

TRANSPORT INFRASTRUCTURE

Boulevard “Todor Kableshkov”, Sofia

Basic Information

Title:

Todor Kableshkov Boulevard -
Eastern Section

Sector:

Economic and Social
Cohesion - Business Related
Infrastructure Strategy

Objectives/Overall Objective(s):

Creation of transportation business
related infrastructure to promote the
economic and structural growth in the
Southern part of Sofia and assist the
developing of SME's in the region.

Project purpose:

- Construction of a totally new
road link
- Connection of existing tangential
roads
- Creation of better business
climate for SME's
- Increase of speed in the roads
- Decrease of pollution

Accession Partnership and NPAA priority

The project addresses short-term and
mid-term priorities identified under
the economic social criteria in the
Accession Partnership - the
promotion of competitiveness through
market-based enterprise restructuring;
measures to improve business
environment and stimulate domestic
and inward investments with
construction of a business related
infrastructure.

Contribution to National Development Plan

The project corresponds to the parts
“Improvement of competitive power
of Bulgarian economy” and
“Business infrastructure”.

The project is in accordance with the
District and Municipal Development
Plans and corresponds to the
following priorities: effective use of
resources, increase the export,
attraction of investors, equal
development in the different parts of
the district.

Description

Background and justification:



In the Southern part of Sofia there are
three zones with scientific institutes
and many SME's, namely - Vitosha
Zone, Tchervena Zvezda Zone, Iztok
Zone. As of today the transport is
realized using either the roads of bad
quality in the region or increasing of
the routes by using of some radial
roads through the central city part.
That hampers the business
connections. In the last ten years a lot
of new enterprises have been founded
and are now working there. The good
transport infrastructure will attract
new private investors to launch new
business activities in the region and
help the development of the already
working enterprises.

Moreover with the construction of
that link Todor Kableshkov
Boulevard will connect the indicated
three zones to the highly developed
Northern Industrial Zone and that one
located in Krasna Polljana district.

The road link is with length of 900
meters and is located between
Shivarski Prohod street and
Simeonovsko shosse in the Eastern
part of Todor Kableshkov Blvd.

Linked activities:

The revised Accession Partnership
2000 gives directions for the pre-
accession assistance under ISPA in
order to contribute to the preparation
of Bulgaria for accession in the area
of economic and social cohesion. The
transport measures under ISPA which
correspond to this project are:

*“Promoting sustainable mobility, and
in particular those that constitute
projects of common interest of the
criteria No 1692/96/EC and those
which enable the beneficiary
countries to comply with the
objectives of the Accession
Partnerships; this includes
interconnection and interoperability
of national networks as well as with
the Trans-European networks
together with access to such
networks.”*

The construction of the Eastern
section of Todor Kableshkov Blvd.
will enable using the fourth Ring of
Sofia and through the radial route of
Tzar Boris III Boulevard that ring is
linked to the Sofia Ring Road and in
particular to the Trans-European
Corridors No. 4 and 8.

Results:

- The route will provide high
speedy capacities connections
between Southwestern and
Southeastern parts of the Sofia
city;
- Diversion of the traffic from the
center;
- Positive environmental impact
through reducing of the noise and
emissions from vehicles in the
central part;
- Better conditions for business
trips;
- All SMEs located in the region
will benefit from better access to
customers;
- Shorter travelling time.

Activities:

- Road Works
- Rehabilitation of Connections to
Existing Roads
- Street Lighting
- Road Drainage
- Monitoring
- Institution Building with
MoRPW and Sofia Municipality
PIU

Institutional Framework

According to the recently adopted
Roads Act (promulgated in March
2000, in terms of ownership the roads
in Bulgaria are state-owned and
locally owned.

The local roads are divided into
private and municipal. The municipal
roads are public municipal property.
Local roads, both municipal and
private, are open for public use and
provide transport links of local
importance and connections/links
with republican roads or streets.

The Roads Act regulates all issues
related to ownership, management
and finance of roads in Bulgaria. The
municipal roads are managed by the
mayors whilst the private – by their
owners. The construction,
rehabilitation and maintenance of the
republican and municipal roads is
financed by the state budget, by the
municipal budgets, by grants and
loans.

The Municipalities and the owners of
private roads should agree with the
REA every project of theirs in case
the latter is envisaged to connecting
to the republican roads system. The
Minister of Regional Development
and Public Works is responsible for



formulating and implementing the government policy in the field of planning and creating the roads infrastructure. Under his competence he approves conceptions and medium and long term programmes for development of the roads network. The Executive Director of the REA is responsible for the overall day-to-day management of republican road works in the country. He has the right to co-ordinate and agrees every investment project, which envisages crossing a republican road.

Construction, rehabilitation and maintenance of republican and municipal roads are financed with funds from the State Budget and from municipal budgets, with grants and loans from international financial institutions. A commission consisting of representatives from MoF, MoRDPW and other bodies resolve in compliance with set up criteria the regional allocation of these funds according to the submitted proposals. Further funds for municipal roads are made available through a percentage of the taxes levied on fuels. This currently amounts approximately to 30 millions leva annually. The funding decision is made following a procedure which involves municipalities requests submitted in a standard itemized form, screening and prioritising by the district administrations and MoRDPW and the Council for Regional Development to the Council of Ministers. The Public Works Directorate is responsible for the co-ordination, implementation being the responsibility of the municipalities.

Budget - 5.65 Mil EUR

Implementation Arrangements

Implementing Agency

MoRDPW

Agency will be the PIMU at MRDPW. Its main responsibilities will be the tendering, contracting and disbursement procedures. The technical control over the project implementation will be done by the already established PIU at the Sofia Municipality having the relative human resources for such a transportation project.

The PIMU will be responsible for the day-to-day implementation of the project. In this aspect the PIMU will ensure that all activities to be

provided (works to be contracted, equipment to be procured, training to be provided) will be undertaken in strict compliance with the Practical Guide and will be authorised for those actions by the PAO at MRDPW.

Since the responsibility for technical implementation lays with Sofia Municipality it shall be ensured before the EC Delegation that the staff has the sufficient skilled experts.

A Memorandum of Understanding will be signed between MRDPW and Sofia municipality for the their definite responsibilities in terms of the project implementation.

A Project Steering Committee will be found to provide strategic guidance to PIU. The Committee will be comprised by representatives from:

- MRDPW - 3 persons
- Sofia Municipality - 2 persons
- District Sofia - 1 person
- EC Delegation - 1 person.

The Project Steering Committee will be chaired by one of MRDPW representatives. The Committee will be set up immediately in order to undertake the responsibility for solving of main project issues, such as:

- approval of ToR;
- approval of criteria used for the Contractor and Engineer selection
- approval of specific activities.

The PIMU staff will require assistance in an adequate way to complete all the necessary tendering and procurement work by the Institutional Building Component thus providing a Framework Contractor who will work at PIMU for six months and will prepare the necessary project tender documents.

The Contractor and the Engineer will be selected following the Practical Guide tendering procedures.

The Employer will be MRDPW and the beneficiary of the project will be Sofia Municipality.

Environment

The Environment Impact Assessment will be prepared through its assigning by Sofia municipality.

The major environmental effects from the construction of that transport link to complete the Fourth Ring of Sofia will be the noise and noxious emissions reduction in the Central

part of Sofia.

Rates of return

Economic rates of return can only be calculated for the individual project.

Investment criteria

Catalytic effect:

The project will as a priority accession driven action promote the business development in Southern part of Sofia and will improve city effectiveness as a center of the Southwestern Bulgarian region.

Co-financing:

The co-financing will be provided in Sofia municipality budget.

Additionally:

The construction of transportation projects has been financed from sale of EUR bonds and incomes from privatisation of municipal property.

Project readiness and Size:

Detailed design - available, all relative hydro-geological and other studies have been completed.

Land acquisition procedures are being implemented now by Sofia Municipality.

Sustainability:

The investment bears sustainable character in the long term beyond the date of accession. The constructed transport project will allow using the Todor Kableshkov Boulevard, hence the Fourth ring of Sofia city. Todor Kableshkov Boulevard is included in the General Town Plan as a route with high construction priority, which demonstrates its strategic importance. The road will be constructed in compliance with the relative TEN standard. The road construction will meet all the environmental issues. The future maintenance and operating costs will be born by the district municipalities.

Compliance with state aids provisions:

The project is in compliance with Article 92(3)(a) of the Treaty of Rome with respect to regional aid in an Objective 1 Member State.

Contribution to National Development Plan:

The Project will support the relevant sub-programs of the NEDP (business related infrastructure).

Conditionality

The project cannot commence unless the EC Delegation is satisfied with the capacity of both the Implementing Agency at MRDPW and the PIU with the Beneficiary – Sofia Municipality. They have to demonstrate to the Commission that they dispose with adequate staffing and other resources for the implementation of the project. The signing of a Memorandum of Understanding between the Ministry of Regional Development and Public Works and Sofia Municipality that will specify their powers to establish selection criteria and their role in the decision-making process is a prerequisite.

ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format (compulsory)
2. Detailed implementation chart (compulsory)
3. Contracting and disbursement schedule by quarter for full duration of program (including disbursement period) (compulsory)