

# Project Application Form

## Under the Recovery and Resilience Facility

<b>1. Project name</b>
<b>Reconstruction and rehabilitation of key railway station complexes and construction of an intermodal terminal - Gorna Oryahovitsa</b>
<b>2. Description of the project (objectives, main activities)</b>
<p>Railway stations, including railway terminals, are the main production unit, in which the production process begins and ends and of the work, on which the fulfilment of requests for transport of passengers and goods by rail, the safe and regular movement of trains largely depends. The area of railway stations/terminals includes track layout according to the purpose, reception building and other technological buildings, facilities and installations related to train traffic management, transport safety and passenger and freight services. The railway stations/terminals perform the activities of receiving, dispatching, staying and processing of trains, ensuring the transport of passengers and goods, as well as other technological operations related to the operation of the railway infrastructure and the transport work.</p> <p>In order to carry out the activities in each railway station/terminal and in accordance with the type and volume, the following objects are designed and built:</p> <ul style="list-style-type: none"><li>- railway station platforms (platforms, ramps, stages) with track layout;</li><li>- administrative, technical and passenger buildings with the necessary premises and working places;</li><li>- telecommunication installations and facilities;</li><li>- devices for signaling or for signaling, centralization and interlocking;</li><li>- installations for energy supply, heat supply and lighting;</li><li>- catenary network and facilities on the electrified railway lines;</li><li>- water and sanitation;</li><li>- other necessary infrastructures and technical means.</li></ul> <p>The scope of the project includes the following objects:</p> <p><b>1. Construction of Mezdra railway station complex:</b></p> <p>The section planned for construction is from-to the railway station boundary.</p> <p>It covers the following activities:</p> <ul style="list-style-type: none"><li>- Modernization and rehabilitation of the elements of the railway infrastructure in the area of the railway station complex</li><li>- Reconstruction and improvement of the surrounding space.</li></ul> <p>Description of construction works:</p> <p>The construction and installation works envisage construction of a continuous welded rail track, renewal of the substructure, construction of new receiving and departure tracks and new platforms. It is planned to build a new pedestrian underpass/pedestrian bridge, noise barriers, as well as providing fire access routes. The other tracks in the station area with renewal of the substructure and superstructure are also included for reconstruction. Construction of a hall for repair of mechanization with adjoining infrastructure, new drainage system for efficient drainage of station tracks, including inlet and outlet yard necks. Renewal of catenary poles and elements according to the gauge requirements.</p> <p><b>2. Construction of Cherven Bryag railway station complex:</b></p> <p>The section planned for construction is from-to "the railway station boundary".</p> <p>It covers the following activities:</p>

- Modernization and rehabilitation of the elements of the railway infrastructure in the area of the railway station complex
- Inspection and reconstruction of the reception building
- Reconstruction and improvement of the surrounding space.

Description of construction works:

The construction and installation works envisage construction of a continuous welded rail track, renewal of the substructure, construction of new receiving and departure tracks and new platforms. Rehabilitation of existing pedestrian and transport underpass is planned, noise barriers. Construction of a new drainage system for efficient drainage of station tracks, including inlet and outlet yard necks. Renewal of catenary poles and elements according to the gauge requirements.

The reception building in the railway station complex:

- Passenger area - waiting room, toilets - for women, men and PRMs
- Administrative area - cash register, office, premises for station master, traffic manager, amenity room
- Technical zone - telecommunications room, relay room, etc.

The object provides for the formation of areas with greenery and a recreation area necessary for a comfortable stay. Accessible routes and parking spaces for people with disabilities, marked with an international accessibility symbol, are provided.

### **3. Object preparation and implementation - Construction of an intermodal terminal in Gorna Oryahovitsa**

The largest railway junction in Northern Bulgaria and the strategic location in the main transport corridors for the development of a new terminal, meeting the modern requirements for this type of facilities. Despite the many ideas over the last twenty years, initiatives taken by MTITC and private entities, currently there is no clear vision for location and capacity to build a modern and efficient intermodal railway terminal in the region of Northern Bulgaria. The scope of the proposed object includes all necessary activities for the preparation and construction of a railway intermodal terminal in the region of Gorna Oryahovitsa.

**The general objectives and benefits of building an intermodal terminal (IMT) Gorna Oryahovitsa are the following:**

- Implementing the EU guidelines for development of green transport and for balancing of the various modes of transport, in favour of rail, by attracting freight from road to rail transport;
- Improving intermodality in the north-central region and attracting more consumers and operators, which will lead to an increase in intermodal transport;
- Increasing competition in the transport market by improving the quality of railway services;
- Increasing the national and international traffic of combined transport;

Improving the socio-economic conditions in the region.

**The specific objectives of the construction of IMT Gorna Oryahovitsa are:**

- Expansion of the national network of intermodal terminals meeting European standards;
- Improving the quality of freight transport services and the efficiency of transport/handling of large volumes of goods;

- Improving the conditions for the development of intermodal cooperation and increasing the growth of intermodal transport by improving the capacity for freight handling.

**The main economic and social benefits of the project are the following:**

- Benefits of savings from vehicle operating costs;
- Benefits of reduced number of incidents;
- Benefits of reducing air pollution;
- Benefits of reducing the impacts on climate change;
- Benefits of noise reduction.

Benefits of reduced costs for consumers related to the operating costs of vehicles are accumulated by the difference in operating costs for the transport of containers with heavy goods vehicles and by rail transport.

The benefits of reducing air pollution are accumulated by shifting the transport of containers from road to rail transport, taking into account the impact of European standards for heavy goods vehicles.

The benefits of noise reduction are the result of a shift in the transport of containers from road to rail transport.

The benefits of reducing the cost of climate change are a result of reduced greenhouse gas emissions as a result of the reorientation of container traffic from road to rail transport.

The project will contribute to the socio-economic development by:

- Creating conditions for the creation of a trade and logistics complex and development of services related to it;
- Increase of revenues in the local budget;
- Improving the environmental situation - reducing noise and pollution by redirecting goods from road to rail transport;
- Raising the standard of living;
- Reducing road traffic and accidents from diversion of freight traffic;
- Creating new jobs;
- Increasing the attractiveness of the terrains.

**Main activities:**

**For the construction of the Mezdra railway station complex:** Preparing investment projects, reconstruction and rehabilitation. Activities for modernization and rehabilitation of elements of the railway infrastructure: construction and installation works, conformity assessment under the Spatial Development Act and for interoperability; information and publicity measures, technical assistance and management.

**For the construction of the Cherven Bryag railway station complex:** Inspection to establish technical characteristics, compiling a technical passport, preparing investment projects, reconstruction and rehabilitation. Activities for modernization and rehabilitation of elements of the railway infrastructure and reconstruction of the reception building: construction and installation works, conformity assessment under the Spatial Development Act and for interoperability; information and publicity measures, technical assistance and management.

**For preparation and implementation of IMT Gorna Oryahovitsa:** The activities include two main stages:

- Preparation - includes the implementation of feasibility studies in full and selection of the location of the terminal. Preparation of a Conceptual Design and General Plan for the development of the terminal. Implementation of administrative-territorial expropriation procedures (if necessary), environmental procedures, etc.

- Construction of the terminal according to the General Development Plan - technical design, construction and installation works, conformity assessment and construction supervision under the Spatial Development Act, conformity assessment with the technical specification for interoperability with railway transport within the EU, technical assistance for management of the project.

### **3. Beneficiary**

The State Enterprise "National Railway Infrastructure Company"

### **4. Time schedule for project implementation, including activities, stages<sup>1</sup>**

#### **Railway station complexes: - implementation period 2021 -2025**

Object 1 "Construction of Mezdra railway station complex" will be implemented in the period 2022-2025.

Object 2 "Construction of Cherven Bryag railway station complex" will be fully implemented in two stages:

- Project preparation 2021-2022
- Project implementation 2022-2025.

The component for construction, reconstruction and rehabilitation of railway station complexes includes the following activities:

Preparation of inspection, Technical passport, investment project, coordination of the investment project and issuance of a construction permit, Execution of construction and installation works - delivery, construction and installation activities and commissioning of the reception building (for Cherven Bryag solely) and railway infrastructure objects (for Mezdra and Cherven Bryag);

Conformity assessment: conformity assessment and implementation of construction supervision during construction and coordination of project contracts; assessment of compliance with interoperability requirements, assessment of compliance with applicable national technical rules and national safety rules and independent assessment of the suitability of the project risk management procedure

Communication - implementation of measures on information and publicity of the project;  
Technical assistance - project management.

#### **Preparation and implementation of IMT Gorna Oryahovitsa - implementation period 2021 - 2025**

It covers the following two main stages:

- Project preparation - 2021-2022
- Project implementation - 2022-2025

<sup>1</sup> The schedule will be relevant for setting intermediate targets under the Recovery and Resilience Plan and is directly related to the release of tranches of financial support from the Recovery and Sustainability Fund.

	2021	2022	2023	2024	2025	2026
<b>Project 1 – Construction of Mezdra railway station complex</b>						
Preparation of tender documents for construction works						
Tender procedure for construction works						
Signature of construction contract						
Preparation of tender documents for supervision						
Tender procedure for supervision						
Signature of supervision contract						
Detailed Design						
Compliance Assessment Report						
Building Permit						
Protocol 2A						
Construction works						
Act 15						
Act 16						
<b>Project 2 - Construction of Cherven Bryag railway station complex</b>						
Preparation of tender documents for project preparation						
Tender procedure for project preparation						
Signature of contract for project preparation						
Project preparation						
Preparation of tender documents for construction works						
Tender procedure for construction works						
Signature of construction contract						
Preparation of tender documents for supervision						
Tender procedure for supervision						
Signature of supervision contract						
Detailed Design						
Compliance Assessment Report						
Building Permit						
Protocol 2A						
Construction works						
Act 15						
Act 16						
<b>Project 3 - Project preparation and implementation - Construction of an intermodal terminal in Gorna Oryahovitsa</b>						
Preparation of tender documentation for project preparation						
Tender procedure for project preparation						
Signature of contract for project preparation						
Project preparation						
Preparation of tender documents for construction works						
Tender procedure for construction works						
Signature of construction contract						
Preparation of tender documents for supervision						
Tender procedure for supervision						
Signature of supervision contract						
Detailed Design						
Compliance Assessment Report						
Building Permit						
Protocol 2A						
Construction works						
Act 15						
Act 16						

<b>4.1. When can the project implementation start at the earliest after its approval?</b>
2021.
<b>5. Indicative financial resource by activity, including sources of financing (national budget, European funding, private funding, IFIs)</b>
<p>Indicative values:</p> <p>Mezdra railway station - BGN 28,664 million, VAT excluded</p> <p>Cherven Bryag railway station - BGN 25,000 million, VAT excluded</p> <p>Preparation and implementation of IMT Gorna Oryahovitsa - BGN 25 million, VAT excluded</p> <p>These indicative values are determined by the accumulated experience and data from similar contracts for implementation of analogical projects - specified in Table 3b.</p> <p><b>Total indicative value - BGN 78,664 million, VAT excluded</b></p> <p>Sources of funding: EU – 100 %, according to the rules of Recovery and Resilience Facility (RRF) and National Recovery and Resilience Plan (NRRP)</p> <p>Note:</p> <p>The values indicated in this document represent the indicative budget for each identified activity. Currently the projects are in their initial stage. In the process of project preparation and selection of specific technical solutions, the budgets will be further refined. At this stage a breakdown by activities, quantities, unit prices could not be provided as those costs are to be obtained as a result of the forthcoming project preparation which aims at this exactly.</p>

	Indicative value, in BGN, VAT excluded	Justification for the formation of the indicative value per contracts/activities	Indicative value for Stage, in BGN, VAT excluded
<b>Object 1 – Construction of Mezdra station complex</b>			
Works contract	24 068 000	Contract № 6627/19.11.2019 for “Reconstruction of track and turnout development of Sindel Distribution Station - part of the project "Doubling and electrification of the railway line Karnobat-Sindel" amounting at 25,577,092.02 BGN VAT included. <a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwDJo9hHYlO2bTb52OkdHNot">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwDJo9hHYlO2bTb52OkdHNot</a> The Activities completed under the project “Doubling and electrification of the railway line Karnobat-Sindel” are comparable in terms of scope to those set for implementation under the project for construction of Mezdra railway station complex.	28 664 000
Supervision contract	1 000 000	Contract № 6620/12.11.2019 for "Compliance assessment and construction supervision for object: "Reconstruction of Stara Zagora station complex" with value 492 108 BGN <a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwAfd6iknHV%2b%2bWtJKC9%2bTe8a">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwAfd6iknHV%2b%2bWtJKC9%2bTe8a</a> and Contract № 6653/10.12.2019 r. for "Compliance assessment and construction supervision for object: "Reconstruction of Nova Zagora station complex" amounting at 131 999 BGN representing about 4% of the implementation contract. <a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwBwkromNcrKf8Y%2f5CsOcY7t">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwBwkromNcrKf8Y%2f5CsOcY7t</a>	
Service Contract for TSI assessment	690 000	Contract № 6369/29.01.2019 for "Compliance Assessment of interoperability requirements for project „Reconstruction of Stara Zagora station complex" amounting at 492 108 BGN, representing about 3% of the WORKS contract. <a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCkfKI9g%2fXf2%2b2jUA9GZi7O">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCkfKI9g%2fXf2%2b2jUA9GZi7O</a>	
Service Contract for Risk Assessment	40 000	Contract № 6462/30.05.2019, Lot № 3 for “Independent assessment of the suitability of the application of the risk management procedure of a project for reconstruction of Karnobat station complex“ amounting at BGN 38 196. Inflation rate from 2019 to 2021 has been added to the value.	

		<a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCqF6Xmi28LY5m1gS7nGEkd">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCqF6Xmi28LY5m1gS7nGEkd</a>	
Technical assistance	2 866 000	<p>The proposed activity is intended to assist implementation of the Object 1 objectives and refers to the provision of support to its management by NRIC. The main tasks are: time management of the object; risk and change, quality; control of the expenses, control over implementation of the individual contracts in the scope of the object and the execution of payments; control over the communication system.</p> <p>The expenses are calculated according to the following items: Coordination of the technical and administrative activities, monitoring of the technical and financial progress and control of the expenses incurred, preparation of reports, financial statements, etc.; Organizing technical meetings, communication activities, reporting and audit activities; Provision of remuneration for the team of experts responsible for the management of the object; Transport costs related to the management, verification and audit during the implementation of the stage. Transport costs (business trips, accommodation, fuel); Costs for delivery of office equipment, software and consumables; Expenses for administrative fees and permits; External services costs - These are costs for specialized consulting services to be provided by external experts, who may need to assist the Team in the management and implementation of the object and for which services there is insufficient internal competence and expertise (specialized reports and opinions, engineering and laboratory research, legal aid, financial advice).</p> <p>Adopted amount - up to 10% of the project costs.</p>	
<b>Object 2 – Construction of Cherven bryag station complex</b>			
Works contract	20 655 000	<p>Contract № 6627/19.11.2019 for “Reconstruction of track and turnout development of Sindel Distribution Station - part of the project "Doubling and electrification of the railway line Karnobat-Sindel" amounting at 25,577,092.02 BGN, VAT included.</p> <p><a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwDJo9hHYIO2bTb52OkdHNot">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwDJo9hHYIO2bTb52OkdHNot</a></p> <p>The Activities completed under the project “Doubling and electrification of the railway line Karnobat-Sindel” are comparable in terms of scope to those set for implementation under the project for construction of Cherven Bryag railway station complex.</p> <p>The difference in the value of the project for construction of Cherven Bryag railway station complex and the project for construction of Mezdra railway station complex comes from the fact that reconstruction of the remaining tracks in the station area, substructure and superstructure replacement, construction of a repair warehouse with connecting infrastructure and provision of fire access routes are not included in the scope of the project for Cherven Bryag station complex.</p>	25 000 000
Supervision contract	860 000	<p>Contract № 6620/12.11.2019 for "Compliance assessment and construction supervision for object: "Reconstruction of Stara Zagora station complex" amounting at 492 108 BGN</p> <p><a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwAfd6iknHV%2b%2bWtJKC9%2bTe8a">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwAfd6iknHV%2b%2bWtJKC9%2bTe8a</a></p> <p>and Contract № 6653/10.12.2019 r. for "Compliance assessment and construction supervision for object: "Reconstruction of Nova Zagora station complex" amounting at 131 999 BGN</p> <p><a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwBwkromNcrKf8Y%2f5CsOcY7t">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwBwkromNcrKf8Y%2f5CsOcY7t</a> ,</p> <p>representing about 4 % of the WORKS contract.</p>	
Service Contract for project preparation	330 000	<p>Contract № 5864/ 11.09.2017 for "Studies and conceptual design project preparation of Reconstruction of Stara Zagora station complex amounting at 140 808 BGN and Contract №5939/08.12.2017 for "Studies and conceptual design for project preparation of Reconstruction of Nova Zagora station complex" amounting at 60 360 BGN, representing about 1.4% of the WORKS contract.</p> <p><a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwDaN5bKPjMcXw%3d%3d">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwDaN5bKPjMcXw%3d%3d</a></p>	
Service Contract for TSI Assessment	615 000	<p>Contract №6369/29.01.2019 for "Compliance assessment with interoperability requirements on project for Reconstruction of Stara Zagora station complex" amounting at 60 360 BGN, representing about 3% of the WORKS contract.</p> <p><a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCkfKI9g%2fXf2%2b2jUA9GZi7O">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCkfKI9g%2fXf2%2b2jUA9GZi7O</a></p>	



Service Contract for Risk Assessment	40 000	Contract №6462/30.05.2019, Lot № 3 for „Independent assessment of the suitability of the application of the risk management procedure of a project for reconstruction of Karnobat station complex“, amounting at 38 196 BGN. Inflation rate from 2019 to 2021 has been added to the value. <a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCqF6Xmi28LY5m1gS7nGEkd">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCqF6Xmi28LY5m1gS7nGEkd</a>	
Technical assistance	2 500 000	The proposed activity is intended to assist implementation of the Object 1 objectives and refers to the provision of support to its management by NRIC. The main tasks are: time management of the object; risk and change, quality; control of the expenses, control over implementation of the individual contracts in the scope of the object and the execution of payments; control over the communication system. The expenses are calculated according to the following items: Coordination of the technical and administrative activities, monitoring of the technical and financial progress and control of the expenses incurred, preparation of reports, financial statements, etc.; Organizing technical meetings, communication activities, reporting and audit activities; Provision of remuneration for the team of experts responsible for the management of the object; Transport costs related to the management, verification and audit during the implementation of the stage. Transport costs (business trips, accommodation, fuel); Costs for delivery of office equipment, software and consumables; Expenses for administrative fees and permits; External services costs - These are costs for specialized consulting services to be provided by external experts, who may need to assist the Team in the management and implementation of the object and for which services there is insufficient internal competence and expertise (specialized reports and opinions, engineering and laboratory research, legal aid, financial advice). Adopted amount - up to 10% of the project costs.	
<b>Object 3 - Object preparation and implementation - Construction of an intermodal terminal in Gorna Oryahovitsa</b>			
Works contract (Design-Build)	19 560 000	The costs for constructing of a contemporary intermodal terminal depends largely on the ground conditions, the condition of the railway and road infrastructure in the region, the needs of additional works on the connecting infrastructure. The closest to the parameters of the proposal for construction of an intermodal terminal (IMT) in Gorna Oryahovitsa are the projects for construction of IMT in Ruse and IMT in Plovdiv. For IMT Ruse, feasibility studies have been prepared, indicative Bill of Quantities based on a Conceptual Design (The projects have one loading-unloading track with the possibility of development). The IMT in Ruse project was fully prepared for construction works in 2015, but due to the need of additional studies on freight flows, it was temporarily suspended. Estimated indicative values of IMT Ruse (prices in 2015) - 42 million BGN (50 million with indexation by 2021). Another relevant project is the project for construction of IMT Plovdiv. It has a peculiarity that for the works is used infrastructure reconstructed under other NRIC projects, for which no costs have been incurred under this project - for arrival-departure yard is used the infrastructure of Todor Kableshev station. A completed contract for technical design and construction works № 4655 / 23.05.2014 amounts at 11.5 million BGN at prices from 2014. <a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwBgMuvjQYvwEstxlvhv9KG">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwBgMuvjQYvwEstxlvhv9KG</a>	25 000 000
Supervision contract	780 000	The indicative value is calculated on the basis of concluded similar contracts for analogical activities, namely - Contract № 4654 / 23.05.2014 amounting at 448,950.00 BGN <a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCqsfhx%2fiszyxUMQ%2bJwzbl5">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwCqsfhx%2fiszyxUMQ%2bJwzbl5</a> or about 4 % of the Design-Build contract. It should be noted that in this contract the supervision was also performed by a FIDIC Engineer. If these activities are not implemented – the amount of only supervision of WORKS can be estimated with an indicative value of about 3 % of the WORKS contract.	
Service Contract for project preparation	2 160 000	Contract for full preparation of the project for IMT Ruse – Contract № 4870/07.01.2015, amounting at 4 678 680 BGN, which represents 11 % of the Works contract. <a href="https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwBIIDpqy%2f8cpERkz9eM%2fw5u">https://zop.rail-infra.bg:3737/DocumentList.aspx?SXHmTXofHwBIIDpqy%2f8cpERkz9eM%2fw5u</a>	



Technical assistance	2 500 000	<p>The proposed activity is intended to assist implementation of the Object 1 objectives and refers to the provision of support to its management by NRIC. The main tasks are: time management of the object; risk and change, quality; control of the expenses, control over implementation of the individual contracts in the scope of the object and the execution of payments; control over the communication system.</p> <p>The expenses are calculated according to the following items: Coordination of the technical and administrative activities, monitoring of the technical and financial progress and control of the expenses incurred, preparation of reports, financial statements, etc.; Organizing technical meetings, communication activities, reporting and audit activities; Provision of remuneration for the team of experts responsible for the management of the object; Transport costs related to the management, verification and audit during the implementation of the stage. Transport costs (business trips, accommodation, fuel); Costs for delivery of office equipment, software and consumables; Expenses for administrative fees and permits; External services costs - These are costs for specialized consulting services to be provided by external experts, who may need to assist the Team in the management and implementation of the object and for which services there is insufficient internal competence and expertise (specialized reports and opinions, engineering and laboratory research, legal aid, financial advice). For possible archaeological procedures.</p> <p>Adopted amount - Up to 10% of the project costs.</p>
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<b>5.1. Indicative allocation of the financial resource, depending on the type of expense</b>
<b>For railway station complexes:</b> <ul style="list-style-type: none"> <li>- Infrastructure construction/rehabilitation (construction and installation works) - 90%</li> <li>- Physical capital (purchase of machinery and equipment) - ...%</li> <li>- Human capital (skills development, retraining...) - ...%</li> <li>- Labor (wage costs, consulting services...) - 10%</li> <li>- Technology (costs for acquisition of intangible fixed assets - patents, software...) - ...%</li> </ul> <b>For preparation and implementation of IMT Gorna Oryahovitsa:</b> <ul style="list-style-type: none"> <li>- Planning and design - 8%</li> <li>- Infrastructure construction/rehabilitation (construction and installation works) - 60%</li> <li>- Physical capital (purchase of machinery and equipment) - 22%</li> <li>- Human capital (skills development, retraining...) - 0 %</li> <li>- Labor (wage costs, consulting services...) - 10%</li> <li>- Technology (costs for acquisition of intangible fixed assets - patents, software...) - %</li> </ul>
<b>6. Indicators</b>
<b>6.1. Result indicator/s</b>
Number of launched tender procedures
<ul style="list-style-type: none"> <li>- Initial Value – 0 [1<sup>st</sup> semester of 2021]</li> <li>- Interim Value – 2 [2<sup>nd</sup> Semester of 2021];</li> <li>- Interim Value – 4 [2<sup>nd</sup> Semester of 2022];</li> <li>- Interim Value – 2 [1<sup>st</sup> Semester of 2023];</li> </ul> Target Value - 8 [2023]
Number of contracts concluded with selected contractors after successfully finalized tender procedures
<ul style="list-style-type: none"> <li>- Initial Value – 0 [1<sup>st</sup> semester of 2021]</li> <li>- Interim Value – 2 [2<sup>nd</sup> Semester of 2021];</li> <li>- Interim Value – 4 [1<sup>st</sup> Semester of 2023];</li> <li>- Interim Value – 2 [2<sup>nd</sup> Semester of 2023];</li> </ul> Target Value - 8 [2024]
Number of prepared Technical Designs
<ul style="list-style-type: none"> <li>- Initial Value – 0 [1<sup>st</sup> semester of 2021]</li> <li>- Interim Value – 1 [1<sup>st</sup> Semester of 2022];</li> <li>- Interim Value – 1 [2<sup>nd</sup> Semester of 2022];</li> </ul> Target Value - 2 [1 <sup>st</sup> Semester of 2023]
Number of prepared Technical Designs
<ul style="list-style-type: none"> <li>- Initial Value – 0 [1<sup>st</sup> semester of 2021]</li> <li>- Interim Value – 2 [1<sup>st</sup> Semester of 2023];</li> <li>- Interim Value – 1 [2<sup>nd</sup> Semester of 2023];</li> </ul> Target Value - 3 [2024]
Number of issued Construction Permits
<ul style="list-style-type: none"> <li>- Initial Value – 0 [1<sup>st</sup> semester of 2021]</li> <li>- Interim Value – 2 [2<sup>nd</sup> Semester of 2023];</li> <li>- Interim Value – 1 [1<sup>st</sup> Semester of 2024];</li> </ul>

Target Value - 3 [2024]
Number of objects with completed construction and installation works
<ul style="list-style-type: none"> <li>- Initial Value – 0 [1<sup>st</sup> semester of 2021]</li> <li>- Interim Value – 2 [1<sup>st</sup> Semester of 2025];</li> <li>- Interim Value – 1 [2<sup>nd</sup> Semester of 2025];</li> </ul> Target Value - 3 [2025]
Number of modernized station complexes
<ul style="list-style-type: none"> <li>- Initial Value – 0 [1<sup>st</sup> semester of 2021]</li> <li>- Interim Value – 3 [2<sup>nd</sup> Semester of 2025];</li> </ul> Target Value - 3 [2025]
Built intermodal terminal
<ul style="list-style-type: none"> <li>- Initial Value – 0 [1<sup>st</sup> semester of 2021]</li> </ul> Target Value - 1 [2 <sup>nd</sup> Semester of 2025]
<b>6.2. Effect indicator/s</b>
<b>Railway station complexes:</b> <ol style="list-style-type: none"> <li>1) Completed accessible environment for PRMs <ul style="list-style-type: none"> <li>- Initial value - 0% [2021]</li> <li>- Intermediate value - N/A</li> <li>- Final value - 100% [2025]</li> </ul> </li> </ol>
<b>IMT Gorna Oryahovitsa:</b> <ol style="list-style-type: none"> <li>1) Number of processed Transport Equivalent Units - TEU</li> <li>2) Improving the environmental situation - reducing noise and pollution by redirecting goods from road to rail transport;</li> <li>3) Reducing road traffic and accidents from diversion of freight traffic;</li> <li>4) Raising the standard of living;</li> <li>5) Creating new jobs.</li> </ol>
<b>7. Does the project require the opening of a procedure pursuant to the Public Procurement Act (PPA)?</b>
<p>Yes</p> <p><b>For Mezdra and Cherven bryag railway station complexes:</b></p> <p>It is necessary to carry out procedures under the Public Procurement Act to implement the following:</p> <ul style="list-style-type: none"> <li>- Inspection and preparation of investment projects.</li> <li>- Delivery, construction and installation works and commissioning of railway infrastructure objects</li> <li>- Conformity assessment and implementation of construction supervision under the Spatial Development Act during construction and coordination of the construction contract;</li> <li>- Assessment of compliance with interoperability requirements, assessment of compliance with applicable national technical rules and national safety rules and independent assessment of the suitability of the project risk management procedure</li> <li>- Implementation of measures on information and publicity of the project.</li> </ul> <p>The Technical Assistance activity includes management, which will be carried out by a Beneficiary's team. If necessary, external expertise will be used - consulting services and/or experts who will be hired according to the requirements of the Bulgarian legislation (through assignment and/or civil contracts).</p> <p><b>For Intermodal Terminal Gorna Oryahovitsa:</b></p>

It is necessary to carry out procedures under the Public Procurement Act to implement the following:

- Technical assistance for the project "Construction of an intermodal terminal in North Central - Gorna Oryahovitsa";
- Investment design, construction and author's supervision;
- Assessment of compliance with the basic requirements for construction, exercise of construction supervision and management of the construction contract under the project;
- Assessment of compliance with the requirements for interoperability of the project;
- Independent assessment of the suitability of application of the risk management procedure;

The Technical Assistance activity includes management, which will be carried out by a Beneficiary's team. If necessary, external expertise will be used - consulting services and/or experts who will be hired according to the requirements of the Bulgarian legislation (through assignment and/or civil contracts).

**7.1. If a procedure under the Public Procurement Act is required, what part of the activities and financial resources will be the subject of the public procurement?**

About 95% of the activities will be subject to public procurement.

**7.2. If a procedure under the Public Procurement Act is required, what is the indicative schedule for its implementation?**

Start of the procedures under the Public Procurement Act: 2021.

**8. Demarcation and complementarity**

**8.1. If similar projects have been implemented (regardless of their source of funding), describe how this project builds on/complements what has been achieved with previous projects.**

**For the Railway Station Complex component:**

During the period 2007-2015, rehabilitation and modernization of railway station complexes in Sofia, Pazardzhik and Burgas was carried out with funding from OPT 2007-2013.

During the current programming period, projects for modernization and rehabilitation of railway station complexes Poduyane, Iskar, Kazichene, Karnobat, Stara and Nova Zagora are being implemented with funding from OPTTI. The experience so far has shown the great benefits for society as a result of the modernization of the railway station complexes and the improvement of the conditions for travel and passenger service.

Other previous projects relevant to this proposal are the following:

- Preparation of detailed development plan and technical design for construction of new station buildings, stops and buildings for the projects "Modernization of the railway line Sofia - Dragoman - part of the Trans-European Transport Network" and "Development of the Sofia railway junction", subproject Iliyantsi reception building, transformer station and level networks and facilities, located in Regulated Land Plot (RLP) I - "for the station reception building, transformer station and parking lot", 8B square, according to the plan of NPZ "Iliyantsi - Zapad" - Sofia.
- "Instrument for preparation of railway projects located along the Trans-European Transport Network", Lot 1 "Preparation of a technical design for modernization of railway sections: "Voluyak station - Birimirtsi station", "Sofia station - through Sofia North Station - Iliyantsi station" and "Kazichene station through Musachevo station - Stolnik station" for the project "Development of Sofia railway junction".
- Zaharna Fabrika railway station complex
- Pernik Razpreditelna (Distribution) railway station complex
- Pernik Putnicheska (Passengers) railway station complex
- Radomir railway station complex

**For the component for preparation and implementation of a project for construction of IMT Gorna Oryahovitsa:**

- During the period of operation of the Operational Programme "Transport" 2007-2013 a project under the form of Public-Private Partnership was implemented, in which with the help of the programme was implemented a project "Construction of an intermodal terminal in the South Central Planning Region in Bulgaria - Plovdiv". The basic and leading infrastructures to the intermodal terminal were built with funds from the European Funds (ERDF) and the state budget.

As the SE NRIC cannot legally carry out commercial activities and operate on the railway infrastructure, a Public-Private Partnership was implemented. After a procedure under the Concessions Act with Decision No 465/21.08.2017, the object was granted a concession. The obligations of the concessionaire are to make investments in machinery and equipment for carrying out activities, completion, as well as maintaining a high level of services offered. Currently, IMT Plovdiv operates with over 60% of the initially planned capacity, reaching 80% of its projected capacity. The concessionaire prematurely expanded the terminal with the construction of an additional loading and unloading track and doubled the capacity of the terminal. Procedures are currently ongoing for the construction of two more loading and unloading tracks, expansion of the loading platform and storage areas.

Other previous projects related to this proposal are:

- Development of Ruse railway junction;
- Development of Gorna Oryahovitsa railway junction;
- Construction of ERTMS Level 1 on the Ruse - Gorna Oryahovitsa railway line;
- Preparation and implementation of a project for construction of IMT Sofia.
- "Rehabilitation of the railway station complex Central Station Sofia", part of a project for modernization of railway station complexes, funded by OPT 2007-2013.

In pursuance of the European policies for modernization of the Trans-European Railway Network, the following projects are being implemented:

- "Modernization of the Sofia-Plovdiv railway line" (OPTTI 2014-2020 and CEF);
- Reconstruction of Poduyane, Iskar and Kazichene railway station complexes (OPTTI 2014-2020).

The activities described in this project proposal and the estimated costs are not funded under any other EU project and/or national budget/other financing instrument and are not envisaged for future funding.

**8.2. If similar projects are envisaged to be implemented under the Partnership Agreement programs, the centrally managed facilities of EU or the Just Transition Fund, outline the demarcation with this project.**

Under the Partnership Agreement and the Connecting Europe Facility - 2, various railway projects are expected to be funded, which in their entirety will contribute to the development of railway infrastructure and the deployment of intelligent transport systems along the Trans-European Transport Network - core and comprehensive, as well as along the OEM Corridor. The component for reconstruction and rehabilitation of key railway station complexes covers objects located on the core and comprehensive TEN-T network, including part of the OEM Corridor.

This is linked to the PA and CEF-2 projects, which are expected to contribute to the overall improvement of the railway sector and at the same time their implementation is clearly distinguished and separated from the funding of the above-mentioned programs.

The activities described in this project proposal and the estimated costs are not envisaged for future funding under any other EU project and/or national budget/other financing instrument.

**9. Does the project directly contribute to the implementation of any of the Council's Specific Recommendations addressed to Bulgaria in the framework of the European Semester in the period 2017-2020? Please describe how.**

A recommendation of the European Council on the National Reform Program of Bulgaria for 2020 and containing a Council opinion on the convergence program of Bulgaria for 2020

states that the coverage and quality of transport infrastructure in Bulgaria remain below the EU average, and the Trans-European transport network is not yet complete. The network of multimodal platforms, some rail and road sections, as well as European rail traffic management systems and intelligent transport systems are still underdeveloped. A recommendation has been made to focus investment in the green and digital transition, in particular in the areas of clean and efficient production and use of energy and resources, environmental infrastructure and sustainable transport, contributing to the gradual decarbonisation of the economy.

The findings, conclusions and recommendations of the previous Council report from 2019 are similar.

In compliance with the above recommendations for overcoming the identified weaknesses, **it is necessary to support projects in the railway sector that implement environmental infrastructure and intelligent transport systems.** This is the essence of the proposed project. Its implementation will contribute to reflecting the recommendations of the European Council to Bulgaria, aimed at transport.

**10. Does the project contribute to the implementation of a reform in a given sector? Please describe how.**

The project will contribute to improving the safety and modernization of the railway sector, **until its reforming by achieving interoperability according to the requirements of the TSIs.**

**11. Does the project contribute to the development of any aspect of sustainable economic development? Please describe how.**

The latest annual report of the European Commission for Bulgaria for 2020 regarding transport states that our country has limited progress in the context of sustainability, because especially for the railway infrastructure serious efforts are needed to avoid segmentation of modernized and non-modernized sections. It is stated that railway transport has a limited contribution to total transport revenues, which calls into question its sustainability.

Funding for the development of railway transport, and in particular the specific project, will contribute to increasing sustainability. The Project Implementation will strengthen the growth potential of the regions, in which the individual objects included in it are located. These are mainly railway station complexes on Main Line 2, i.e. located in the less infrastructurally developed Northern Bulgaria.

The quality of the infrastructure will be improved in terms of its safety, security, efficiency, resilience to climatic conditions, as well as the quality of services and the continuity of transport flows. The introduction and deployment of telematics applications, as well as encouraging the development of innovative technologies, will have a direct impact on sustainable economic development.

Also, new jobs will be created in the process of project implementation.

The planned activities will not have a significant negative impact on the components and factors of the environment, nor will they cause damage to the habitats of species in the protected areas of the European Natura 2000 network. No greenhouse gas emissions are expected in the atmosphere, as the activities are not related to the generation of such.

All this will have a direct impact and contribution to Europe's green transition.

**12. Does the project contribute to the implementation of the objectives of the National Development Program BULGARIA 2030? Please describe how.**

The project is directly related to the objectives of the NDP Bulgaria 2030 and its implementation is in accordance with Priority P7 - "Transport Connectivity", 7.1 "Railway

Transport” and Area of Impact 7.1a - “Railway Sector Management” and 7.1b - “Railway Infrastructure”. It states that railway transport will remain a priority area in transport policy, with the sector being developed and managed in a way that allows it to compete effectively in the transport market, providing quality passenger and freight transport for customers, to invest wisely and maintain the necessary assets in good condition and to support itself financially with an acceptable level of state support. Efforts to build the Trans-European Railway Network in the country will continue. **Efforts to improve the quality of the country’s railway lines will continue. The implementation of the proposed project will contribute to the achievement of the above objectives and priorities of the NDP BG2030.**

**13. Does the project contribute to the implementation of the objectives and priorities set out in the National Integrated Energy and Climate Plan? If yes, please describe how.**

The section of “Energy Efficiency” Dimension of INPEC states that the planned policies, measures and programs for achievement of the indicative national energy efficiency targets for 2030, as well as the other targets for promoting energy efficiency in the “Transport” sector require efforts to be aimed at deploying electric mobility, developing and stimulating the use of public electric transport, as well as accelerating the integration of modern technologies in the innovative railway sector.

In addition, the main objectives of the policy for reduction of the greenhouse gas emissions in the Transport sector are to reducing freights intended for transport by motor vehicles over a distance of more than 300 km, by shifting them to greener modes of transport, such as railway transport, in line with the Third National Action Plan on Climate Change 2013-2020 (extended until 2030).

The main measures by which Bulgaria seeks to improve energy efficiency in the sector include increasing the share of public electric transport by improving the railway infrastructure.

Railway station complexes, as part of the railway infrastructure, do not generate environmental pollution and help reduce greenhouse gas emissions, and with better accessibility and comfort help the transfer of passengers and freight from road transport to the modernized and reconstructed railway network.

The project is related to the policies and measures for meeting the objectives of Regulation 2018/842 on mandatory annual reductions of greenhouse gas emissions for Member States in the period 2021-2030, contributing to climate action in fulfilment of commitments undertaken under the Paris Agreement, and for amending Regulation 525/2013 setting national targets for non-ETS (Emissions Trading System) sectors (buildings, agriculture, waste management and transport).

Taking into account the above-mentioned priorities and measures in INPEC, it can be concluded that the proposed project will contribute to their implementation in the field of energy efficiency of railway transport.

We hereby declare that none of the activities mentioned in the project proposal significantly affects the six environmental and climate objectives (DNSH criteria) set out in Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 establishing a framework to facilitate sustainable investment and to amend Regulation (EU) 2019/2088 ("EU Taxonomy Regulation"):

- 1) climate change mitigation
- 2) Climate change adaptation
- 3) sustainable use and protection of water and marine resources



- 4) transition to a circular economy
- 5) pollution prevention and control
- 6) protection and restoration of biodiversity and ecosystems