



Photo from Shutterstock



BULGARIA

INSIGHT PAPER

Authors: Doina Dumitrescu
EIP - European Integrated Projects

Date: 25.04.2019

RURALITY (1)

Degree of urbanisation for local administrative units level 2 (LAU2)



- Cities
- Towns and suburbs
- Rural Areas
- Data not available

Source: Eurostat, JRC and European Commission Directorate-General for Regional Policy, May 2016

Urban-rural typology for NUTS level 3 regions



- **Predominantly urban regions**
(rural population is less than 20% of the total population)
- **Intermediate regions**
(rural population is between 20% and 50% of the total population)
- **Predominantly rural regions**
(rural population is 50% or more of the total population)
- **Data not available**

Source: Eurostat, JRC, EFGS, REGIO-GIS, December 2016

DISTRIBUTION OF POPULATION



Source: Eurostat, 2017

GEOGRAPHY

Bulgaria is, to a large extent, a rural state. The western parts of the country, in the vicinity of the capital Sofia, and the eastern part are characterised by a higher degree of urbanization, with the largest density of cities, while the central and southern parts have a larger density of towns and suburbs, as shown in the degree of urbanization map above.

The analysis of the main characteristics of rurality is conducted on the grounds of EC definition of rural areas - Bulgaria is divided into 6 planning regions¹ (NUTS 2), 28 administrative regions (NUTS 3) and 264 municipalities (LAU 1). According to the urban-rural typology for NUTS level 3 regions classification from 2016, presented visually above, the 28 regions are classified as follows: 7 regions are predominantly rural regions, 20 regions are intermediate regions and 1 region, the capital Sofia, is a predominantly urban region.

An OECD analysis², published in 2008 offers insightful information about defining rural areas in Bulgaria and their particularities, as follows. "Rural municipalities are those whose largest town's population is under 30,000 persons. On the grounds of that definition 231 of the municipalities in Bulgaria are categorized as rural regions [...]. These municipalities encompass 81% of the country territory and over 32% of the population. Rural municipalities are identified as well-defined systems of settlements/villages clustered around a municipality centre, which may be a bigger village or a small town. The number of villages in one municipality may vary between 134 and 1 [...]. A typical Bulgarian village is a compact settlement entity where dwellings are grouped in neighbourhoods, sharing a common water and electricity, sewage, road and telephone network." This analysis also highlights that national resort centres from the Black Sea coastline and mountainous areas are not considered rural territory, as they might have a special status.

In rural areas, the main challenges are either social or related to the economic – agricultural sector. Certain traditional agricultural sectors are underperforming and experiencing structural difficulties. In addition to the need for technological modernisation, there is a necessity to promote short supply chains, restructuring of small farms, and generation renewal in agriculture to ensure stronger productivity growth and the creation of new jobs. Other challenges include depopulation and lower economic activity in rural areas, accompanied by poor quality of basic services for the rural population and outdated public infrastructure, social and cultural facilities.

The main social and economic problems in rural areas have been identified as:

- Demographic: low birth rate, negative natural increase, higher mortality rate depopulation, especially due to out-migration by the young people caused by lack of employment, low population density;
- In the labour market: low educational status, higher rates of unemployment and long-term unemployment;
- Spatial dimension of poverty is exacerbated by a poor and deteriorating infrastructure;
- Significant fragmentation of land ownership;
- Rural welfare has been constrained by low levels of income, driven by low wages in rural areas, high unemployment, and low levels of agricultural productivity;
- Access to basic services (water, sanitary, health and so on) is very limited in rural areas.

1 - A new regional zoning is currently prepared and will come into effect starting with the 1st of January 2019. According to the new zoning, Bulgaria will have 4 planning regions. In this context it is unclear how mobility policy will be organised in the future.

2 - "Poverty and Social Exclusion in Rural Areas, Final Report, Annex 1 Country Studies: Bulgaria"; published in 2008

RURALITY (2)

51.9%

Share of people at risk of poverty or social exclusion in rural areas, **2017**

3.3%

Share of people aged 16 and over who reported unmet needs for health care in the previous 12 months due to expense, distance to travel or length of waiting list in rural areas, **2017**

10.3%

Unemployment rate, persons aged 15–64, in rural areas, **2017**

33.3%

Share of young people aged 18–24 neither in employment nor in education or training (NEETs) in rural areas, **2017**

Source: Eurostat

NATIONAL POLICIES RELATING TO RURAL MOBILITY AND PUBLIC TRANSPORT

In Bulgaria several documents establish the national development priorities for the transport sector and rural development, but there is no dedicated policy for rural mobility or providing rural transport services. Furthermore, urban mobility policies are not well developed in the country and the concept of the SUMP has not been implemented countrywide.

The main documents pertaining to Bulgaria's transport, regional and/or rural development policy are the Strategy For The Development Of The Transport System Of The Republic Of Bulgaria Until 2020 (Ministry of Transport, Information Technology and Communications, 2010), Master Transport Plan for Bulgaria (Ministry of Transport, Information Technology and Communications, 2010), Operational Programme Transport and Transport Infrastructure 2014–2020 (Ministry of Transport, Information Technology and Communications, 2014), Integrated Transport Strategy for the Period Until 2030 (Ministry of Transport, Information Technology and Communications, 2017), Rural Development Programme for 2014–2020 (Ministry of Agriculture and Food, 2015), National Development Programme Bulgaria 2020 (NDP BG2020) and National Strategy for Regional Development for the period 2012 – 2022.

The **Strategy for The Development of The Transport System of The Republic of Bulgaria Until 2020** was developed in 2010 and sets out Bulgaria's main priorities and measures for the transport sector. The vision is for the 2010–2020 period and states: The Republic of Bulgaria has modern, safe and secure transport system that meets the needs for quality and safe transport. The strategic document includes Priority 7 Provision of

high-quality and accessible transport in all regions of the country, which focuses on improving accessibility of un-urbanized regions and peripheral territories with low levels of urbanization; the quality of transport services; streamlining contracting procedures for public passenger services; and providing financial support for public service obligation. This stipulation refers to non-urban passenger transport, as there is a dedicated priority for urban areas.

The **Master Transport Plan for Bulgaria (MTP)** was developed in 2010 on the grounds of the foremost strategy. An assessment of the MTP, prepared in 2014, identifies deficiencies related to the need to ensure a better link between the objectives, problems and measures, to pay greater attention to organizational and operational measures, as well as the requirements for enhancing administrative capacity in the field of transport. A general update of the analysis and evaluations is required using current transport data and documents in the field of transport policy. The updated scenario will contribute to the identification of priority investments in the core and comprehensive TEN-T network for the horizons until 2020 and 2030.

The strategy of the **Operational Programme Transport and Transport Infrastructure (OPTTI) 2014–2020** provides continuity and logical sequence of the investments from the 2007–2013 programming period, ensuring the completion of the directions where investments were already made. The programme focuses on large scale investments of national importance without direct priorities for rural areas: (i) development of railway infrastructure along the "core" and "comprehensive"

NATIONAL POLICIES RELATING TO RURAL MOBILITY AND PUBLIC TRANSPORT

TEN-T network, (ii) development of road infrastructure along the “core” TEN-T network, (iii) improvement of intermodal transport services for passengers and freights and (iv) innovations in management and services.

The *Integrated Transport Strategy for the Period Until 2030* was developed in 2017 and represents a comprehensive plan for sustainable development of the transport system of the Republic of Bulgaria and a framework for investments in transport. The strategy carries out a comprehensive analysis of the current transport system in Bulgaria and identifies several strategic and particular objectives. Rural mobility is addressed directly or indirectly by the following: (i) improving at regional level the access to the national transport network and corridors, (ii) Provision of accessible public transport services, (iii) construction of the required new connections in the transport network, (iv) provision of accessible transport for persons with reduced mobility, and (v) construction, modernisation, rehabilitation of lower class roads, ensuring connectivity with the TEN-T network. The priorities set out by this strategy mostly address transport infrastructure, which for rural areas represents ensuring improved transport infrastructure for urban-rural connections.

Bulgaria’s rural development priorities are determined within the *Rural Development Programme for 2014-2020*, which was formally adopted by the European Commission on 26th May 2015. The programme identifies 6 rural development priorities: (i) Knowledge transfer and innovation in agriculture, forestry and rural areas; (ii) Competitiveness of the agricultural sector and sustainable forestry; (iii) Food chain organisation, including processing and marketing of agricultural products, animal welfare and risk management in agriculture; (iv) Restoring, preserving and enhancing ecosystems related to agriculture and forestry; (v) Resource efficiency and climate; (vi) Social inclusion and local development in rural areas. The last-mentioned priority is expected to create more than 4200 jobs through diversification and development of small enterprises, and another 600 jobs via the implementation of LEADER local development strategies. One third (33.36%) of the rural population will benefit from improved infrastructure. Support will be provided to 60 Local Action Groups under

LEADER to implement local development strategies covering 23% of the rural population. Similarities with the national transport policy can be observed, as the rural development priorities relevant to rural mobility are exclusively focused on ensuring basic transport infrastructure for rural areas, without any development of services.

The *National Development Programme Bulgaria 2020 (NDP BG2020)* is a long-term national program document for the development of the Republic of Bulgaria, which forms the basis for the programming of strategic documents related to the implementation of both national policies and EU policies. The vision is that by 2020 Bulgaria will be a country with a competitive economy, providing conditions for full social, creative and professional development of personality through smart, sustainable, inclusive and regionally balanced economic growth. Out of the three main strategic objectives and eight strategic priorities defined, Strategic objective 2: Construction of infrastructure networks to ensure optimal conditions for economic development and quality and healthy environment for the population is directly related to the transport sector. Yet again, the main national priorities are focused on providing transport infrastructure without any priority for rural mobility services.

The *National Strategy for Regional Development for the period 2012 – 2022 (NSRD)* defines the strategic framework of the state regional policy and territorial and sets territorially related targets and mechanisms for the achievement thereof. The main strategic objective of the NSRD is “Achieving sustainable integrated regional development based on the use of local potential and cohesion of the regions in economic, social and territorial aspect.” The strategy identifies 4 strategic objectives related to a different degree to the transport sector. The most relevant one for rural mobility is Balanced regional development by strengthening the network of city-centres, improving connectivity in the regions and the quality of environment in settlements, which sets out to strengthen the polycentric network and improve the connectivity in the regions. Although this is a clear objective of the strategy, real action has not been taken to achieve it.

INSTITUTIONAL FRAMEWORK

Bulgaria has a centralised institutional structure: The State (ministry and national institutions with responsibilities to influence national policy), the planning regions (without administrative prerogatives), the administrative regions and Municipalities (the basic local authorities operating in close contact with the citizens). Actions have been taken to increase the autonomy and responsibilities of local institution after joining the EU.

In Bulgaria, rural mobility is included in the wider sector of transport planning for which the Ministries are responsible for regulating and planning at national level and their decentralised units and specialized technical institutions are responsible for route and operator licencing and accreditation.

up the district transport schemes which include inter-city lines between two or more municipalities. The traffic organisation, the specific requirements for traffic road systems and public transport of passengers are monitored by the district government.

The specific rules and regulations which determine housing and mobility at the local and regional level are developed at national level, have national relevance and are adopted by the Bulgarian Parliament. The regulations are put into force by the municipalities by special decisions of the municipal councils.

Although the institutional context for supporting rural mobility exists, in practice very little importance is given at central levels to the rural mobility.



Photo from Shutterstock

Responsibilities for rural mobility are not consolidated but rather spread across multiple ministries and decentralised units from different sectors: transport, regional and rural development. The regulations are established at national level, the planning priorities are established at national level and detailed at regional and local level and the implementation is conducted at regional or local level.

The Ministry of Transport, Information Technology and Communications (MTITC) is determining the policy regarding the national road network. The administrative regions' governments (i.e. districts comprising several municipalities) are obliged to draw

It is important to note that both the Ministry of Transport, Information Technology and Communications (MTITC) and the Ministry of Regional Development and Public Works (MRDPW) refused to take ownership of mobility related issues, when the opportunity arose through the H2020 Prosperity project.

MTITC cooperates with MRDPW in order to implement the state policy for development of the road infrastructure, particularly highways and 1st class roads. The rest of the road infrastructure (i.e. roads of 2nd, 3rd and 4th classes) is maintained by the municipalities.

REGULATORY FRAMEWORK

The **Bulgarian Traffic Law** governs the rules of the road open to public, the requirements for vehicles to drive on these roads, the requirements for certification of drivers of vehicles, the rights and obligations of the participants in the traffic, as well as coercive measures to be applied, and the penalties for violating the provisions of this law and issued thereunder regulations. The purpose of this law is to protect the life and health of participants in traffic, to facilitate their transport, to protect the assets of companies and individuals, and the environment from pollution from motor vehicles. According to the Bulgarian Traffic Law, each participant in traffic must not create hazard through his behaviour and should not endanger the lives and health of people or cause damage to property. Also, it is strictly forbidden to leave or discard in the way objects or substances which can harm the environment. The drivers of a vehicle are prohibited to operate a vehicle under the influence of alcohol, drugs or other intoxicating substances or drive a vehicle which is out of service.

According to the **Law of Automobile Transportation** the public transport of passengers and cargo is carried by carrier which is licensed to for the carriage of passengers or goods on the territory of Bulgaria. The "Automobile Administration" Executive Agency is keeping a register of any motor vehicles licensed for the carriage of passengers or goods on the territory of the Republic of Bulgaria and issued a certificate for each of these automobiles.

The **Law of Roads** regulates the social relations associated with the ownership, operation, management, construction, repair, maintenance and financing of roads, as well as the safety of road infrastructure in the Republic of Bulgaria.

The analysis conducted in the Integrated Transport Strategy for the period until 2030 identifies 2 distinct cases regarding the freedom of entry to the market for road and rail mobility services.

Road passenger transport (relevant to rural mobility) - Access to the market is fully liberalized. Any operator who meets the conditions described for the obtainment of a License to perform transport activity has equal access to the market. This is confirmed by the large number of carriers that are licensed to perform passenger transport:

- Internal license for passenger transport as of 25/01/2016 was granted to 551 nos. of carriers

from different regions of Bulgaria.

- Community license for passenger transport as of 25/01/2016 was granted to 1027 nos. of carriers from different regions of Bulgaria.

Bulgarian law offers one of the most liberal procedures for obtaining passenger transport licenses. The authority that issues the licenses is **Executive Agency "Automobile Administration"**. The mandatory requirements which companies need to meet in order to receive a passenger transport license are:

- Reliability (reputation) – the requirements are met when the transport managers of the company have not been convicted of a crime of general nature or deprived by a final judgment from exercising transport activity (art. 7, para. 4 from the law);
- Professional competence – the requirements are met when the transport managers of the company have the knowledge and experience acquired through visits to training courses or used in transport practice, successfully passed the written examination in subjects defined in the ordinance of art. 7, para. 3 from the law.
- Financial Stability Facility – the requirements are met when the trader has sufficient resources that can guarantee the normal start-up and operation of the transport undertaking and no obligations for taxes and social contributions, except when deferred or rescheduled under the Tax and Social Insurance Procedure Code. The capital for the first vehicle and for each additional vehicle must meet the limit set in the ordinance of art. 7, para. 3 from the law (Art. 7, para. 6). The company must show in its balance sheets possession of at least 9000 EUR if applying for one vehicle license and a further 5000 EUR for each additional vehicle.
- The establishment in the Republic of Bulgaria – the requirement is satisfied if the company is genuinely and permanently established on the territory of the Republic of Bulgaria, which represents the carrier declaration in a form determined by the ordinance under para. 3 (art. 7, para. 7 from the law);
- The company has contracts with professional car repair services and with a parking facility.

ORGANIZATIONAL FRAMEWORK

The main general mobility services in rural areas are public transport services. The mobility services available in rural areas are bus services (coaches or minibuses).

The main targeted mobility service available in rural areas is the School transport that provides transportation for students from 1th to 4th grades. In the field of education in the past six years the optimization of the school network has been progressing quickly.

It has been driven by both budgetary considerations and the diminishing number of children due to migration to urban areas and low birth rates. Another argument in favour of the reform has been the low quality of education provided in rural schools. Presently, the school closures in rural areas, has progressed significantly. Initially the main problem was that no measures were foreseen to compensate for the increased distance to the so-called 'focal schools' and the bad transport infrastructure.

major towns and connect villages with the nearest transport hub. Several private companies operate frequent modern, comfortable buses between larger towns, while older, often cramped minibuses run on routes between smaller towns. Buses provide the most comfortable and quickest mode of public transport in Bulgaria, though the type of vehicles available varies.

Private and public buses and minibuses provide services on routes between smaller villages, e.g. along the Black Sea coast and between urban centres and ski resorts in winter. Tickets for minibuses cost roughly the same as for public buses but are usually bought from the driver. Most minibuses leave from inside, or very close to, the major public bus station. Most Bulgarian towns have affordable and efficient public bus services that tend to be quite crowded, as this is how most citizens get around.



This concerned especially pupils at pre-school and primary school level who have to be taken to and from school by their parents. Thus, the reform brought about a disproportionate increase in private costs for preschool and early school education especially for inhabitants of rural areas who cannot afford to meet these costs. Another concern was the need for primary school students to spend the whole day at school, which requires provision for extracurricular activities and food. The Ministry of Education addressed these issues by purchasing school buses, providing free breakfast at school and free textbooks for students from 1st to 4th grades.

Rural mobility by bus

The bus services are carried out on European, first, second and third-class roads. Buses link all cities and

In Sofia, minibuses called marshrutki run between the city centre and the suburbs, acting like shared taxis.

The bus services do not cover the entire country and there are villages without any transport connections, especially along the Black Sea.

The analysis conducted in the Integrated Transport Strategy for the period until 2030 identified that the greatest percentage of passengers that travel to rural areas make trips with a duration of 31-60 minutes.

Rural mobility by train

There are no rail services for villages. There are no railway stops or stations in villages, Although the national railway infrastructure passes through rural areas.

FINANCIAL FRAMEWORK

There is no dedicated funding for rural mobility. The rural local budget is provided in a global way, without dedicated funding for different sectors. No clear method of distributing funds from the national level to the local level could have been documented during the analysis.

Funding for rural mobility is dispersed across multiple funding sources. The main funding sources for investments in rural mobility are funds from the national budget and European structural funds.

For the 2014-2020 period, the European structural funds available for rural mobility result from several operational programmes, listed in the table below:

2014-2020 Operational Programmes and Management Authorities

<i>Programme</i>	<i>Management Authority</i>
Rural Development Programme (RDP)	Ministry of Agriculture and Food through the Rural Development Directorate.
Operational Programme Transport and Transport Infrastructure (OPTTI) 2014-2020	Ministry of Transport, Information Technology and Communication through the Coordination of Programmes and Projects Directorate.
Operational Programme "Regions in Growth" (OPRG)	Ministry of Regional Development and Public Works through the Directorate-General for the Strategic Planning of Regional Development

RDP – In order to address Bulgaria's rural development challenges, the programme finances 6 priorities with a particular emphasis on competitiveness of the agricultural sector and sustainable forestry as well as social inclusion and local development in rural areas. Priority 6 Social inclusion and local development in rural areas includes the better part of a dedicated measure for basic services, one of the four biggest measures of the programme: Measure 7 Basic services and village renewal in rural areas. Measure 7 has a budget allocation of 626 million EUR, of which 525,725,911 EUR is dedicated to Priority 6.

OPRG – is focused on regional development and in particular targeted at achieving the objectives of the urban policy of Bulgaria, therefore it generates indirect benefit for rural development. The programme is aimed primarily at improving connectivity and accessibility of the network of cities and sites of cultural and natural heritage with the TEN-T network. Priority Axis 7 Regional Road Infrastructure will finance the first, second and third-class roads outside the TEN-T network, previously identified based on a prioritization methodology. The budget allocation for this axis is 165,347,882 EUR.

OPTTI – finances several priorities which can influence rural mobility, namely improving railway transport and increasing its share and modernization of existing road infrastructure along the TEN-T network. OPTTI has no direct relationship with the RDP, but indirectly, by improving the transport infrastructure in the country, it will contribute to economic development and poverty reduction of the rural population. The benefits from the interventions made under the OPTTI will have a significant effect on inclusive growth by improving connectivity of the regions and creating new jobs. The financial allocation under OPTTI is 572,343,631 EUR for investment in railway transport (Priority Axis 1) and 572,343,630 EUR for road infrastructure (Priority Axis 2).

There is also a relationship of the OPTTI with the Priority Axis 7 of the OPRD to improve the mobility at regional level by connecting secondary and tertiary nodes to the infrastructure of the Trans-European Transport Network, provided that, by the modernisation and construction of missing rail and road sections along the directions of the TEN-T network will be removed the "bottlenecks" to ensure connectivity between the regions, as well as with the neighbouring countries, which will improve the accessibility of services and opportunities for the development of trade and tourism.

OTHER INFORMATION

- The Ministries did not express interest in getting involved in mobility planning and policy so the highest level of administration dealing with mobility policies is the Varna Regional Administration. Its involvement was obtained during the H2020 PROSPERITY project, where a state body had to be responsible for Sustainable Urban Mobility Plans at national level. As a result of the project, the Regional Strategy of the Bulgarian North-East Region was amended in order to introduce the term “mobility” and a set of measures.
- Most of the rural mobility services implemented in Bulgaria are a result of European funded research or demonstration projects. Such recent projects are the INTERREG Last Mile and TRANSDANUBE.pearls projects. As part of the Last Mile project, seasonal bus and phaetons were introduced in 2014 in Byala municipality, part of the Varna Administrative Region and in 2016, an express seasonal bus line was introduced in Varna, connecting the city centre with tourist resorts on the coast of the Black Sea.



- In the context of limited interest from public authorities, the Centre for Studies and Expertise on Risks, the Environment, Mobility and Development (CEREMA) has declared that the only mobility expertise in Bulgaria is within the Club “Sustainable Development of Civil Society” (CSDCS), a non-governmental and non-profit organization. The CSDCS is also the national mobility coordinator and the focal point for sustainable urban mobility plans (SUMP) in Bulgaria.

KEY STAKEHOLDERS AND MINISTRIES ADDRESSING RURAL AREAS

TITLE	ROLE
Ministry Of Transport, Information Technology And Communications (MTITC)	MTITC is in charge of implementing the state policy in the field of transport and coordinates the process of drafting and implementation of strategies for the development and restructuring of transport. The Ministry delivers the national transport policy mainly through the Operational Programme “Transport and Transport Infrastructure”, while operating as the management authority for it. The Ministry is also in charge of the implementation of the strategic priorities, included in the Integrated Transport Strategy for the Period Until 2030 and acts in cooperation with the Council of Ministers, the Ministry of Finance and the Ministry of Environment and Water.
Ministry of Regional Development and Public Works (MRDPW)	MRDPW is responsible with spatial development and management authority for the Operational programme “Regions in Growth” 2014–2020. The Ministry works together with the MTITC for implementing state policy for the road infrastructure development.
Ministry of Agriculture and Food (MAF)	MAF is responsible with implementing the state policy for agriculture and rural development. The Directorate for Rural Development is the managing authority for the Bulgaria’s Rural Development Programme 2014–2020.
Road Infrastructure Agency (RIA)	RIA is an agency under the MRDPW with responsibilities for the development and maintenance of the road infrastructure, road taxes and permits for special use of roads. Furthermore the agency is the secondary manager of budget allocation within the Ministry.
Executive Agency Road Administration (EARA)	EARA is an agency under the MTITC, responsible with road transport. EARA develops the Republican Transport Scheme, analyses the effects of the regulatory instruments in the field of automobile transport and assesses the impact of their application, monitors the observance of the regulatory conditions and procedures for public transport of passengers and keeps a register of the motor vehicles attributed to any license issued for public transport of passengers.
The State Agricultural Fund	The State Agricultural Fund is the Paying Agency (PA) for the Rural Development Programme. It is managed by a management board of 11 members, chaired by the Minister of Agriculture and Food, and the operational management is carried out by an Executive Director. The structure of the fund includes the Head Office and 28 regional directorates, where reception and prior checking for the eligibility of requests for assistance and payment requests is carried out.
Regional Administration Varna	In Bulgaria, Regional Administrations are local authorities of the executive power, with responsibilities for implementing state policy at local level and ensuring correspondence of national and local interest in the implementation of regional policy. The mission of the Regional Administration Varna is to transform the North-East Region of Bulgaria into a wealthy and attractive living and working place, with a dynamic economy and a good quality of life.
The Club “Sustainable Development of Civil Society” (CSDCS)	The CSDCS is a non-governmental and non-profit organization founded in 1997 with the goal of promoting environmental protection and introducing new sustainable approaches to educational and social activities in Bulgaria. The NGO has been involved in several European funded research and demonstration projects related to mobility. The CSDCS is also the national mobility coordinator and the focal point for sustainable urban mobility plans (SUMP) in Bulgaria.

LINKS TO WEBSITES

- Ministry of Regional Development and Public Works - www.mrrb.bg/en
- Ministry of Agriculture and Food (Bulgarian language) - www.prsr.bg/index.html
- The State Agricultural Fund (Bulgarian language) - www.dfz.bg/bg/za-dfz
- Ministry of Transport, Information Technologies and Communications - www.mtitc.government.bg/en
- Executive Agency "Automobile Administration" (Bulgarian language) - https://rta.government.bg/index.php?page=scategories&scategory=iaaa_struct
- Regional Administration Varna - www.vn.government.bg/en
- The Club "Sustainable Development of Civil Society" - www.csdcs.org/index.php/en

REFERENCES

- Factsheet on 2014-2020 Rural Development Programme for Bulgaria https://ec.europa.eu/agriculture/sites/agriculture/files/rural-development-2014-2020/country-files/bg/factsheet_en.pdf
- Bulgaria; CAP in your country: https://ec.europa.eu/info/sites/info/files/food-farming-fisheries/by_country/documents/cap-in-your-country-bg_en.pdf
- Strategy For The Development Of The Transport System Of The Republic Of Bulgaria Until 2020 - [link](#)
- Master Transport Plan for Bulgaria (MTP) - www.optransport.bg/upload/docs/BGTMP_Final_Report_30_11_10_ENG_FINAL.PDF
- Operational Programme Transport and Transport Infrastructure (OPTTI) 2014-2020 - www.optransport.bg/upload/docs/OPTTI_ENG_version_bez_track.pdf
- Integrated Transport Strategy for the Period Until 2030 - www.mtitc.government.bg/en/category/42/integrated-transport-strategy-period-until-2030
- Operational Programme "Regions in Growth" (OPRG)
- Poverty and social exclusion in rural areas, 2008 - [link](#)
- Rural Development Programme 2014-2020 (Bulgarian language) - [link](#)
- Last Mile - Sustainable mobility for the last mile in tourism regions - www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/file_1534255578.pdf