The concept for construction of Pan-European Transport Corridors should be viewed as a specific form of implementing EU policy on infrastructural development of Central and South Eastern European countries. It is an essential constituent part of a large-scale work on establishment of a unified economic and political space on the territory of the continent. It is natural for such a complex and long process to include a well-developed adaptive mechanism reflecting the actual process of the regional priorities and financial conditions for the individual projects implementation.

At present, the territory of the Republic of Bulgaria is crossed by the road routes of five out of ten Pan-European Corridors - № 4, 7/water/, 8, 9 and 10, defined at the Crete and Helsinki Meeting of the Transport Ministers of the European countries. Their definition determines the special position of our country as an important centre of the connections between the regions of the continent and their natural extension into Asia and the Near East.
One of the chief aims of the national policy on the road network development and modernization in Bulgaria addresses the motorway construction in the direction of the main road routes and those belonging to the Pan-European Transport Corridors crossing the territory of the country. The implementation of those road infrastructural projects, which are strategically important, requires considerable funding. The Ministry of Regional Development and Public Works allots a significant part of the resources provided by the international financial institutions to implement that common European policy.

Various projects are being implemented with respect to reconstruction and rehabilitation of the existing roads, construction of new road connections with the neighbouring countries and complete construction of the Bulgarian motorway network which cover to a great extent the Pan-European Transport Corridors on the territory of the Republic of Bulgaria.


The Corridor links the countries from Central Europe with Turkey, the Near East and Asia. The total length of the Corridor on the Bulgarian territory – direction Vidin - Sofia- the cross-border checkpoint Kulata is 446 km, and the direction Sofia-Plovdiv-Svilengrad - the cross-border checkpoint Captain Andreevo – 277 km.

The rehabilitation of 275 km first-class roads and motorways along that Corridor has been implemented under the Transit Roads Rehabilitation Programmes 1, 2, 3. The rehabilitation of other 112 km starts in 2005, under the Transit Roads Programme 3, by ISPA co-funding.

The section Sofia-Orizovo, of Trakia Motorway /171 km in length/, its road route being in the direction of both Corridor № 4 and Corridor № 8, has been completely finished.

Ljulin Motorway (Suhodol Residential District /the city of Sofia/ - road junction Tzarkva /Daskalovo/ 19 km in length is in the direction of Corridor № 4, in its part Vidin-Sofia-Kulata. The aim of the project is to transfer transit movement out of Sofia and connect Struma Motorway with Sofia Ring Road under equal technical conditions. A preliminary
research, draft project and tender dossier have been drawn up by PHARE funding. A tender procedure is to start.

We are ready to start a project on Maritza Motorway, 114 km in length, situated in the direction of that Corridor. We seek different forms of financing and potential investors for its complete construction, including concession.

Other priority projects in the direction of the Corridor are the following:
- Road II-18 (E 80) Sofia Ring Road – North Arc, 20 km in length, motorway clearance to be constructed, 36 m in length.
- Construction of a new two road-way connection Dimovo-Belovo-Ruzhintzi, 20.500 km in length

The following projects have been completed under PHARE CBC – Cross-Border Cooperation – with the Republic of Greece: Rehabilitation, Strengthening & Improvement of the road Dupnitza-Kulata; Road E 79 Research and Design of Sofia Motorway– Cross-Border Checkpoint Kulata; Rehabilitation, Strengthening & Improvement of the road Harmanli-Svilengrad. Road E 79 road junction Daskalovo – Dupnitza is under construction. In accordance with the EU requirements for drawing up an overall programme cycle PHARE CBC Bulgaria/Greece, the Road Executive Agency worked out a programme until 2006, of draft proposals in conformity with the priorities for road connections development in the cross-border zone.

The second combined bridge /railway and motorway/ over the Danube River on the border with Romania in the region between the towns of Vidin and Kalafat, which will shape completely the road route of the Corridor.

**Pan-European Transport Corridor № 7 (Internal waterway Rein-Main-Danube)**

Being an internal waterway, the Danube River is of paramount importance as an internal waterway. It is envisaged to improve and reconstruct the road connections of the harbours in Bulgaria with the national road network.

The Corridor connects the Adriatic Sea with the zone of the Black Sea, Russia and the Central Asia countries and passes through Albania, Macedonia and Bulgaria. The total length of the Corridor through the territory of the country is 639 km: direction the cross-border checkpoint Gyueshevo – Pernik – Sofia – Plovdiv – Bourgas – Varna.

Under the Transit Roads Rehabilitation Programmes 1, 2, and 3 are rehabilitated 535 km first-class, second-class and motorway sections from the Corridor. The rehabilitation of other 67 km starts in 2005.

In the direction of the transport corridor is situated the road route of Trakia Motorway in the part Orizovo – Bourgas – West, which has not been completely constructed. The implementation of the project is divided into two phases:

- **Phase 1**
  - Lot 1 – Orizovo – Stara Zagora, 38.740 km in length
  - Lot 5 – Karnobat – road junction Bourgas Zapad, 35.288 km in length

- **Phase 2**
  - Lot 2 – Stara Zagora – Nova Zagora, 32.35 km in length
  - Lot 3 – Nova Zagora – Sliven/Yambol, 35.05 km in length
  - Lot 4 - Sliven/Yambol – Karnobat, 50.60 km in length

The total construction amount of Phase 1 is 240 million euro: 100 million euro by a loan from the European Investment Bank. The construction of Phase 1 of the Motorway started in March 2003, and the deadline is August 2005. Technical projects are drafted for Phase 2.

Under PHARE Cross-Border Cooperation with Greece were rehabilitated the technical and operational indicators of 24 km roads from cross-border checkpoint Gyueshevo to Sofia, and sections of main road I-6/E 871 were modernized and reconstructed, e.g. variant Derventa, the encirclement of Konyavo, the entrance and exit of Pernik, the exit of Kyustendil, etc.

Draft researches of Far South Encirclement on Sofia and Black Sea Motorway were conducted.

The Corridor connects the North Eastern European countries through Romania and Bulgaria with the harbour of Alexandroupolis on the Aegean Sea. The total length of the Corridor through the territory of the country: direction Rousse – Veliko Tarnovo – Gabrovo – Stara Zagora – Dimitrovgrad – Kardzhali – the border with the Republic of Greece is 389 km.

In the direction of the Corridor, roads of 285 km are rehabilitated under the Transit Roads Rehabilitation Programmes 1, 2, and 3.

The only connection between Bulgaria and Romania via the Danube River – the Rousse - Gyurgevo Bridge - was rehabilitated under PHARE in 1997.

The section Podkova – Makaza under PHARE CBC Bulgaria/Greece /the border with Greece/, 18 km in length, is under construction.

An important project in that direction is the second phase for construction of Road I-5 Kardzhali – Podkova.


The Corridor was ratified at the Helsinki conference in 1997, in order to enhance the inclusion of the Former Federal Republic of Yugoslavia and strengthen the peace process. The Corridor is in the direction of the Pan-European Transport Motorway North – South, following the traditional road to South Eastern Europe and the Balkans. The total length of the Corridor through the Bulgarian territory is 72 km: direction cross-border checkpoint Kalotina – Sofia, as the Corridor after Sofia is connected to Pan-European Transport Corridors № 4 and № 8.

Sofia-Nish Motorway is a part of the Pan-European Transport Corridor № 10, materializing the important connection for our country between West Europe /Salzburg/ and Sofia, from where via Trakia Motorway it is linked with the Pan-European Transport Corridor № 4 with direction to Istanbul. Besides, in the region of Sofia, via Ljulin Motorway the connection with Struma Motorway is established /Pan-European
Transport Corridor № 4 – direction to Greece. It is important to note that a big part of those transport connections are either implemented with indicators of motorways or are implemented to a great extent.

The Bulgarian part of the project starts from Kalotina, passes through Sofia Ring Road – North Arc and finishes on Trakia Motorway (road junction Vrana). We seek opportunities for concession for the construction of Kalotina-Sofia, including the North Arc of Sofia Ring Road.

International financial institutions regard the project of the construction of Sofia-Nish Motorway as a project of vital importance for the development of the region and Europe. In this relation, during the negotiations with the Former Federal Republic of Yugoslavia held in Belgrad on 27-28 August 2001, both countries declared their political commitment to the motorway construction. They specified and adopted the point of intersection of the motorway with the state border between the two countries: Gradina – Kalotina. The road administration of the countries decided to establish a joint working team of experts was held and its first working session was held in Sofia in September 2001.

The final report of the American Consultative Company Booz, Allen & Hamilton about the section Kalotina – Sofia on Bulgarian territory was concluded in January 2002.

**Programme Transit Roads 4**

Following their investment programmes, the Ministry of Regional Development and Public Works, respectively the Road Executive Agency, proposed for a future financing by EIB and ISPA the Programme Transit Roads 4, which is predominantly comprised of sections from Pan-European Transport Corridors № 4, 8, 9 and 10. The project involves the rehabilitation of approximately 800 km first-class roads and motorway sections, and also repair works of big appurtenances such as bridges, tunnels, viaducts, overpasses, and underpasses. It includes 16 lots, approximately worth 161 million euro. It is divided into two phases, the first of which includes 10 lots, approximately 440 km long. The approximate total amount of that phase is 81 million euro. The European Investment Bank allots a loan worth 60 million euro.

The other six lots, included in the second phase of the Project, are laid down in the National Strategy for the Transport sector. The total
equivalent length of the sections is approximately 360 km of the existing first-class and motorway network, plus the big appurtenances.

The goal of the project is to enhance traffic safety and environmental protection, reduce the operational costs for vehicles and the time for travelling by rehabilitation of the existing road network in order to meet the international standards.

Over the years, a considerable share of the gross domestic product of the European countries was allocated for the Pan-European infrastructural development and improvement as a part of the strategy for free European zones and market establishment.

The further improvement of the ten transport corridors can be viewed as a process of construction of a more perfect and compact transport network in the context of our country’s aspiration for integration into the EU political and economic processes.