



REPUBLIC OF BULGARIA
Ministry of Transport and Communications

**Investment Opportunities
in Bulgarian
Ports and Airports**



REPUBLIC OF BULGARIA
MINISTRY OF TRANSPORT AND COMMUNICATIONS

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PORT OPERATOR'S CONCESSION PROGRAM NOTICE

The Ministry of Transport and Communications of the Republic of Bulgaria invites interested parties to participate in the future bidding process for *concession of Bulgarian ports* to express their interest.

Interested international operators and investors may apply for short time and long time concessions of the port terminals.

The preferred candidates should have a significant operator's experience, know-how and reputable financial standing.

The Council of Ministers via the Ministry of Transport and Communications has an intention to organize a competitive international bidding. All bidding and contracting processes will conform to the procedures pursuant to the Concession Act and Law on the Marine Areas, Inland Waterways and Ports of the Republic of Bulgaria. The Ministry of Transport and Communications will be the Contracting entity under these contracts. The successful Bidder will be responsible for operation and maintenance of the port's terminal, as well as for the investment program for reconstruction and development of the existing and new terminals in order to meet the defined service and safety levels.

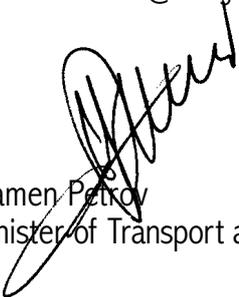
The Ministry of Transport and Communications is currently making changes to the Law on the Marine Areas, Inland Waterways and Ports of the Republic of Bulgaria aiming a harmonization of the law to the European legislation, which will provide conditions for fast transition of the ports to a free market economy and creation of a market for port services.

Candidates will be allowed to visit the sites and conduct preliminary studies.

Candidates that will present their interest will be invited for pre-qualification.

Interested companies can express their interest in writing to the following address:

Contact person: Ralitsa Marinova,
Director of State Property Department
Tel./fax: (+359 2) 9409419; Fax: (+359 2) 9885149
9, Levski str., Sofia 1000
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AIRPORT OPERATOR'S CONCESSION PROGRAM NOTICE

The Ministry of Transport and Communications of the Republic of Bulgaria invites interested parties to participate in the future bidding process for *airport business operators of Bulgarian airports* to express their interest.

The Bulgarian government wishes to select international operators to operate the commercial activities within the airports for public use under a concession contract. The preferred candidates should have a significant operator's experience, know-how and reputable financial standing.

The Council of Ministers via the Ministry of Transport and Communications has an intention to organize a competitive international bidding. All bidding and contracting processes will conform to the procedures pursuant to the Concession Act and Civil Aviation Act. The Ministry of Transport and Communications will be the Contracting entity under these contracts. The successful Bidder will be responsible for operation and maintenance of the airport's infrastructure and the terminal building, as well as for the investment program for reconstruction and development of the airport's infrastructure in order to meet the defined service and safety levels.

The Ministry of Transport and Communications is currently making changes to the Civil Aviation Act which will provide favorable conditions for investors – transparent bidding procedure and use of airport taxes for development of the airports.

Candidates will be allowed to visit the sites and conduct preliminary studies.

Candidates that will present their interest are expected will be invited for pre-qualification.

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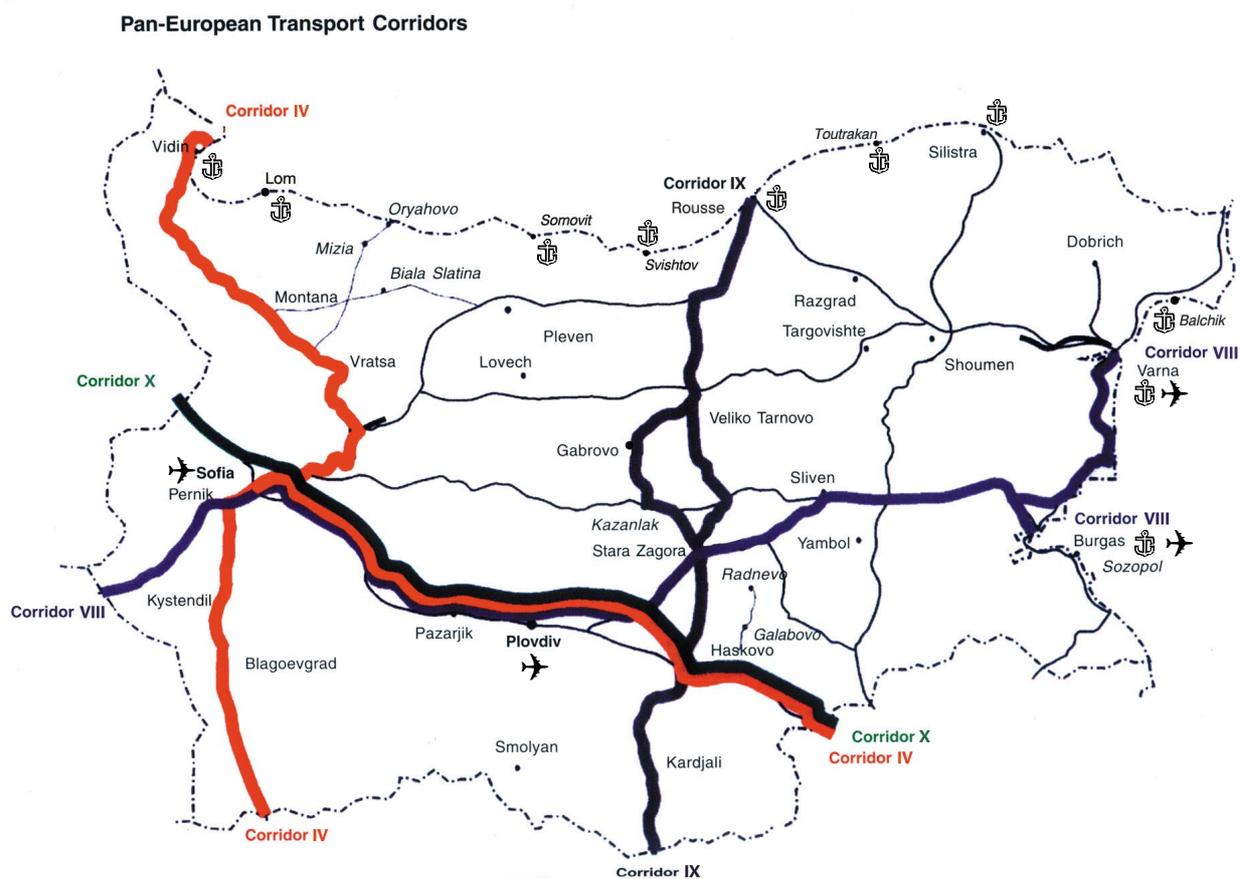
Plamen Petkov
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COUNTRY PROFILE

Bulgaria is situated on the South-Eastern part of the Balkan Peninsula. The country has a population of 8.2 million and a territory of 110, 912 sq. km, bordering Greece and Turkey to the South, FY Republic of Macedonia and Yugoslavia to the West. The river Danube separates it from Romania to the North. Its natural eastern border is the Black Sea. Bulgaria ranks fifteenth in size among the European countries. Its climate is Continental-Mediterranean. Bulgaria is



situated in the center of a region, which is undergoing dynamic transition. Within 500 km of its capital Sofia a population over 60 million is concentrated throughout 10 countries most of which have only recently embarked on their way to a market economy. This is a very large market with one of the most rapidly increasing market demands in Europe. Pan-European Transport Corridors crossing the Republic of Bulgaria are: IV, VII, VIII, IX and X. A network of international motorways crosses the country, making vital connection to Western Europe, Russia, Minor Asia and the Black Sea. Both sea and river transport (the Black Sea and the Danube River) offer good communication and transportation to and from the region.

History

The history of Bulgaria goes back more than 3 000 years. A succession of various civilizations, Thracian, Roman and Byzantine, the Bulgarian state has existed for 13 centuries now on the Balkan Peninsula, which has long been a center of tribes and nations. The Bulgarian state was founded 681 AD, when Slavs and Proto-Bulgarians were brought together under the sceptre of Khan. The conversion of the Bulgarians to Christianity in 865 AD joined Bulgaria to Christian civilization. The invention of the Cyrillic script in the later half of the ninth century, during an age when previously only Latin and Greek had been used to write, gave a powerful impetus to the country's cultural development. The War of Liberation (the Russian-Turkish war) regained Bulgaria's freedom in 1878. In 1879 the Constituent Assembly adopted the first constitution of Bulgaria, which was one of the most democratic constitutions of the day. The first decades of the 20th century were years of economic effort and prosperity. Bulgarian goods and Bulgarian currency, the "Golden Lev", acquired a high value on the European markets. Trade relations with Austria, Germany, France and Great Britain strengthened. The peaceful end of Todor Zhivkov's regime in 1989 falls into the pattern of revolutions in Eastern Europe. Bulgaria took the road of a new democratic development, towards a free market economy.

Government

Bulgaria is a parliamentary republic and conforms with the Constitution of the Republic passed by the Grand National Assembly in July 1991. The Constitution of the Republic of Bulgaria is the supreme law of the country and no other law may contravene it. All international treaties, which are ratified pursuant to the constitutional procedure, are considered part of the domestic legislation.

The National Assembly is a one-chamber parliament. It consists of 240 Members of Parliament who are directly elected every four years. The National Assembly is a permanent acting body, directed by a board of Chairmen including a Chairman of the National Assembly.

The head of the state is the President, who embodies the unity of the nation and represents the Republic of Bulgaria in its international relations.

The Council of Ministers is the executive state body and directs the domestic and foreign policy of the country. The government manages the implementation of the state budget, organizes the management of state property and approves or rescinds certain categories of international treaties pointed out in the Constitution.

Under the democratic process, there has been a smooth transfer of power, strengthening of state institutions and a consensus amongst all political parties towards promoting the market economy and respecting human rights.

Economy

With the introduction of Currency Board Arrangement in July 1997 and the subsequent implementation of sound macroeconomic policies and a comprehensive program of structural reform, Bulgaria's economic performance witnessed a remarkable turnaround.

The recent output recovery is accompanied by a stabilization of inflation in the single digit level and the maintenance of a broadly balanced Government budget. The share of gross domestic investment in GDP doubled between 1996 and 2000, to reach 16 percent of GDP. Bank sector is now liquid and profitable, and is gradually gaining credibility after the collapse in 1996-97. The ongoing privatization of the largest state-owned banks has already changed radically the sector's ownership structure. Since 1997, Bulgaria's trade policies have shifted towards establishing liberal and stable trade regime.

Achievements so far in the structural reform include privatizing close to 80 percent of state-owned assets excluding infrastructure, liquidating a number of non-viable enterprises, and selling the minority share packages in non-strategic enterprises.

In order to boost private investment to the level required for fast and sustained growth, Bulgarian Government is committed to maintain macroeconomic stability and predictability, substantially to improve investment climate and public framework, further accelerate and deepen the structural reform, especially in the infrastructure.

The Government is committed to complete the structural reform with a view to create a fully market-oriented competitive economy. Significant policy attention is paid to the market and governance structures of the infrastructure sector to ensure that they are aligned to promote Bulgaria's objectives of economic competitiveness and social welfare. Maximizing the private investment in the sector, establishing clear policy and regulatory framework are the main steps of infrastructure policy of the Government.

Successfully meeting these challenges will also help Bulgaria to gain accession to the European union (EU).

PORT OF VARNA

Port of Varna is one of the largest Bulgarian ports situated on the West coast of the Black Sea - close to the Bosphorus and the Danube River. It offers a combination of a favorable geographic position, moderate climate, strong industrial hinterland and excellent rail and road access. Varna is a natural bridge between Europe and CIS, the Middle and Far East. Varna is an important tourist and industrial center and the third largest city in Bulgaria. It is a busy area with powerful chemical, shipbuilding and shiprepairing industries.

In addition to its serving as a convenient transit bridge connecting the East to the West, Varna is the largest Bulgarian container port and the main gate for export of industrial and agricultural production of North Bulgaria.

MAIN ADVANTAGES:

- Crossing point between Pan-European Transport Corridor VIII and the transcontinental route TRACECA
- Unique rail ferry service to CIS
- The only port in the region where it is possible to change the bogies of rail wagons from European to Russian standard
- The only Passenger Terminal between Istanbul and Odessa
- A shortcut between the Danube and the Black Sea using the transit rail link Rousse-Varna
- Excellent capabilities for intermodal transport - access to the national rail and road networks, an international airport, ferry service, ro-ro service, container lines
- Well functioning business backed by renown classification societies, international survey, insurance companies and banks affiliated in the town
- Experienced and skilled workforce - most of the Port's staff have specialized marine training and higher education
- Shipyard and ship-repair yards in close vicinity
- Excellent opportunities to build and develop new terminals
- 30 days free storage of transit containers.
- High quality service at low price
- Operates 7 days a week, 24 hours a day
- Specialized terminals for:
 - General cargo
 - Containers (2 terminals)
 - Ro-Ro
 - Soda ash
 - Coal
 - Clinker / Cement

ACCESS:

- Canal No. 1
 - Depth: 11.5 m
 - Length: 6 km
- Canal No. 2
 - Depth: 11.5 m
 - Length: 10 km
- Total length of the inland waterway: 30 km
- Transit time: 1,5 hours
- Maximum speed: 6 knots
- Maximum ship's air draught: 41.5 m

FACILITIES:

- Number of berths: 35
- Maximum depth: 11.5 m
- Open storage area: 454,000 sq. m
- Closed storage area: 76,000 sq. m
- Total quay length: 5873 m

In its structure Port of Varna incorporates 4 port facilities: Varna East, Varna West, Balchik and Varna Power Station.

Port of Varna East

Port of Varna East is situated in the large Varna Bay, only one km from the center of the town. The convenient rail and road connections giving access to the largest Bulgarian towns, together with the adjacent international airport enable the best intermodal solutions to be chosen.

The port handles all types of cargo, including liquid and ro-ro, and the general cargo is traditional for the port.

Also, Port of Varna East is the main gate for grain exports and the most rapidly developing container port in Bulgaria. Its Passenger Terminal - the largest in Bulgaria, is capable of accommodating cruise ships up to 50,000 GT and 240 m in length. Moreover, Port of Varna East is an operating link in the logistic chain "canal-river-sea" for the transit traffic to/from Central Europe routed via the Danubian Port of Rouse and then using the transit rail section Rouse-Varna.

Due to its excellent business climate and reliable communications, the area of Port of Varna East is preferred by a number of shipping, forwarding and trade companies to establish their offices there. The Customs Office, Railway Station and the headquarters of the national shipping operator are within walking distance.



FACILITIES:

- Number of berths: 13
- Maximum depth: 11.5 m
- Open storage area: 89,000 sq. m
- Closed storage area: 24,000 sq. m
- Total quay length: 2201 m

INLAND STORAGE DEPOT:

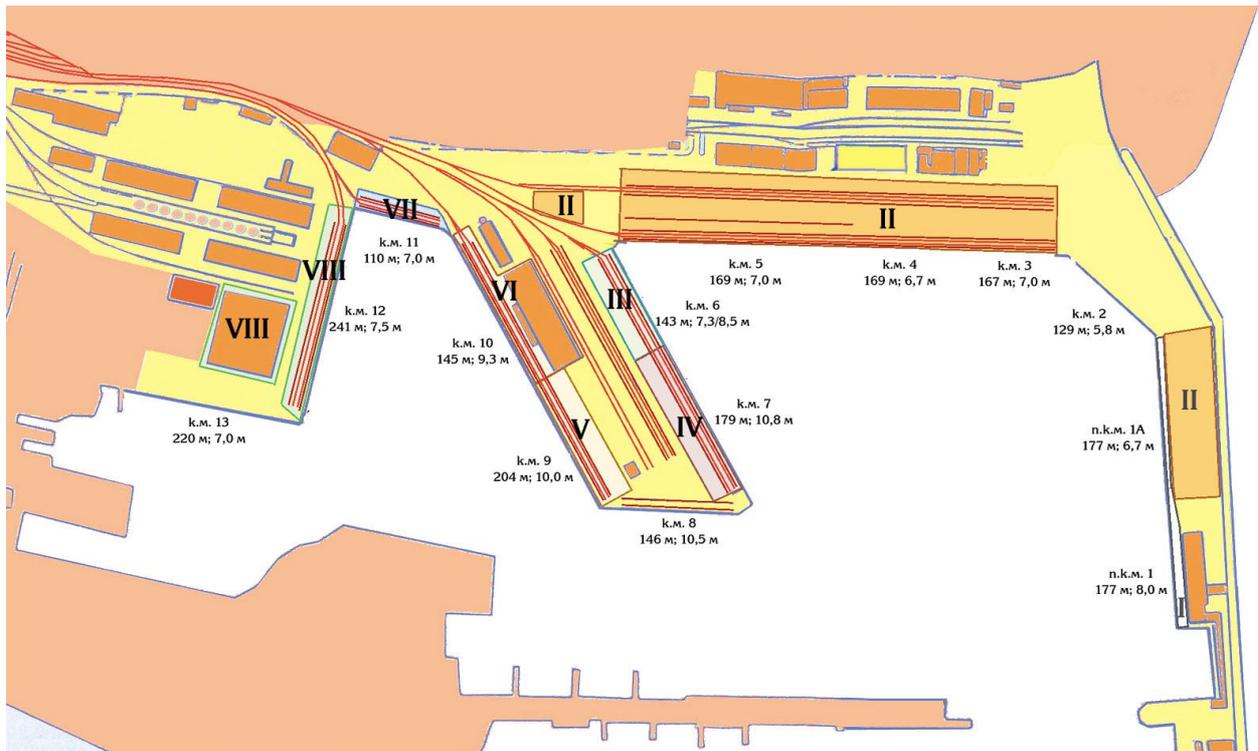
- Location: 5 km west of Port of Varna East
- Open storage area: 18,000 sq. m
- Closed storage area: 15,000 sq. m

EQUIPMENT:

- Quay cranes: 30 units of capacity up to 32 T
- 100T Floating crane: 1
- Mobile equipment: 296 units

TERMINALS:

- Passenger
- Marina
- Ro-Ro
- Container
- Multi - purpose berths



Port of Varna East

Port of Varna West

It was in 1972 when the largest modern Bulgarian port facility of Port of Varna West welcomed its first ship.

Port of Varna West is uniquely positioned in close vicinity to an industrial area occupied by the chemical giants Solvey Sodi, Agropolichim, Polimeri, Italcemen. It is

located at 30 km to the west of Varna, on the west shore of Beloslav Lake. Its proximity to the chemical plants of Devnya, the excellent infrastructure and low operational costs make Varna West an attractive place for investment. The forecasts identify the port as a major distribution center for liquid chemicals in the Black Sea region.

It is equipped with modern technologic lines to handle fertilizers, phosphates, coke, ores, bagged soda, cement and containers.



FACILITIES:

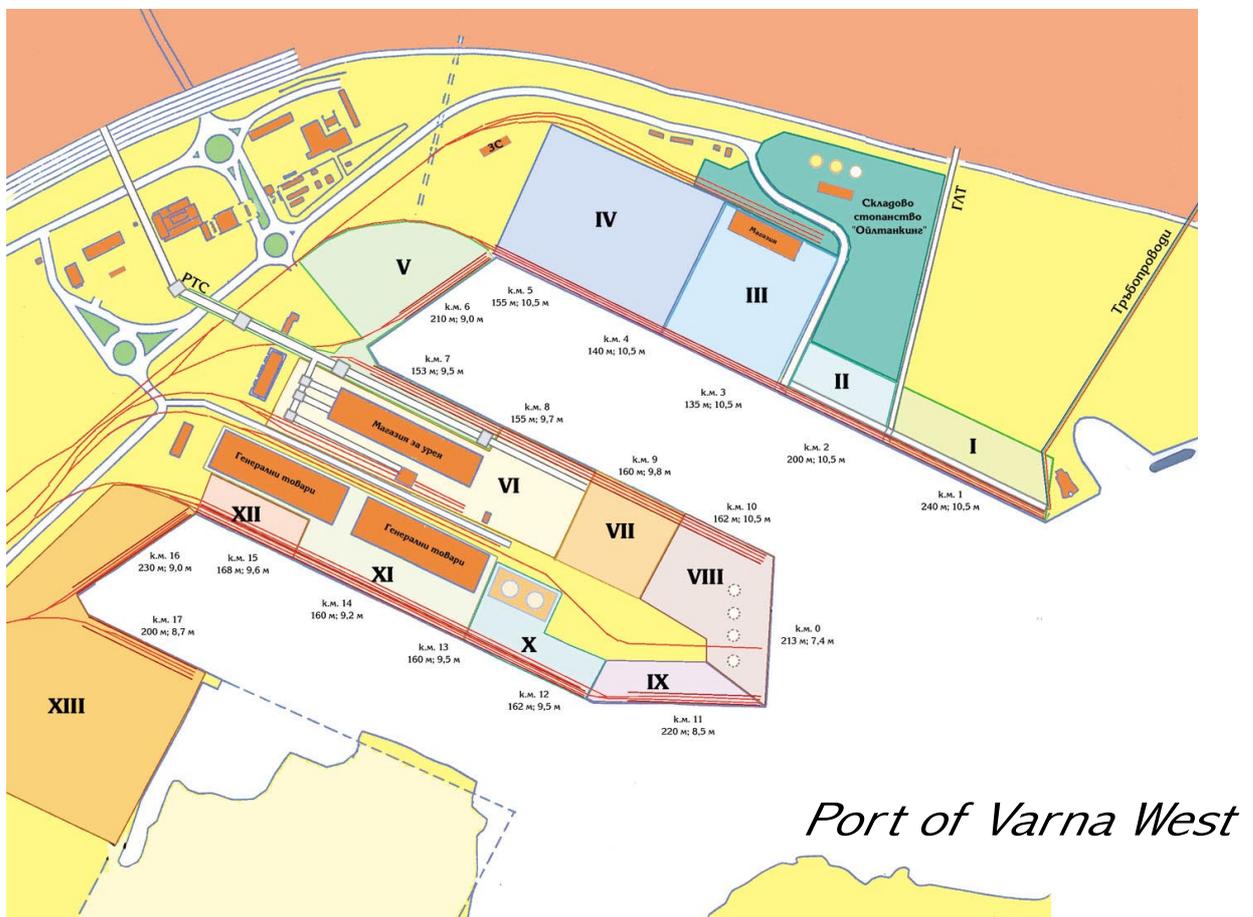
- Number of berths: 17
- Maximum depth: 11.5 m
- Open storage area: over 347,000 sq. m
- Closed storage area: 37,000 sq. m
- Total quay length: 2998 m

EQUIPMENT:

- Quay cranes: 30 of capacity up to 35 T
- Shiploaders for soda and urea: 3 units
- Belt conveyors: 2 units
- Landside equipment: 88 units

TERMINALS:

- Containers
- Ro-Ro
- Soda
- Coal
- Clinker / Cement
- Multi - purpose berths



Varna Power Station Terminal

The terminal of Power Station lies on the north shore of Varna Lake. The terminal serves the coal imports used by Varna Power Station, which is the largest coal-fired power station on the Balkans.

FACILITIES:

- Number of berths: 3
- Maximum depth: 11.5m
- Storage depot for coal: 550,000 tons
- Total quay length: 510 m

EQUIPMENT:

- Quay cranes: 6 units of capacity up to 40 T

Port of Balchik



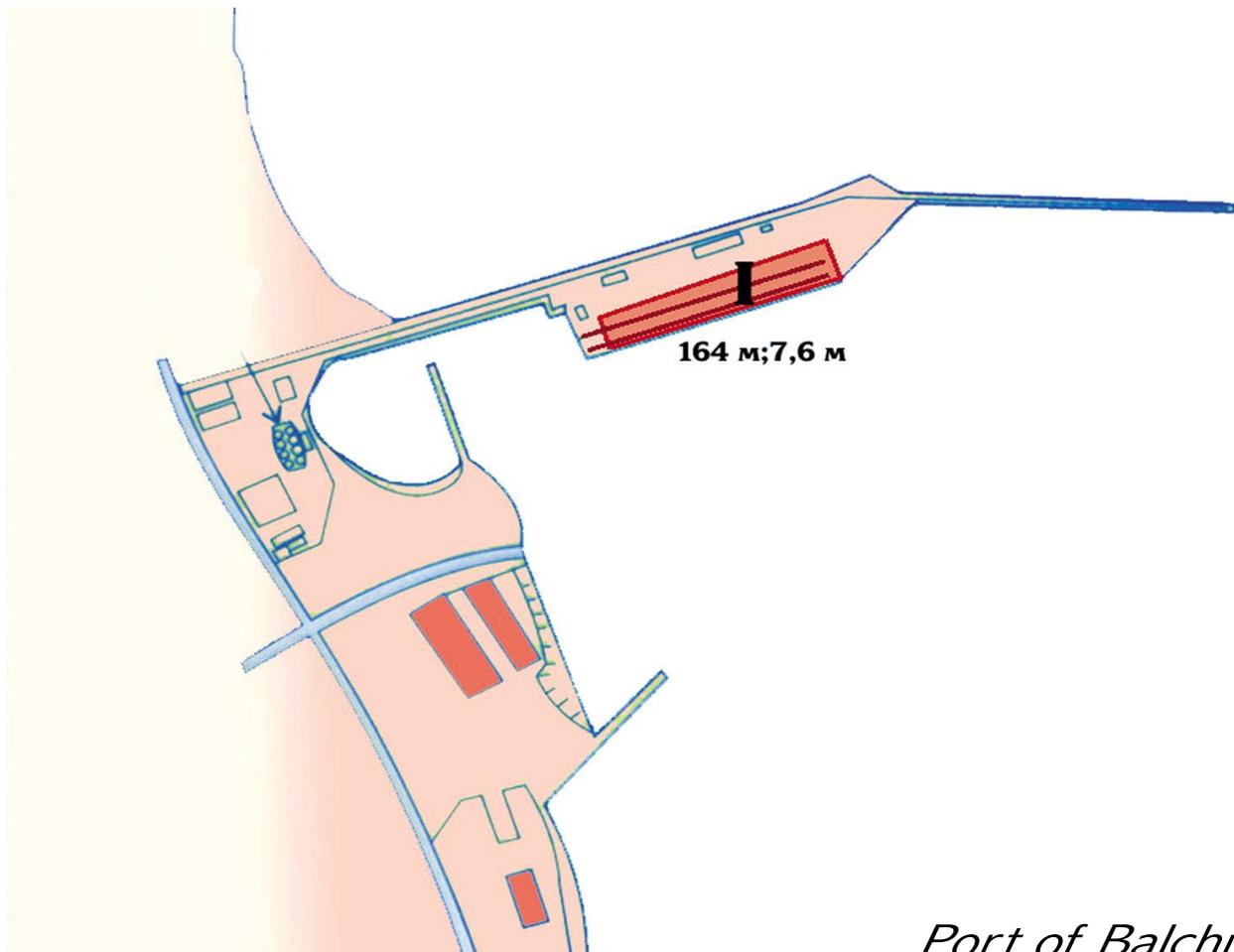
Port of Balchik is situated at 40 km to the north of Varna and specializes in handling of grain, livestock and timber. The usual guests of this port are vessels of 5,000 to 10,000 dwt.

FACILITIES:

- Number of berths: 2
- Maximum depth: 7.6 m
- Open storage area: 4200 sq. m
- Total quay length: 164 m

EQUIPMENT:

- Quay cranes: 2 units of capacity up to 10 T



Port of Balchik

Investment Opportunities

The Port of Varna General Plan is a program for development of the Port up to year 2020. The plan includes building of 3 new terminals for containers, ro-ro and grain. In addition, terminals for soda, coal/coke, liquid chemicals and cement/clinker will be established on the existing infrastructure in port of Varna West.

The project investments for extension, reconstruction and modernization of the Port of Varna (container terminal, grain terminal, Ro-Ro terminal) in Program 2005 amount to 150 000 000 Euro.

For more information:
<http://port-varna.bg/ie/index.html>

PORT LESPORT VARNA

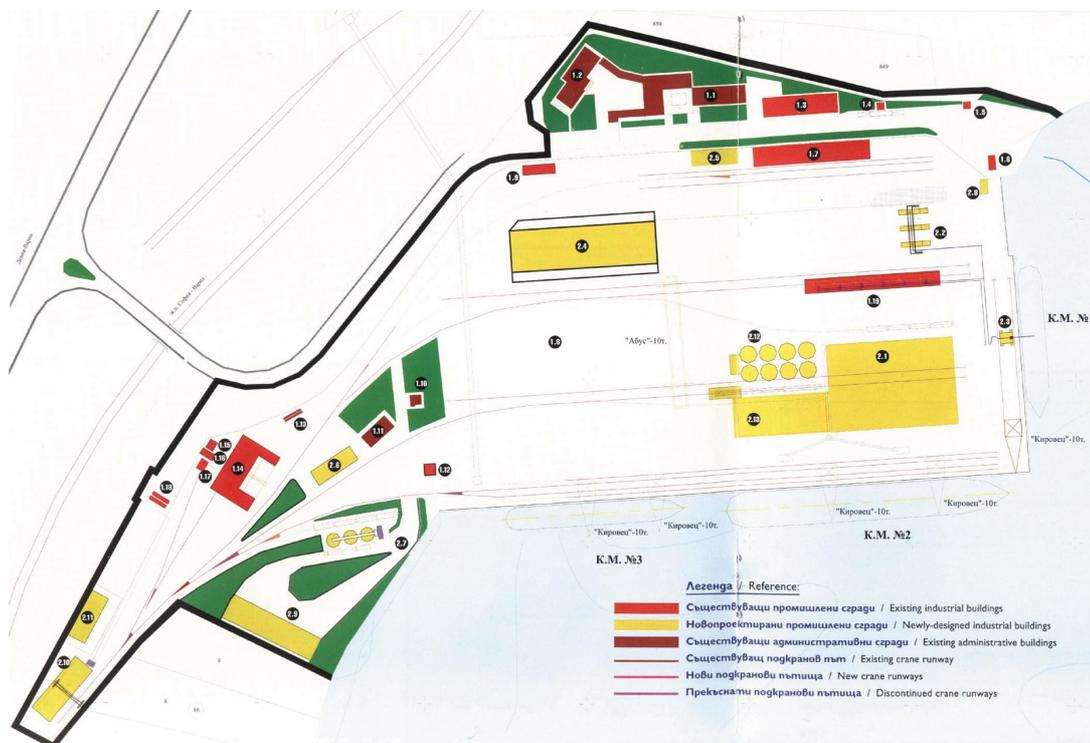
The Port Lesport is situated 10 km from the center of Varna on the northern shore of the Lake of Varna, in the Black Sea basin.

FACILITIES:

- Number of berths: 3
- Maximum depth: 7.5 m
- Open storage area: 50,000-sq. m.
- Closed storage area: 1,000-sq. m.
- Total quay length: 460 m

MAIN ACTIVITIES:

- Loading /discharging of cargo to / from vessels, rail wagons, trucks
- Bulk
- General
- Liquid bulk



Port Lesport Varna

For more information:
www.mtc.government.bg

PORT OF BOURGAS

The Port of Bourgas is situated on the West Coast of the Black Sea at the head of the Bay of Bourgas and it is the first large seaport for vessels entering the Black Sea. Bourgas is the port in the center of the Pan-European Corridor VIII from Italy via Albania and Macedonia to the Mid Asia. Port of Bourgas is one of the biggest and busiest Bulgarian ports serving all big industrial centers south from the Balkans as well as a lot of transit cargoes destined



for or originating from Macedonia, Serbia and Central European countries. Port of Bourgas fulfills the role of a hub for a number of key trading areas of the Black Sea significance. The well-established communication network connects the port with its natural hinterland and makes it an important junction link between the old Continent and the Middle East.

Bourgas is a big transport center. Nearby is the most reliable and sunniest international airport in Bulgaria. Bulgarian railway and road infrastructure is well developed and serves the intensive passenger and freight traffic. City of Bourgas is one of the biggest tourist and trade centres of Bulgaria. Every year the port is visited by almost 2,000 vessels. The annual average cargo output ranges between 6.5 and 9.5 million tons of general and bulk cargoes and from 8 up to 15 million tons of liquid bulk cargoes. There are conventional liner shipping services connecting Port of Bourgas with other Black Sea ports as well as with major hub Mediterranean ports.

The harbor is well protected from the winds and waves and has a very easy access from the sea. A safe anchorage with good holding ground can be obtained just outside the breakwater. The specific gravity of the water vary between 1012 ‰ and 1014 ‰.

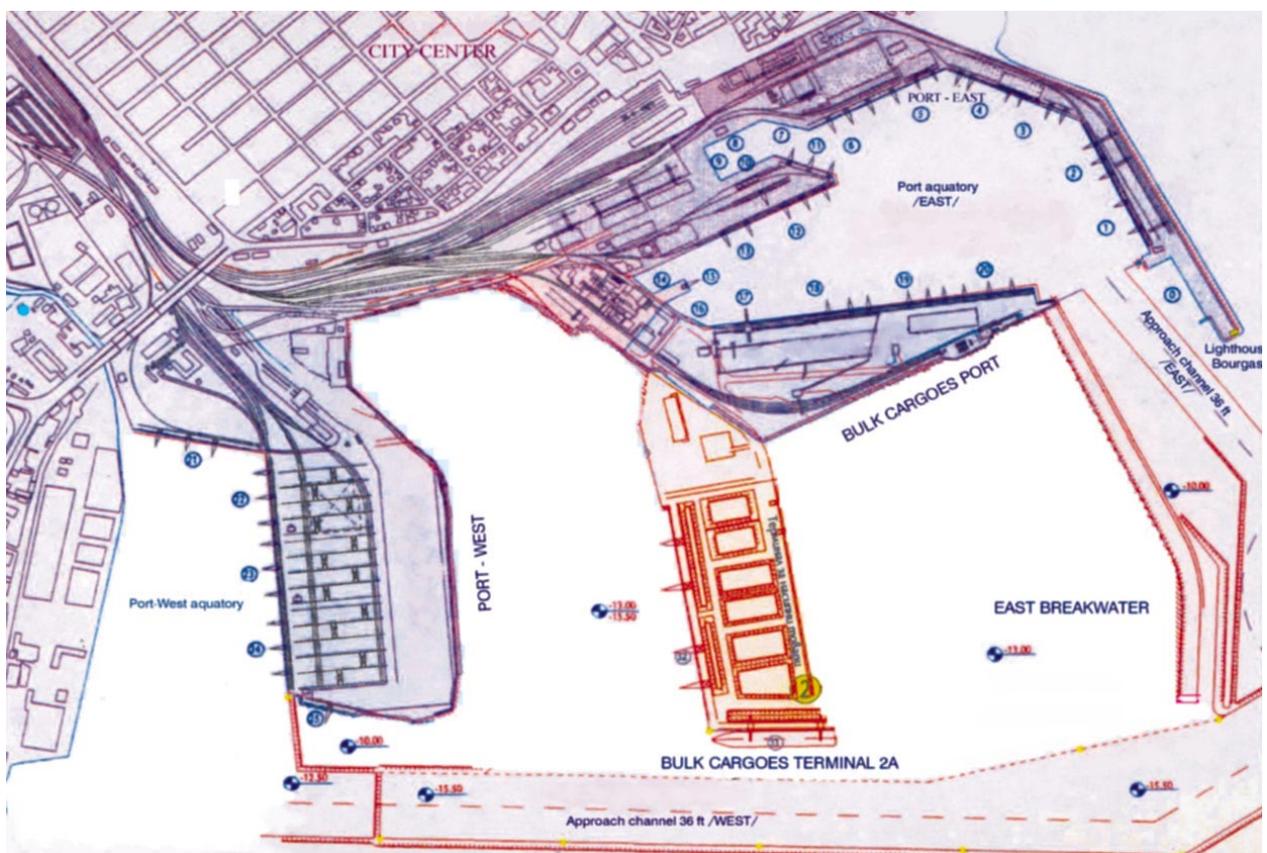
There are no strong currents and tides that can affect navigation. The prevailing winds during the winter are from N or NE direction and during the summer are daily variables. There are no gales. The port is open for maneuvering throughout the year and there are no interruptions of handling because of the weather. Bourgas is the sunniest place in the whole Black Sea area. Even in severe winters there is no ice.

The hydrological and meteorological conditions are the best for the whole Black Sea region. Highly experienced pilots are available 24 hours throughout the year. At Master's request pilotage is available from the East turning point about 16 Miles East from the port. Eleven tugboats with a towage capacity from 600 up to 2400 HP are serving the port round the clock. Adequate depths of 11,00 m alongside permit berthing of the vessels up to 65 000 t. DWT.

In its structure Port of Bourgas incorporates several port facilities: Port of Bourgas East, Port of Bourgas West, Port Bulk Cargoes, Container Terminal, Cold Store, Ro-ro, Oil Port, Lozovo Buffer Warehouse Base, Harbours of Pomorie, Nessebar, Sozopol and Tzarevo cities.

All port facilities are operated by the Port of Bourgas. Situated within an area of less than 30 Nautical Miles, they compliment each other in terms of facilities and traffic, constituting one large port in effect. In combination they service all types of cargo and without competing one another, they jointly cater to the country's local and transit traffic requirements.

There are 23 berths for general cargo ships, 4 berths for bulk cargo, 3 piers for tankers and 2 Ro-Ro berths. The total length of the quays is 3,905 m. Open storage area is 311,600 sq. m and there are 74,900 sq. m of warehouses. The total cold store area is 18,000 sq. m. The total turnover of the Port of Bourgas as well as the number of vessels and their GT show a steady trend.



Port of Bourgas

Port of Bourgas East

Port East is situated at the old east basin. With its central location, the port is one of the busiest sites of the complex.

General cargoes of all kinds, nonferrous metals and foodstuff are handled there. Large asphalt-paved areas and covered warehouses can be used for storing goods. There are railway lines in the majority of quay areas.

The port comprises berths with a maximum depth of 10,00 m and is equipped with electric shore cranes of SWL 16 t.

Port management aims to create extra space to meet the growing demand of the general cargo clients by using existing sites more intensively and efficiently. The terminal is competitive in terms of speed handling and score not only in the market of non-ferrous metals but also in the field of foodstuffs, wood, paper, bagged salt, fertilizers and bentonite, equipment and heavy project cargo.

FACILITIES:

- Number of berths: 14
- Maximum depth: 10.00 m
- Open storage area: 50,000-sq. m.
- Closed storage area: 44,500-sq. m.
- Total quay length: 1550 m

Port Bulk Cargoes

Port Bulk Cargoes (Bulk Cargoes Harbour) handles coal, ore, concentrates and clinker.

A substantial proportion of the raw materials for the industrial sites of the Balkan Peninsula passes through the Port of Bourgas. With a bulk cargo throughput of approximately 7 million tones a year, Bourgas is one of the most important ports for the transshipment of bulk cargo on the Black Sea.

The bulk terminal offers depths of 11.00 m and can accommodate panamax bulkers up to 65,000 t DWT. It has 4 berths and storage area for handling coal, ore, concentrates and clinker. The newest facility is the coal unloader type SIWERTELL that has a coal discharging capacity of 1,200 t/hour.

FACILITIES:

- Number of berths: 5
- Maximum depth: 11.00 m
- Open storage area: 49,000 sq. m
- Closed storage area: 5,000 sq. m
- Total quay length: 750 m

Port of Bourgas West

Port of Bourgas West (West Harbour) handles generally metals of all kinds, Ro-ro and container traffic.

Port of Bourgas West has depths alongside 11.00 m and is equipped with cranes of up to 40 t SWL. The port handles generally metals of all kind, Ro-Ro and container traffic. The port has become Bulgaria's leading terminal for metal exports. This means that a very large proportion of Bulgaria's surplus metal production is shipped overseas from Port of Bourgas West. The port's perfect size, location and depth of water, combined with targeted investment program in warehouse and loading facilities which are ideal for any kind of metals, have led to strong cooperation with the most demanding customers.

Stockpiles metals of all kinds are stowed properly in the open area or under the sheds as per the requirements of the clients.

The specialized terminals at Port of Bourgas West work round the clock, 7 days a week.

The CONTAINER TERMINAL is situated at Port of Bourgas West and includes one berth for container vessels, No. 23 with a total length of 200 m and a maximum depth alongside of 11.00 m. There are no space, time regulatory constraints to the use of the port's facilities. Vessel's turnaround time is optimized. Handling rates are of the order of 15 containers per crane per hour matching those provided in the case of ordinary crane use. The container yard occupies an area of about 60,000 sq. m. There are 1,330 ground slots. Presently the containers are stowed on 3 tears high.

The reefer installations include 50 plugs. The monitoring of the activities and container movements, documentation and information exchange between terminal and operators are fully computerized and this plays key role in keeping the container flow moving smoothly and efficiently.

Other standard elements of the service package offered to the regular and large scale trans-shipment operators include berthing of vessels on arrival and immediate commencement of operations on call times guarantee basis, allocation of storage space for exclusive long term use as well as throughput related discount, rebates and other performance, geared financial incentives. The terminal is well equipment and relatively unoccupied with good communications and large stacking area. Bulgarian container operator keeps fortnightly sailings from Bourgas and usually about 300 containers are discharged /loaded in about 20 hours.

FACILITIES:

- NuPort Westmber of berths: 5
- Maximum depth: 11.0 m
- Open storage area: 191,000 sq. m
- Closed storage area: 11,000 sq. m
- Total quay length: 890 m

Cold Store

The new cold store was opened on March 20, 1998. It has a capacity of 10,000 tones and houses seven cold store halls, with working temperatures from -25°C to $+4^{\circ}\text{C}$. The new cold store is linked directly to the container and Ro-Ro terminals and has a railway access and 23 truck loading ramps. Together with the existing capacity Port of Bourgas has 20,000 tones of cold storage.

Ro-Ro

For the past years Port of Bourgas has been the fastest growing automotive and Ro-Ro handling port in the region.

Oil Port

The Oil port is situated about 3 Miles southeast from the breakwater.

Crude oil and oil products are handled at 3 state-of-the-art terminals in accordance with the latest developments of the environment friendly technologies. The stationary fire posts ensure fire safety on the vessels and powerful specialized tugboats are on stand-by there.

Tankers up to 100,000 DWT and a maximum draft 12,65 m can be berthed safely. The port is well protected from the sea and has a very easy access. It handles the whole oil traffic to and from the refinery Lukoil, which is the biggest one on the Balkans.

Investment Opportunities



The Port of Bourgas Master Plan presents an ambitious program for development of the Port up to 2015. The plan includes building of 4 new terminals:

- Terminal 1 for general and liquid cargoes
- Terminal 2 for bulk cargoes
- Terminal 3 for Ro-ro and ferry
- Terminal 4 for containers.

A loan contract on the amount of USD 120 million is signed with the JBIC for construction of a new eastern breakwater, terminal 2A for bulk cargoes and an approach channel.

The project investments for extension, reconstruction and modernization of the Port of Bourgas (terminal for bulk and liquid cargoes, container and Ro-Ro terminals, oil harbor)) in Program 2005 are:

Total value: 450 000 000 Euro

Bank credit: 120 000 000 Euro JBIC (credit contracted)

Own funds: 30 000 000 Euro

Concession, BOT, PPP: 300 000 000 Euro

For more information:
<http://www.port-burgas.com/>

PORT COMPLEX LOM

The port complex consists of the Port of Lom (Danube-km 742-3, i.e. 200 stream-kilometers east of the iron gate locks) and the Port of Orjakhovo (Danube-km 678). Main commodities handled at the Port of Lom are iron ore, coal, fertilizers and urea (in bulk), grain (bulk, direct handling from ship to wagon), cement (bags and big bags), machinery and project cargo, iron and steel (breakbulk), other general cargo and raw materials for car tire production (unloading in bulk, bagging in big bags within the port).



The Port of Lom comprises 5 quays - 13 berths. Berths 1,2 and 3 are allocated at the Danube. Berths 4 to 9 are allocated at the west side of the harbor basin. Furthermore, there are one berth at the south side (10) and three berths (Nos. 11,12 and 13) at the east side of the harbor basin.

The total port area comprises 299,380 sq.m, incl. aquatory of 88,000 sq.m.

The port's main shore handling facilities consists of 26 cranes with lifting capacity of either 10/20 tons or 5/10 tons, a specialized bulk terminal at berths 11 and 12 (iron ore, coal, etc) and sheds, warehouses (4800 sqm) and open-storage areas (36 000 sqm). The port also accommodates car and truck park areas and railway links between the port and its hinterland designed for the high transport volumes of recent years.



Port of Lom

Investment Opportunities

The project investments for reconstruction and modernization of the Port of Lom in the Program 2005 are:

- Total value: 66 000 000 Euro
- Bank credit: 17 000 000 Euro (negotiations)
- Own funds: 19 000 000 Euro
- Concession, BOT, PPP: 30 000 000 Euro

For more information:
<http://port.lom-bg.com/English.htm>

PORT COMPLEX ROUSSE

Port Complex Rousse is located at a strategic place along the Pan-European Transport Corridors, which include the international traffic on the Danube through the transport corridor Rhein - Mein - Danube - Black Sea - Mediterranean.

Port Complex Rousse includes the following ports: Port of Rousse, Port of Svish-tov, Port of Somovit, Port of Toutrakan and Port of Silistra (passenger pontoon).



The Complex has the following range of activities:

- Port activities and related local and foreign trade service
- Technical service
- Forwarding
- Investment and engineering
- Research and development
- Staff training and qualification
- Local and foreign trade

Port of Rousse

Port of Rousse holds a key place along the Pan-European Transport Corridors:

- Corridor VII - canal connection Rhein-Main-Danube
- Corridor IX - Helsinki-Sanct Petersburg-Moskow-Kiev-Bucharest-Rousse-Alexandropolis
- Combined transportation of transit cargo along the transport line Varna-Rousse- in connection to the „ROUTE OF SILK”
- A transport corridor TRASEKA-Uzbekistan-Azerbaidjan-Georgia-Bulgaria-to Europe

In total, both Rousse ports dispose of 155,000 sq. m. open storage area and 24,000 sq. m covered storage area.

At optimal conditions and good proportion of cargo the Port Complex Rousse has the capacity to process 6,500,000 tons a year.

The following types of cargo are processed:

- Bulk cargo (mainly coal and ore)

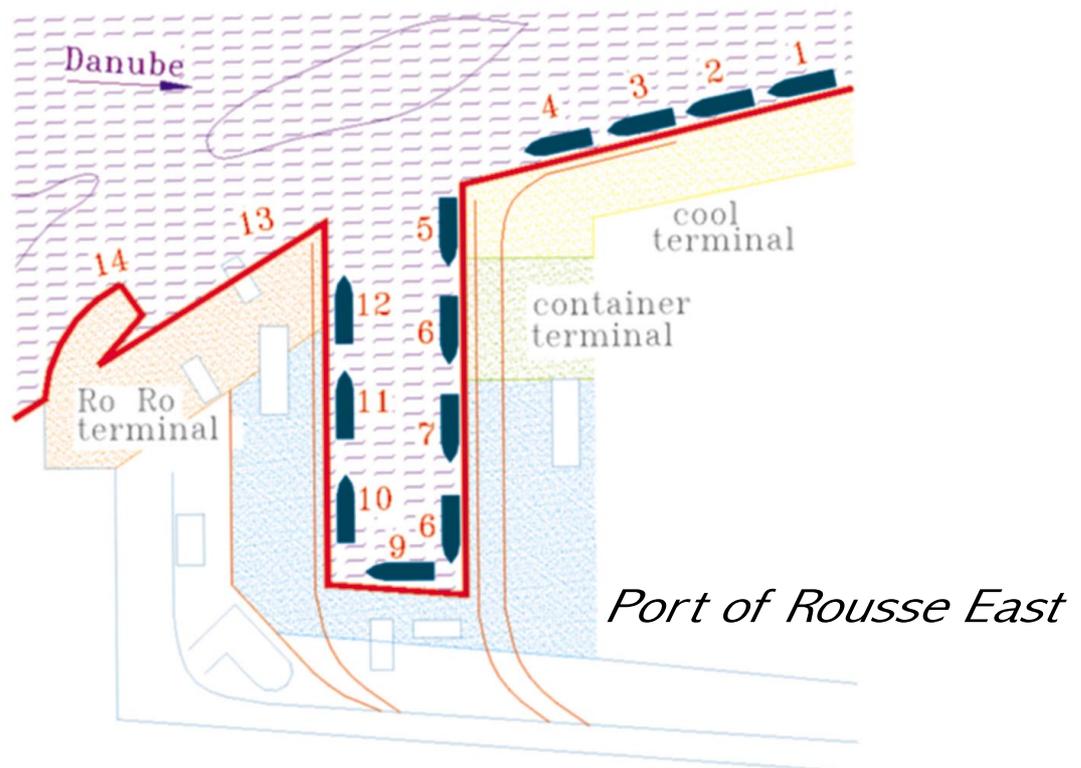
- Grain
- General counted cargo
- Metals
- Machines and equipment
- Containers
- Ro-Ro vessels

The Port of Rousee consists of two sections, that function independently - East and West.

Port of Rousee East

Port of Rousee East disposes of about 450 dka built-up area. The quay walls of the port are located in the East part of Rousee and disposes of 14 berths.

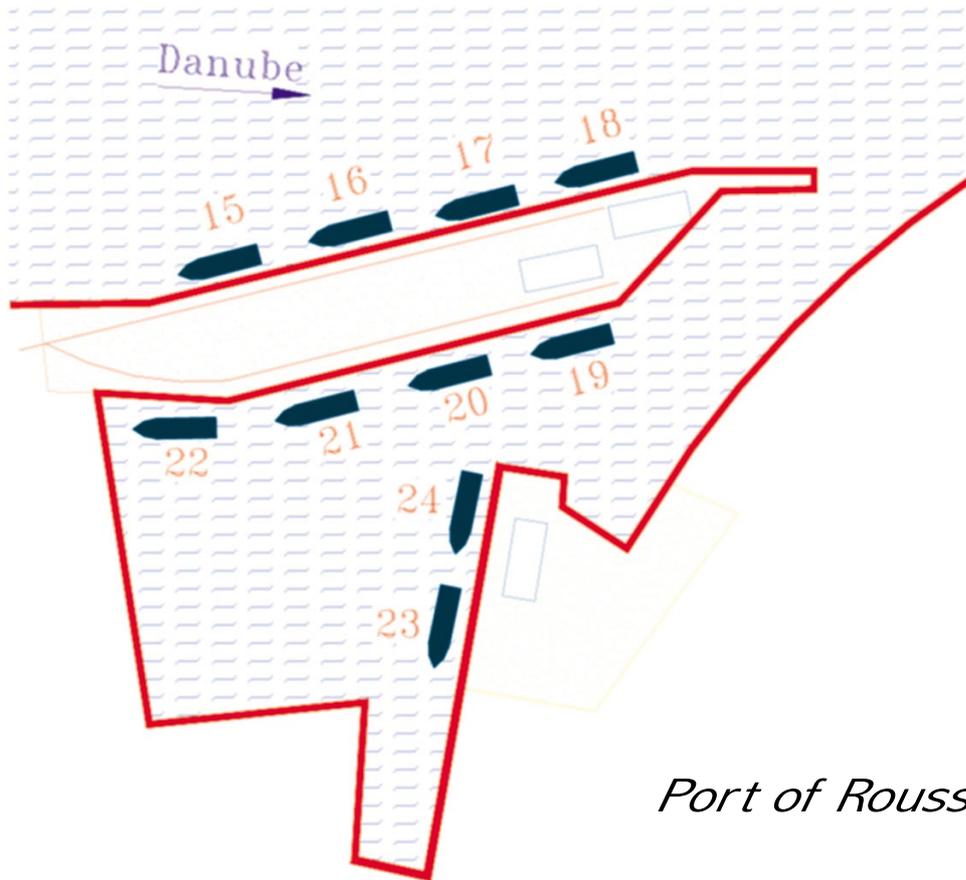
The Ro-Ro Terminal is situated at the westernmost part of the territory of Port Rousee – East upon an area of 3,410 sq. m. The Ferryboat facility together with Ro-Ro ramp make one complex unit.



Port of Rousee West

Port Rousee - West is situated along the current of the Danube in the West part of Rousee on an area of 104,8 dka with two sectors around the inner aquatoria - limane.

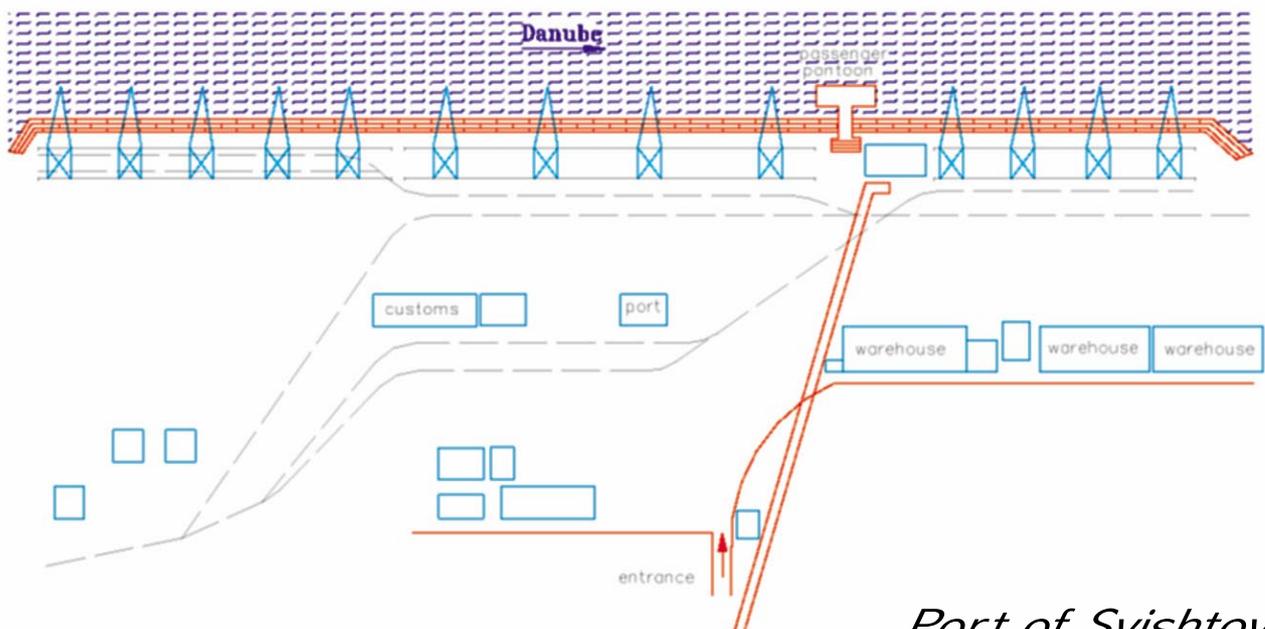
It disposes of 11 berths, equipped with electrical portal port cranes.



Port of Rousse West

Port of Svishtov

The Port covers an area of 58,000 sq. m. The quay front is 922 m long, and has 8 berths. It disposes of 40,000 sq. m open storage area and 6620 sq. m covered storage area. The port of Svishtov processes bulk cargo, metals, timber, wheel equipment, packed goods, etc.



Port of Svishtov

Port of Somovit

Port of Somovit is situated on an area 1,600 sq. m. The quay wall is 354 m long, with three berths. The covered storage area is 3480 sq. m, and the open one is 6400 sq. m. The Port has capacity to process metals, grain, cellulose, coal and other types of cargo.

Port of Toutrakan

Port of Toutrakan has an 110 m long mechanized quay, laid in white stone; disposes of one crane of five tons lifting capacity. The open storage area is 2,000 sq. m. The Port of Toutrakan has the capacity to process inert materials, timber, grain, and other types of cargo.

Port of Silistra

The port of Silistra is specialized in passenger transport and disposes of a passenger station. The quay length is 470 m, including three pontoons.

Investment Opportunities

The project investments for Introduction of a logistic combined transport connection “Danube River-Port of Rousse-railway transport – Port of Varna – Black Sea” in Program 2005 are:

State budget for the railway infrastructure: 25 000 000 Euro

Concession, BOT, PPP: Private investments for the port

For more information:
www.mtc.government.bg

PORT OF VIDIN

The advantage of Port of Vidin is determined by its geographical position and beautiful surrounding, which have favored for centuries its development as a cultural, commercial, trade, transport center. The Port of Vidin is the first biggest port in the Bulgarian part of the river Danube and it shortens the route from Europe to Asia by 400 km. Two Pan-European Corridors – IV and VII – are passing through the town of Vidin.



The port has a well-developed infrastructure and a superstructure, as well as free capacity for passing of transit commodities and freight.

The port is directly connected with the national transport networks through a railway and a highway. It also connected with Romania through the auto and railroad ferries.

The availability of duty free zone near the Northern port complex gives the opportunity of developing and maintaining a united port complex.

The water and land area of the Port of Vidin is from km 785 to km 795.

The Port consists of three sections:

- Port of Vidin – North is situated in the Northern Industrial Zone with following terminals: railway ferryboat and motor vehicle ferryboat
- Port of Vidin - Center is situated in the central part of the town, built on the total area of 17,000 sq. m. The port has 1,500 m long quay, 5 pontoons and is port of passenger type
- Port Vidin – South is cargo port, situated in the southern industrial zone with a total area of 48,000 sq. m

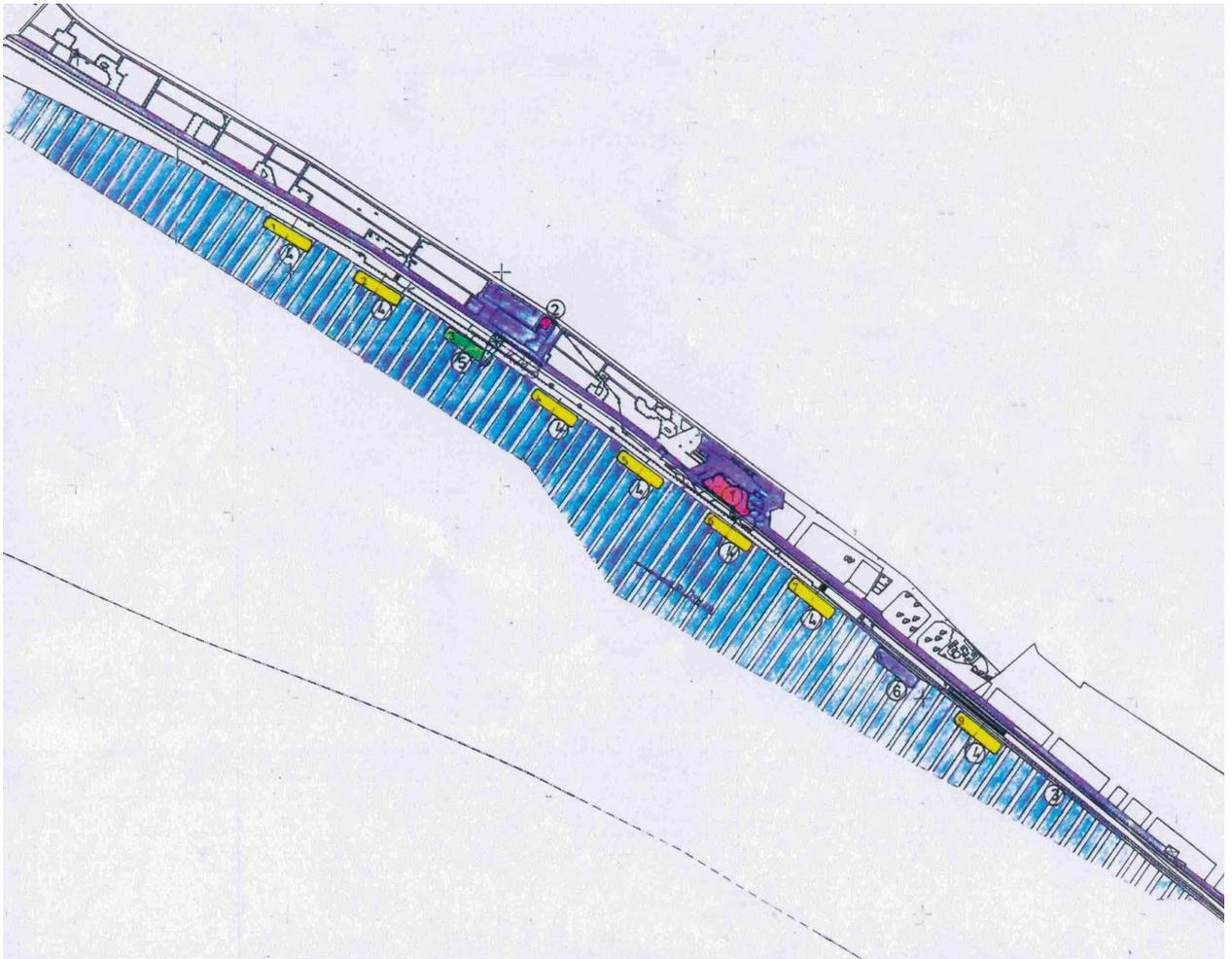
Investment Opportunities

The project investments for Construction of waste-water terminal in the Port of Vidin -South in Program 2005 are:

Total value: 400 000 Euro

Concession, BOT, PPP: 400 000 Euro

For more information:
www.mtc.government.bg



Port of Vidin

VARNA AIRPORT

Location

Varna Airport is located in the North East of Bulgaria on the Black Sea Coast. The distance from the city center is 10 km.

It benefits from its favorable location near Varna city and the surrounding beaches which are a reputed attraction for tourists in the summer. The Varna city population amounts approximately to 400,000 people. The airport enters the third millennium with modernized passenger terminals and equipment and a renovated VIP



lounge. A team of professionals makes sure that ever more fastidious customers receive a high standard of service. Passengers enjoy the spacious air-conditioned lounges with comfortable arm-chairs, cafes, restaurants and shops. Domestic and international flights to about 70 destinations in 25 countries, more than 100 Bulgarian and foreign airlines.

One of the greatest strengths of Varna Airport is the excellent opportunity it provides for combined international transportation by air, sea and land - through the Port of Varna and the railway junction.

Runway - physical characteristics

There is one 09/27 concrete pavement runway – 2500 x 45 m with two shoulders of 5.0 m each.

- Strength – PCN 60/R/B/X/T
- Elevation (airport reference point) – 70 m
- Longitudinal Slope – max 0.7 %
- Aerodrome Reference Code (refer to Annex 14, Volume I, Chapter 1) – 4D
- Lighting system – Precision Approach Cat I (RWY 09), PAPI - 3°

Taxiways

5, from apron to threshold 09 and 27.

All the taxiways are wide 22.5 m, concrete pavement PCN 60/R/B/X/T. The longitudinal and cross slope of all the taxiways meets the requirements of Annex 14, ICAO.

Apron

- Dimensions – 220 x 920 m
It can accommodate up to 24 planes of various types
- Strength – PCN 60/R/B/X/T

Equipment

- Radio Navigation / Landing Facilities – Instrument Landing System performance CAT I (RWY 09), VOR/ DME, NDB
- Radar – ATCR – 22 “SELENIA”, Surface movement radar, Terminal area surveillance radar, TRAC VIEW-220 multiradar tracking system
- Meteo system – automatic terminal information system, MRL-2 meteorological radar

Meteorological data

- Average max. monthly air temperature (July) – 27.9 °C
- Average min. monthly air temperature (January) – -2.0 °C
- Visibility below 400 m – 5 days in the year
- Number of days with strong wind ($V \geq 15$ m/sec) – 13.9 annually, N / NE

Passenger's Terminal

6200 sq. m total service areas.

Traffic data

	1998	1999	2000	2001 (as of September)
Aircraft movements	Total 9550	Total 8391	Total 9895	Total 7523
- International flights	6790	6504		
- Domestic flights	2760	1887		
Passengers handled	Total 548,690	Total 514,865	Total 755,943	Total 718,113
- International services	482,335	454,300		
- Domestic services	66,355	60,565		
Cargo (t)	Total 75	Total 108		
- International	75	108		
- Domestic				

General information

- Operational hours – 24 h
- Refuelling – RT
- Oil grades – MC 20, MC-8p
- Ground Support Equipment – Yes
- Oxygen supply – Yes
- Crash and fire equipment – Yes
- Cargo handling Facilities – Yes
- Immigration, customs – 24 h operation
- Medical facilities – Yes
- Restaurant – Yes

Investment Opportunities

The project investments for new seasonal passenger terminal of Airport of Varna in Program 2005 are 20 000 000 Euro. Other investments in infrastructure are to be decided.

For more information:
www.varna-airport.bg

BOURGAS AIRPORT

Location

Bourgas Airport is situated in a picturesque bay on the southern Bulgarian Black Sea coast, 10 km north-east of the town Bourgas. Its specific geographical location – on the border between Europe and Asia, has contributed to its strategic importance for the new relationships in the modern world. The potential of Bourgas Airport for handling passengers and cargo has a strong effect on the development of a transport network, tourism and trade between partners from the East and the West.



One of the greatest strengths of Bourgas Airport is excellent opportunity it provides for international transportation by air, sea and land - through the Port of Bourgas and the railway junction. The E 87 international road and the Free Trade Zone are located just 10 to 15 km away from the airport. Its proximity (10 km) to the largest refinery complex on the Balkans makes it possible to offer jet fuel at most competitive price.

The climatic conditions in the region ensure excellent visibility throughout all seasons, 24 hours all the year around.

Within a 30 km radius of the airport are situated the attractive tourist centers of Slunchev Bryag, Nesseber, Elenite and Duni, providing accommodation for more than 600 000 tourist annually.

Runway - physical characteristics

Bourgas Airport has been built on an area of 2 540 000 sq.m. including one of the biggest cargo centers on the Balkans. It has a 3200 m runway capable of receiving the heaviest types of aircraft.

At Bourgas Airport there is one 04/22 concrete pavement runway – 3200 x 45 m with two shoulders of 5.0 m each.

- Strength – PCN 60/R/B/X/T

- Elevation (airport reference point) – 41 m
- Longitudinal Slope – max 0.95 %
- Aerodrome Reference Code (refer to Annex 14, Volume I, Chapter 1) – 4E
- Lighting system – Precision Approach Cat I (RWY 04) and Cat II (RWY 22), PAPI - 3°

Taxiways

6, from apron to threshold 04 and 22.

All the taxiways are wide 22.5 m, concrete pavement PCN 60/R/B/X/T, with two shoulders of 10.7 m each. The longitudinal and cross slope of all the taxiways meets the requirements of Annex 14, ICAO.

Apron

- Dimensions – 160 x 400 m
- It can accommodate up to 15 planes of various types.
- Strength – PCN 60/R/B/X/T

Equipment

- Radio Navigation/ Landing Facilities – Instrument Landing System performance CAT II (RWY 22), VOR/ DME, NDB
- Radar – ATCR – 33 “SELENIA”
- Meteo system – automatic meteorological system “ASEA”

Meteorological data

- Average max. monthly air temperature (July) – 28.2 °C
- Average min. monthly air temperature (January) – -2.2 °C
- Visibility below 400 m – 3 days in the year (average for the last 15 years)
- Number of days with strong wind ($V \geq 15$ m/sec) – 1.8 annually, N / NE
- Average number of days with rainfall > 10 mm – 13.2 annually

Passenger's Terminals

- Arrival Terminal – 3300 m² total service areas
- Departure Terminal – 1800 m² total service areas

Traffic data

	1998	1999	2000	2001 (as of September)
Aircraft movements	Total 6431	Total 7966	Total 5418	Total 5327
- International flights	4749	6936		
- Domestic flights	1682	1030		
Passengers handled	Total 433,024	Total 339,297	Total 397,077	Total 576,696
- International services	417,004	339,297		
- Domestic services	16,020	14,734		
Cargo (t)				
- International	Total 3404	Total 3421	Total 748	Total 648
- Domestic				

General information

- Operational hours – 24 h
- Refuelling – RT, JET A1
- Oil grades – MC 20, MC-8q, MC-8p
- Ground Support Equipment – Yes
- Oxygen supply – Yes
- Crash and fire equipment – Yes
- Cargo handling Facilities – Yes
- Veterinary supervision, immigration, customs – 24 h operation
- Medical facilities – Yes
- Restaurant – Yes

Investment opportunities

The project investments for extension of the cargo-zone of Airport of Bourgas in Program 2005 are 15 000 000 Euro.

For more information:
www.mtc.government.bg

PLOVDIV AIRPORT

Location

Plovdiv Airport is located in the central part of South Bulgaria, 10 km south-east of the city of Plovdiv. The second largest city in Bulgaria – Plovdiv is a crossing point between Pan-European Transport Corridor IV and VIII. The city is one of the trade and communication centers of Bulgaria and Balkans, famous with the traditional International Fair.



Runway - physical characteristics

At Plovdiv Airport there is one 13/31 concrete pavement runway – 2500 x 45 m with two shoulders of 2.5 m each.

- Strength – PCN 38/R/A/X/T
- Elevation (airport reference point) – 182 m
- Longitudinal Slope – max 0.8 %
- Aerodrome Reference Code (refer to Annex 14, Volume I, Chapter 1) – 4D
- Lighting system – Precision Approach Cat I (RWY 31), PAPI - 3°

Taxiways

4, from apron to threshold 13 and 31.

All the taxiways are wide 22.5 m, concrete pavement PCN 38/R/A/X/T, with two shoulders of 1.0 m each. The longitudinal and cross slope of all the taxiways meets the requirements of Annex 14, ICAO.

Apron

- Dimensions – 112 x 550 m
- It can accommodate up to 8 planes of various types.
- Strength – PCN 38/R/A/X/T

Equipment

- Radio Navigation/ Landing Facilities – Instrument Landing System performance CAT I (RWY 31), VOR/ DME, NDB
- Meteo system – AWOS VAISALA

Meteorological data

- Average max. monthly air temperature (July) – 31°C
- Average min. monthly air temperature (January) – -4.1°C
- Visibility below 400 m – 6 days in the year
- Number of days with strong wind ($V \geq 15$ m/sec) – 7 annually, W / NW

Passenger's Terminal

1800 sq. m total service areas.

Traffic data

	1998	1999	2000	2001 (as of September)
Aircraft movements	Total 1468	Total 1283	Total 1518	Total 856
- International flights	1468	1283		
- Domestic flights				
Passengers handled	Total 52,702	Total 39,500	Total 37,680	Total 23,880
- International services	52,702	39,500		
- Domestic services				
Cargo (t)	Total 1084	Total 350	Total 682	Total 745
- International	1084	350		
- Domestic				

General information

- Operational hours – 24 h
- Refuelling – RT, JET A1
- Oil grades – MC-8p
- Ground Support Equipment – Yes
- Oxygen supply – Yes
- Crash and fire equipment – Yes
- Cargo handling Facilities – Yes
- Veterinary supervision, immigration, customs – 24 h operation
- Medical facilities – Yes
- Restaurant – Yes

Investment Opportunities

The project investments for cargo terminal of Airport of Plovdiv in Program 2005 are 5 000 000 Euro.

For more information:
www.mtc.government.bg



REPUBLIC OF BULGARIA
Ministry of Transport and Communications