
Inland waterway	<b>in thous.</b>	-	-	-	-	-
Maritime	<b>in thous.</b>	21	7	-	-	-
Air <sup>2</sup>	<b>in thous.</b>	69	81	86	75	
<b>Passengers/km</b>	<b>mln p/km</b>	17475	17344	18425	17328	17438
by mode of transport						
Rail	<b>mln p/km</b>	5799	4674	3767	3416	2928
Road	<b>mln p/km</b>	11645	12635	14623	13879	14510
Inland waterway	<b>mln p/km</b>	-	-	-	-	-
Maritime	<b>mln p/km</b>	0	0	-	-	-
Air <sup>2</sup>	<b>mln p/km</b>	31	35	35	33	

<b>Indicator</b>	<b>Years</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001*</b>
<b>Goods Transport</b>	<b>thous. tons</b>	58442,1	59689,2	94731,2	50955,1	50904
by mode of transport						
Rail	<b>thous. tons</b>	26670	21751	18635	17663	16497
Road <sup>1</sup>	<b>thous. tons</b>	31762	37931	76092	33281	34397
Inland waterway	<b>thous. tons</b>	10	7	4	11	10
Maritime	<b>thous. tons</b>	-	-	-	-	-
Air <sup>2</sup>	<b>thous. tons</b>	0.1	0.2	0.2	0.1	
<b>Million tkm</b>	<b>mln tkm</b>	7375	6496	5751	5689	5515
by mode of transport						
Rail	<b>mln tkm</b>	6720	5306	4484	4505	4139
Road <sup>1</sup>	<b>mln tkm</b>	652	1189	1266	1181	1374
Inland waterway	<b>mln tkm</b>	3	1	1	3	2
Maritime	<b>mln tkm</b>	-	-	-	-	-
Air <sup>2</sup>	<b>mln tkm</b>	0.1	0.1	0.1	0.1	
<b>Employment - total</b>	<b>number</b>	182642	191053	187947	173728	172094
by mode of transport						
Rail <sup>4</sup>	<b>number</b>	46806	13967	12718	12638	10519
Road	<b>number</b>	95678	109084	111017	102222	101261
Inland waterway	<b>number</b>	1360	1335	1062	922	913
Maritime	<b>number</b>	6755	6437	5617	5310	5260
Air	<b>number</b>	5385	5099	4835	4008	3970
Other activities	<b>number</b>	26658	55131	52698	48628	50171
<b>National Road Network</b>						
<b>Roads</b>	<b>km</b>	37293	37261	37288	37301	37296
<b>Motorways</b>	<b>km</b>	314	319	324	324	328
<b>Category I roads</b>	<b>km</b>	3030	3034	3010	3011	3012
<b>Category II roads</b>	<b>km</b>	3905	3853	3819	3832	3827
<b>Category III roads</b>	<b>km</b>	6429	6408	11866	11897	11894
<b>Category IV roads</b>	<b>km</b>	23615	23647	18269	18237	18235

Indicator	Years	1997	1998	1999	2000	2001*
<b>Railway Network</b>						6402
Railway lines	km	4292	4290	4290	4320	4320
of which:						
Double tracks	km	969	965	965	968	966
Electrified	km	2711	2708	2708	2744	2847
<b>Inland waterways</b>	km	470	470	470	470	470
<b>Transport equipment</b>						
Passenger carriages	number	1737	1709	1675	1672	1521
Seats and berths	number	121013	116727	115013	115902	102521
Lorries <sup>3</sup>	number	272817	283346	292862	301188	312050
	number	215	205	191	182	182
Tugs and pushers	number	36	35	32	34	35
Inland water passenger vessels	number	12	9	9	7	7
Passenger cars <sup>3</sup>	number	1730506	1809350	1908392	1992748	2085730
* Preliminary data						
.. Confidential data						

Data about road transport refer to the transport for hire and reward, without transport on own account.

<sup>1</sup> From 2000 data for road freight transport are obtained by new methodology, according to the EU requirements and are not comparable with the previous years.

<sup>2</sup> According to the Ordinance on collection of statistical information about Civil Aviation in the Republic of Bulgaria, data for 2001 cannot be published in term less than 1 year after the end of the reported period

<sup>3</sup> Registered as of 31.12. (Data for Lorries include Road tractors and Special vehicles)

<sup>4</sup> For 1997 employed in the supporting activities in railway transport are included in the main activity