**Annex I**

Milestones, targets and related indicators – non-repayable support

| **#** | **Related measure (reform or investment)** | **M/T** | **Name** | **Qualitative indicators (for milestones)** | **Quantitative indicators (for targets)** | | | | **Date for completion** | | | **Responsibility for reporting and implementation** | | **Further specification (if necessary)** | | **Verification mechanism** | | | **Possible early warning indicators** | **On-the-spot check** | **Relevant common indicators** | **Comment (if any)** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Unit** | **Base-line** | **Goal** | **Q** | | **Year** |  | |  | | **A. Evidence provided** | | **B. Detailed justification** | **C. Contribution to achievement of the objectives (link)** |
| 161 | C8.R1: Strategic transport framework | Milestone | Entry into force of the National Plan for the Development of Combined Transport in Bulgaria by 2030 | Entry into force the plan via approval of the government |  |  |  | Q2 | | 2022 | Ministry of Transport and Communications | |  | | 1. Copy of the adopted National Plan for the Development of Combine Transport in Bulgaria by 2030, including objectives, resources and timeline until 2030; 2. Link to the website where the plan can be accessed; 3. Copy of the Council of Ministers Decision published in the Official Journal confirming the adoption of the National Plan. | | Institution/s: MTC and Council of Ministers  What: National Plan for the Development of Combine Transport in Bulgaria by 2030, including objectives, resources and timeline until 2030 (evidenced by its copy – a)  How: entry into force (evidenced by b and c)  Why: To encourage and facilitate modal shift towards more environmentally friendly modes of transport — rail, inland waterway and maritime — and achieve a more sustainable and less polluting impacts of transport with a clear action plan including objectives, resources and timeline until 2030 [provide references to the plan that acknowledge these objectives]  When: specify the dates of development and entry into force | 1.1 Combined transport  The National Plan for the Development of Combined Transport in Bulgaria by 2030 shall be developed with the main objective of implementing a policy to stimulate and support the shift of freight to more environmentally friendly modes of transport. The plan shall include a package of targeted measures to promote more sustainable and less polluting transport, covering (1) organisational and administrative issues, (2) operational issues and support for the service, and (3) improvement of infrastructure, including terminal equipment.  The reform shall be completed by 30 June 2022. | None | None | None | Achieved? |
| 162 | C8.R1: Strategic transport framework | Milestone | Strengthening the capacity to manage and implement TEN-T railways and road projects | Independent audit completed |  |  |  | Q4 | | 2022 | ~~National Railway Infrastructure Company (NRIC),~~  Road Infrastructure Agency, Ministry of Regional Development and Public Works, Ministry of Transport and Communications | | The audit report shall include recommendations for improvement in terms of administrative capacity and organisation to meet the TEN-T objectives and targets. | | 1. the report of an independent auditor duly assessing the administrative and technical capacity of NRIC and MTC to prepare and implement TEN-T railways projects in line with EU objectives included in TEN-T Regulation and RRP targets; 2. the report of an independent auditor duly assessing the administrative and technical capacity of RIA to prepare and implement TEN-T road projects in line with EU objectives included in TEN-T Regulation and RRP targets; | | Institution/s: independent auditor  What: Reports of an independent auditor (evidenced by their copies – a and b)  How: Development and delivery of the audit reports (evidenced by a and b)  Why: To provide an independent audit of the organisation, administrative and technical capacity of the MTC, NRIC, and RIA, to carry out the management and coordination, tendering procedures, financial management, monitoring, and internal quality control and reporting. The audit shall include the definition of the organisation, coordination, split of responsibilities and resources (quantity and profile of staff, other technical resources) needed to prepare and implement TEN-T projects in view of the objective of completing the TEN-T core network by 2030. [provide references to specific recommendations]  When: specify the dates of development and approval of the audit reports | As above | Delays in the drafting the audit report | None | None | - |
| 163 | C8.R1: Strategic transport framework | Milestone | Strengthening the capacity to manage and implement TEN-T railways projects | Implementation capacity building measures following an independent audit |  |  |  | Q4 | | 2023 | National Railway Infrastructure Company (NRIC),  Road Infrastructure Agency, together with the Ministry of Transport and Communication | |  | | 1. Action plans based on the independent audit’s recommendations for improvement in terms of administrative capacity and organisation to meet the TEN-T objectives and targets; 2. Detailed lists of implemented capacity building measures, including references and links to any relevant official administrative decisions (e.g. staffing increase) and assessment of expected impacts in addressing the objectives listed in the CID annex | | Institution/s: National Railway Infrastructure Company (NRIC), Road Infrastructure Agency, the Ministry of Transport and Communications  What: Action plans (evidenced by a) and implemented capacity building measures (evidenced by b)  How: Development and delivery of the action plans (evidenced by a and b)  Why: To support and accelerate the development of the TEN-T network, targeted measures shall be implemented at national level to reinforce the capacity of responsible bodies, such as the National Railway Infrastructure Company (NRIC), Road Infrastructure Agency, together with the Ministry of Transport and Communication to manage and implement the TEN-T projects in view of the objective of completing he TEN-T core network by 2030 [provide references to specific recommendations of the audit reports]  When: specify the dates of development / approval of the action plans and the dates of the actions implemented | As above | Delays in Milestone 162 | None | None | - |
| 164 | C8.R1: Strategic transport framework | Milestone | Rail market assessment underpinning the scope of public service obligation under the new public service contract for public rail transport service | Publication of the market assessment on the website of the Ministry of Transport |  |  |  | Q2 | | 2023 | Ministry of Transport and Communications | |  | | 1. Copy of the rail market assessment; 2. Notice of publication on the website of the Ministry of Transport and Communications and related link. | | Institution/s: MTC  What: Market assessment on the website of the Ministry of Transport (evidenced by a)  How: Development (evidenced by a) and publication (evidenced by b)  Why: To gauge the scope of public service obligation for the new public service contract (PSC) using the three-pronged so called “SNCM test” resulting from the case law of the General Court of the European Union [provide references to the scope of public service obligation under the new public service contract for public rail transport service  When: specify the dates of development / approval / publication of the market assessment | 1.2 Railways sector  The objective of the reform is to achieve a higher quality, wider coverage and use of passengers’ railways services | Delays in the drafting of the rail market assessment | None | None | - |
| 165 | C8.R1: Strategic transport framework | Milestone | New public service contract (PSC) for public rail transport services | Publication of the award decision |  |  |  | Q4 | | 2024 | Ministry of Transport and Communications | |  | | 1. for publication of the tender(s): copy and link to the publication in the national public procurement platform and in the Official Journal of the European Union (OJEU) if the case. 2. for award(s): copy and link to the publication in the national public procurement platform and, where relevant, in the Official Journal of the European Union (OJEU) and copy of the evaluation committee report. 3. copy of the signed contracts with the contractual counterparts and of the subsequent amendments to the contracts if any. 4. extract of the relevant parts of the technical specifications of the tender and of the contract proving alignment with the description of the milestone and of the description of the investment in the CID. | | Institution/s: MTC  What: Award decision for a New public service contract (PSC) for public rail transport services (evidenced by b and d)  How: Publication of the tender (evidenced by a), award (evidenced by b), contracting (evidenced by c)  Why: The new public service contract for the provision of public transport services by rail in Bulgaria shall be concluded following a fair, non-discriminatory and competitive award procedure.  When: specify the dates of publication / award / contracting | 1.2 Railways sector  The objective of the reform is to achieve a higher quality, wider coverage and use of passengers’ railways services | Delays in the publication of the tender | None | None | A monitoring step: Launch of the tender for new PSC (Q3 2023) |
| 166 | C8.R1: Strategic transport framework | Target | Deployment of ERTMS on TEN-T |  | TEN-T rail network lines equipped with ERTMS (km) | 217 | 707 | Q2 | | 2026 | Ministry of Transport and Communications OR  National Railway Infrastructure Company (NRIC) | |  | | 1. A spreadsheet listing all the project sites where works have been carried out, including the official references to each certificate of work completion (Act 15), issued in accordance with national legislation. For each certificate, the number of km equipped with ERTMS level 1 and level 2 shall be specified. 2. Protocols 17 and 16 certifying completion of Works and successful testing of systems installed, indicating the total length of the railways equipped, stating that the railways are conforming to all applicable norms, are fully electrified and that at least 123 km are equipped with ERTMS level 2 (~~with proof that the ERTMS trackside system is certified for European interoperability)~~ and are operational. 3. Use permit issued by the Directorate for National Construction Control (DNSK). | | Institution/s: NRIC/contractor  What: Deployment of ERTMS on TEN-T (evidenced by a, b, and c)  How: Construction works (evidenced by a), construction completion (evidenced by b), and deployment (evidenced by c)  Why: To equip the TEN-T rail network lines with ERTMS  When: specify the dates of development and approval of the audit reports | 1.2 Railways sector  a higher technical capacity to prepare and implement projects on the Trans-European Transport Network (TEN-T) railways network (whose level of completion is 12% at end 2021 vs the EU target of 100% by 2030), installation of European Rail Traffic Management System (ERTMS) on the TEN-T network to reach 707 km coverage by Q2 2026, increase by 15% in the total number of passengers using rail transport by the end of 2025, and reduction of journey time by railways between Bulgarian largest cities. | Delays in public procurement | Yes: After the receipt of documents for completion of the works / equipment installation (Q2 2026, or earlier if completed before that date) | None | - |
| 167 | C8.R1: Strategic transport framework | Target | Increase of number of carried passengers by railway transport |  | Number | 21339500 | 24540425 | Q2 | | 2026 | National Statistics Institute  Ministry of Transport and Communications | |  | | a) Official statistics by the Bulgarian National Statistics Institute, certifying the number of passengers carried by railways in Bulgaria in 2025 vs 2019 baseline. | | Institution/s: NSI and MTC  What: Official statistics by the Bulgarian National Statistics Institute, certifying the number of passengers carried by railways in Bulgaria in 2025 vs 2019 baseline. (evidenced by a)  How: Collection of statistics on the number of passengers (evidenced by a)  Why: To show what is the increase of the number of carried passengers by railway transport  When: Statistics for 2025 vs 2019 baseline (to be collected from NSI in 2026) | 1.2 Railways sector  The target refers to a 15% increase of the annual number of passengers carried by railway in 2025 compared to the baseline year 2019. | Delays in 165 and 166 | None | None | Drawing the link between the previous target would not be possible if deployment is only in Q2 2026 (166). The same goes for the rolling stock PSC (165). All in all, this is a result indicator that will be influenced by many external factors, including demographics. It is suggested to raise these risks with the EC. |
| 168 | C8.R1: Strategic transport framework | Target | Travelling time for the rail section Sofia-Plovdiv - Burgas |  | Number of hours | 6h40’ | 4h48’ | Q1 | | 2026 | Ministry of Transport and Communications | |  | | a) This travel time refers to the fast and/or express category trains. Official statistics by the railways operators and endorsed by the Ministry of Transport certifying the travel time achieved for two pairs of fast or express category trains per day. | | Institution/s: MTC/railway operators  What: Official statistics by the railways operators and endorsed by the Ministry of Transport certifying the travel time achieved for two pairs of fast or express category trains per day (evidenced by a)  How: Collection of statistics on the travel time (evidenced by a)  Why: To show what is the decrease in the passenger travel time by railways between Sofia, Plovdiv and Burgas  When: Statistics for 2025 vs the baseline (to be collected from the railway operators in 2026) | 1.2 Railways sector  The passenger travel by railways between Sofia, Plovdiv and Burgas shall be of 4 hours 48 minutes on the line section with length of 448 km. | Delays in 165 and 166 | None | None | Same as above |
| 169 | C8.R2: Road safety | Milestone | New road safety strategy and its action plan | Adoption by the government |  |  |  | Q4 | | 2020 | Council of Ministers | |  | | 1. Council of Ministers Resolution No 775/26.10.2020 adopting the Strategy and its Action Plan; 2. Copy of the strategy and action plan adopted by the Council of Ministers and published in the Official Journal 3. Link to the website where the strategy and action plan can be accessed; | | Institution/s: Council of Ministers  What: National Strategy for road safety in the Republic of Bulgaria for the period 2021-2030 and Action Plan (2021-2023) (evidenced by a and b)  How: Development of the strategy and action plan (evidenced by b), adoption by the Council of Ministers (evidenced by b), and publication (c)  Why: The new road safety strategy shall include the following objectives: reduction of deaths and serious injuries due to road accidents of 50% by 2030 vs the 2019 baseline, in line with EU Road Strategy Framework and vision Zero; integrated management of all road safety issues - in-depth coordination of relevant institutions and enhancement on administrative capacity for road safety management (based on studies, analysis, needs assessment, prioritisation and planning, monitoring, evaluation and reporting); social responsibility and changes in the behaviour of road users; support on the law enforcement, effective prevention of road safety rules violation, and increase of sanctions for road safety offences; increase of vehicle safety; protection of vulnerable road users, e.g. pedestrians and cyclists; improvement on the after road traffic accident injury response [include references to the above in the summary document]  When: after adoption by the Council of Ministers | Road safety  The objective of the reform is the improvement of road safety and reduction of victims of road accidents, as Bulgaria has one of the highest rate of road accident fatalities in the EU.  The reform includes setting up a conceptual framework for new road safety management in a single integrated strategic document for 2021-2030 and the implementation of its first action plan by 30 June 2023. | None | None | - | Achieved |
| 170 | C8.R2: Road safety | Milestone | Implementation of the new road safety action plan | Publication of a progress report with actions implemented |  |  |  | Q2 | | 2023 | Central institutions – Ministry of Interior, Ministry of transport and communications, Ministry of regional development and public works, Ministry of education and science, Ministry of health , regional governances, municipalities, each responsible in accordance with the measures as envisioned in the plan, SARS as a leading coordination and reporting institution | |  | | a) Progress report indicating the action implemented and link to website publication where all measures under the plan, grouped in 6 thematic pillars, are reported as key activities by the relevant responsible institutions; | | Institution/s: State Agency Road Safety  What: A progress report with actions implemented (evidenced by a)  How: Development and publication of the report (evidenced by a)  Why: A set of key activities shall be implemented under the action plan of national strategy for road safety referred in milestone 169. This includes: drawing up sectoral annual action plans, 28 regional annual road safety plan/programmes and 265 municipal road safety plans/programmes for each of the three years, with prioritisation and planning of infrastructure measures with the greatest impact on road safety; implementation of road safety infrastructure measures in the 28 provinces/regions, with a focus on vulnerable road users in urban areas; preparation of 28 regional reports and a summary of national report for each of the three years on the state of road safety elements on national and municipal roads, as well as urban streets. This process shall be coordinated and monitored by the State Agency Road Safety, staffed with trained professionals. An obligation shall be introduced to regularly follow up on network-wide road safety assessment procedures in terms of planning, carrying out targeted road safety inspections and taking direct corrective actions [include references to the above in the summary document]  When: after publication of the progress report | Same as above | Delays in the preparation of a large number of documents | None | None | The milestone is risky as it includes the development and implementation of approx. 300 documents. On the other hand, there is no benchmark on how much progress on the implementation of the plans would count as a success. |
| 171 | C8.R2: Road safety | Target | Removal of road safety hotspots/blackspots |  | Percentage decrease (%) compared to 2019 | 0 | 50 | Q1 | | 2026 | Road Infrastructure Agency, municipalities, Ministry of Interior, SARS as a leading coordination and reporting institution | |  | | 1. The list of hotspots/blackspots that are part of the 2019 baseline for the calculation of the 50% reduction. 2. Links to the annual activity reports of the State Agency Road Safety, incl. sectoral report of Road Infrastructure Agency with a detailed list of all hotspots/blackspot sites where works have been carried out, specifying the type of intervention and its starting date. | | Institution/s: Road Infrastructure Agency, municipalities, Ministry of Interior, SARS as a leading coordination and reporting institution  What: Removal of road safety hotspots/blackspots (evidenced by a and b)  How: Identification of the hotspots (a) and reporting on the works done (evidenced by b)  Why: To reduce the percentage of road safety hotspots/blackspots in Bulgaria. Actions shall be taken on an annual basis to remove such sections by surveys carried out on each section of the road and programmes with the prioritisation of all the necessary activities. The measures shall be planned on an annual basis in the plans/programmes of the administrations concerned and reported to the State Agency Road Safety.  When: Reduction of hotspots/blackspots between 2019 and 2025 (to be monitored annually) | Road safety  The reform shall result in the removal of at least 50% of the total number of road safety blackspots/hotspots (compared to 2019). | Lack of progress on the annual actions | None | None | A monitoring step: Removal of road safety hotspots/blackspots in 2023 (Q1 2024) |
| 172 | C8.R2: Road safety | Target | Reduction in the number of victims of road traffic accidents |  | Percentage decrease compared to 2019 (%) | 0 | 30 | Q1 | | 2026 | Municipalities, regional governors, central institutions, SARS as a leading coordination and reporting institution | |  | | 1. Links to the annual activity reports of the State Agency Road Safety 2. Reports of the Ministry of Interior with statistics on road traumatism that can serve to justify the percentage achieved in 2025 compared to the 2019 baseline. | | Institution/s: Municipalities, regional governors, central institutions, SARS as a leading coordination and reporting institution  What: Reduction in the number of victims of road traffic accidents (evidenced by b)  How: Annual measures (a) and reporting on the number of victims (evidenced by b)  Why: To reduce the annual number of fatalities and serious injuries due to road accidents.  When: Reduction of road victims between 2019 and 2025 (to be monitored annually) | Road safety  The reform shall result in the a 30% reduction of annual deaths and serious injuries from road safety accidents by 2025 (compared to 2019). | Lack of annual progress on the annual number of fatalities / injuries | Not needed | None | The target would be influenced by many external factors, including mobility trends and technological progress.  A monitoring step: Reduction in the number of victims of road traffic accidents in 2023 (Q1 2024) |
| 173 | C8.R3: Sustainable urban mobility | Milestone | Integration of sustainable urban mobility into territorial strategies and development planning | Entry into force of Integrated Territorial Strategies and Integrated Municipal Development Plans |  |  |  | Q3 | | 2022 | Ministry of Regional Development and Public Works  (MRDPW) | | Each Integrated Municipal Development Plan will be adopted by the Municipal Council.  The Ministry of Regional Development and Public Works will provide summarised report/information. | | 1. Copy of the act and/or a link to the public website with the publication of the act approving the Integrated Territorial Strategies for NUTS 2 planning regions and Integrated Municipal Development Plans with indication of the entry into force date; 2. Link to the public website with the publication and/or a copy of the Integrated Territorial Strategies for NUTS 2 planning regions and Integrated Municipal Development Plans, including urban mobility plans, in line with CID requirements. | | Institution/s: MRDPW  What: Entry into force of Integrated Territorial Strategies and Integrated Municipal Development Plans (evidenced by a)  How: Development / adoption / publication of the Integrated Municipal Development Plans and the Integrated Territorial Strategies for NUTS 2 regions; linking the Territorial strategies, MDPs and the urban mobility plans (evidenced by a and b)  Why: To prepare and adopt Integrated Territorial Strategies for the development of NUTS 2 (Nomenclature of Territorial Units for Statistics) planning regions with inclusion of elements of sustainable urban mobility Integrated Municipal Development Plans with sustainable urban mobility plans included therein. The Integrated Territorial Strategies of the NUTS 2 level planning regions shall define the development objectives and priorities of each of the six planning regions as well as the measures necessary for their implementation. Integrated Territorial Strategies shall include elements for sustainable urban mobility planning at regional level. Municipalities’ Sustainable Urban Mobility Plans shall be part of the Integrated Municipal Development plans [the latter should be clearly mentioned in the summary document to be presented to the EC]  When: after entry into force in 2022 | Sustainable urban mobility  The objective of the reform is to promote the sustainable urban mobility, through the use of Sustainable Urban Mobility Plans integrated into territorial strategies for the development of NUTS 2 (Nomenclature of Territorial Units for Statistics) planning regions and integrated into development municipal plans as well as the assessment of their implementation.  It shall also result in 20 municipalities with approved Sustainable Urban Mobility Plans that shall be supported by a purchase of clean urban public transport zero-emission vehicles and installation of charging infrastructure. | - | None | None | - |
| 174 | C8.R3: Sustainable urban mobility | Milestone | Evaluation of the implementation of Sustainable Urban Mobility Plans | Publication of mid-term evaluation |  |  |  | Q2 | | 2025 | Ministry of Regional Development and Public Works (MRDPW) | | Competent authorities for the implementation of the plans are the relevant municipalities. In this regard each municipality will assign an independent external evaluation of the municipal plans.  The Ministry of Regional Development and Public Works will provide summarised report/information. | | a) Copy of the mid-term evaluation of Sustainable Urban Mobility Plans and Integrated Municipal Development Plans and/or link to the publication. | | Institution/s: MRDPW  What: Mid-term evaluation of Sustainable Urban Mobility Plans (evidenced by a)  How: Assigning of the evaluations to independent external evaluators / delivery of the evaluations (a) / publication (b)  Why: The evaluation shall assess the extent to which municipalities’ integrated development plans and their sustainable urban mobility plans are implemented and achieved their objectives. The implementation of Sustainable Urban Mobility Plans shall be assessed as part of the mid-term evaluation of the Integrated Urban Development Plans and contain data on how many municipalities are implementing Sustainable Urban Mobility Plans. The mid-term evaluation of the Integrated Development Plans of municipalities shall include: assessment of the initial results of implementation; assessment of the extent to which the relevant objectives have been achieved; assessment of the effectiveness and efficiency of the resources used; lessons learned and recommendations. [the key findings / recommendations of the evaluations should be summarised and reported by the MRDPW]  When: after completion of the evaluations in 2025 | As above | Delays in 173 and delays in the procurement procedure | None | None | - |
| 175 | C8.R4: Integrated public transport | Milestone | Analysis of public transport system and review of its regulatory framework | Publication of the analysis by the competent authority |  |  |  | Q1 | | 2023 | Ministry of Transport and Communications | |  | | 1. Copy of the analysis of public transport system and link to the publication. 2. A summary of the results of the stakeholders’ consultation. | | Institution/s: MTC  What: Analysis of public transport system and review of its regulatory framework (evidenced by a)  How: Performance of the analysis (a), publication (a), and stakeholder consultations (b)  Why: To deliver an analysis of the public transport system in Bulgaria and to inform the government proposal for a new Public Transport Act referred in milestone 176.The analysis shall identify problems and weakness in the public transport system and propose appropriate regulatory solutions, including administrative or legislative changes to ensure the improvement of the transport service. It shall include an analysis of good practices from other EU Member States and be prepared in consultation with relevant representatives of the administration, business, NGOs and civil society organisations representing stakeholders in the field of public passenger transport.  When: after publication in 2023 | Integrated public transport  The objective of the reform is to contribute to better integration of public transport, and thereby to increase the quality, connectivity, reliability and efficiency of the transport service provided.  The reform includes the analysis of public transport system as well as the review of the existing regulatory framework. Based on the results, a new Public Transport Act shall be adopted. | Delays in the procurement procedure (if external evaluation is envisaged) | None | None | - |
| 176 | C8.R4: Integrated public transport | Milestone | New regulatory framework for public transport | Entry into force of new Public Transport Act |  |  |  | Q1 | | 2024 | Ministry of Transport and Communications | |  | | a) Copy of the publication in the State Gazette of the Public Transport Act | | Institution/s: MTC  What: new Public Transport Act (evidenced by a)  How: adoption of the new Public Transport Act  Why: The new legislation regulating the award, operation and management of public transport with the objective of integrating it into a single national transport scheme shall enter into force. The new law shall take into account the results of the analysis referred to in milestone 175.The new legislative framework shall ensure a level playing field across all public transport operators and transparency in the selection of public transport carriers by public authorities, expand the possibilities for creating a competitive transport market for public transport services, supporting digitisation and increasing the use of public transport. The new legislation shall establish a clear regulatory framework defining the public transport, the legal entities that commission and perform it, their responsibilities and obligations, including the principles and rules for their work, the process of commissioning and coordination in the provision of transport services. The new legislation shall provide for: the quantitative and qualitative characteristics related to the performance of the public passenger transport service on the territory of the country, covering all modes of public transport; the rights and responsibilities of contracting authorities, operators and passengers; uniform rules for the transport of passengers on public transport as a single system, with an integrated national transport scheme as well as a single transport quality service standard; the legal framework for the introduction, at the latest by Q1 2026, of a single ticket and single integrated transport scheme, comprising complementary lines operated by all modes of transport; a financing system for the conservation and maintenance of public infrastructures which internalises environmental costs. [the inclusion of the above elements in the new Public Transport Act should be reported in the summary document]  When: after entry into force in 2024 | Integrated public transport  The objective of the reform is to contribute to better integration of public transport, and thereby to increase the quality, connectivity, reliability and efficiency of the transport service provided.  The reform includes the analysis of public transport system as well as the review of the existing regulatory framework. Based on the results, a new Public Transport Act shall be adopted.  The new Act shall establish a clear regulatory framework defining the public transport as well as the responsibilities and obligations of the entities that perform it. It shall also create the legal framework for the introduction of a single transport ticketing system at the latest by Q1 2026 and a single integrated transport scheme aiming to improve the public transport efficiency in Bulgaria. | Delays in 175  Delays in preparing the Bill | None | None | A monitoring step: Preparation of new regulatory framework for public transport (Q3 2023) |
| 177 | C8.R4: Integrated public transport | Milestone | Introduction of the single ticket service for public transport | Introduction on the market |  |  |  | Q1 | | 2026 | Ministry of Transport and Communications | |  | | 1. Copy of the publication in the State gazette confirming the introduction of the single ticket service for public transport by the competent authority 2. List of operators that adopted the single ticket and the link to the website where the ticket is available for purchase. | | Institution/s: MTC  What: Introduction of the single ticket service for public transport (evidenced by a)  How: Following the new Public Transport Act (milestone 176), introduction of the single ticket service (a), determining a list of operators and a website for purchases of the single ticket (b)  Why: The ticket shall allow any person travelling in Bulgaria to purchase one travel document for all types of public transport within a predetermined period of time.  When: after introduction in 2026 | As above | Delays in 175 and 176 | None | None | - |
| 178 | C8.R5: Electric mobility | Milestone | Law on promoting electric mobility | Entry into force |  |  |  | Q2 | | 2023 |  | |  | | a) Copy of the publication in the State Gazette of the law on promoting electric mobility | | Institution/s: MTC  What: Introduction of the single ticket service for public transport (evidenced by a)  How: development and adoption of the Law on promoting electric mobility (a)  Why: The law shall aim at accelerating the electrification of road transport in Bulgaria and reducing related greenhouse gas emissions and air pollution. The law shall enable and incentivise the expansion of the electric charging stations infrastructure across the country. This shall include: simplification of the procedures for connection of charging stations to the electricity network, and of the construction procedures for building such stations, a regulatory obligation for municipalities to provide locations for chargers in at least two parking spaces; a regulatory incentive for electric utilities to provide easy access to the power grid; the introduction of preferential financial instruments for small and medium-sized enterprises investing in the construction and management of electric charging infrastructure. The law shall also introduce incentives for the uptake of electric vehicles (EVs) and be in line with the ‘polluter pays principle’, including dedicated measures such as subsidies for zero-emission vehicles, differentiation of registration/ownership taxes depending on level of emissions, and scrapping schemes for most polluting vehicles (EURO 3 or below). [these elements shall be referenced in the summary document]  When: after publication (dates to be presented in the summary document) | Electric mobility  The reform aims to stimulate the development of zero-emission and low-emission transport in Bulgaria, by creating low-emission zones in the largest and most polluted cities, providing incentives for zero-emission vehicles, and developing a wide network of alternative fuels infrastructure (electric charging stations).  In particular, the reform shall introduce a new legislative framework to promote the deployment of electric charging infrastructure and zero-emission vehicles and limiting the use of the most polluting vehicles.  It shall include legislative measures to promote zero-emission mobility. It shall include incentives and regulation changes for building of electric charging stations infrastructure and incentives to increase of zero-emission electric vehicles (both procured by public entities and purchased/leased/owned by private entities or individuals) in line with the “polluter pays” principle, such as scrapping schemes for most polluting vehicles (EURO 3 and below) and adjustment of ownership/registration taxes based on emission levels. | Delays in preparing the Bill | None | None | A monitoring step: Adoption of the draft law by the Government and submission to the Parliament (Q1 2023) |
| 179 | C8.R5: Electric mobility | Target | New public electric charging stations |  | Number | 340 | 4 000 | Q4 | | 2024 |  | |  | | 1. a spreadsheet listing the new equipment installed, its technical specifications (power), date and locations of installations, the official references of the certificate of installation issued in accordance with the national legislation for each recharging points for electric vehicles, including a unique identifier number for each charging point. 2. for the tender(s): copy and link to the publication in the Official Journal or public procurement platform. 3. a report demonstrating that the implementation of the target fulfils the public accessibility and geographic distribution conditions listed in the target description. | | Institution/s: MTC or MRDPW  What: New public electric charging stations (evidenced by a and c)  How: tendering (b), installation/certification (a), and reporting (c)  Why: Electric charging stations shall be installed and in operation in Bulgaria. The charging stations shall be publicly accessible 24h/7days/week and their procurement shall be done on the basis of open and competitive tenders. The regional allocation shall be balanced and focus on areas with higher congestion. Locations shall be selected on the basis of road needs, road travel capacity, road congestion level or business development cases. The new charging stations shall include: at least 20 fast-charging stations located in motorway hubs on TEN-T at 1-2 MW DC; at least 150 fast-charging stations - with minimum power output 50 kW - built in interurban road network and cities. [these elements shall be referenced in the summary document]  When: after certification (dates of tendering, installation, certification, to be presented in the summary document) | Electric mobility  The reform shall result in the installation of 10 000 electric charging stations | Delays in public procurement | Yes: At 3-5 sites, after the receipt of documents for completion of the works / equipment installation (Q4 2024, or earlier if completed before that date) | 3 (charging stations) | - |
| 180 | C8.R5: Electric mobility | Target | New public electric charging stations |  | Number | 4000 | 10000 | Q2 | | 2026 |  | |  | | As above | | As above | As above | Delays in public procurement  Delays in 179 | Yes: At 3-5 sites, after the receipt of documents for completion of the works / equipment installation (Q2 2026, or earlier if completed before that date) | 3 (charging stations) | Unclear which will be the reporting ministry |
| 181 | C8.R5: Electric mobility | Target | Low-emission zones |  | Number | 0 | 3 | Q2 | | 2025 |  | | The introduction of the low emission zones entails their actual entry into operation and enforcement. | | 1. Copy of the [Council of Ministers Decision published in the Official Journal or official decisions of the concerned local authorities] demonstrating the introduction of the low-emission zones 2. Explanatory report by [X] demonstrating how the zones introduced are in line with the description of the milestone and of the reform in the CID annex. | | Institution/s: Council of Ministers / local authorities  What: Introduction of low emission zones (evidenced by a and c)  How: introduction (a) and reporting (b)  Why: Low-emission zones shall be introduced in at least three district cities, each with a population above 100,000 inhabitants and a combined population of at least 1.5 million people. These low-emission zones shall target district cities with the highest levels of pollution, and cover the wider area of the city centre. The entry and circulation of most polluting cars (with emission standards EURO 3 or below) shall be prohibited into those zones [these elements shall be referenced in the summary document]  When: after introduction | Electric mobility  The reform shall result in the introduction of low-emission zones in the country’s largest and most polluted cities. | - | Yes: At 1-2 sites, after the receipt of documents for establishment of the zones (Q2 2025, or earlier if completed before that date) | None | A monitoring step: Interim progress report (Q2 2023) |
| 182 | C8.R5: Electric mobility | Target | Zero- and low-emissions vehicles registered |  | Number | 2500 | 15000 | Q2 | | 2024 | Ministry of Interior/ | | The target refers to the registration of both new and used vehicles (M1 -passenger cars, N1 - light commercial vehicles; N2 and N3 - heavy-duty vehicles, based on the Economic Commission for Europe of the United Nations standards) that are zero- and low emission (i.e. electric and hydrogen vehicles, including plug-in hybrid). | | a) A report established by the Ministry of Transport and Communications justifying the increase in the number of zero-and low emission vehicles registered in Bulgaria between end 2020 and Q2 2024  b) Official data on registration of vehicles. | | Institution/s: Ministry of the Interior  What: Number of zero- and low- emissions vehicles registered (evidenced by a and b)  How: Explaining the trends in vehicle registrations (a) and providing the actual statistics (b)  Why: New or used zero- and low emission (i.e. electric and hydrogen, including plug-in hybrid) vehicles (M1 -passenger cars, N1 - light commercial vehicles; N2 and N3 - heavy-duty vehicles, based on the Economic Commission for Europe of the United Nations standards) shall be registered in Bulgaria by mid-2024. The baseline refers to the number of these vehicles registered at end 2020.Official data shall be reported by National Statistics Institute to the European Alternative Fuels Observatory for monitoring purposes.  When: after (provisional) data for mid-2024 is available | Electric mobility  The reform shall result in the total number of 30 000 zero-emission vehicles (new or used cars) registered in Bulgaria | Lack of increase in the annual data / delays in the introduction of preferential regimes for such vehicles | None | None | The target is dependent on many external factors, incl. socio-economic development, inflation, etc. Considering the current status, the achievement of this target would be challenging (see the growth rates, e.g. here: <https://alternative-fuels-observatory.ec.europa.eu/interactive-map>) . |
| 183 | C8.R5: Electric mobility | Target | Zero- and low-emission vehicles registered |  | Number | 15000 | 30000 | Q2 | | 2026 | Ministry of Interior/ | | The target refers to the registration of both new and used vehicles (M1 -passenger cars, N1 - light commercial vehicles; N2 and N3 - heavy-duty vehicles, based on the Economic Commission for Europe of the United Nations standards) that are zero- and low emission (i.e. electric and hydrogen vehicles, including plug-in hybrid). | | a) A report established by the Ministry of Transport and Communications justifying the increase in the number of zero-and low emission vehicles registered in Bulgaria between Q2 2024 and Q2 2026  b) Official data on registration of vehicles. | | Institution/s: Ministry of the Interior  What: Number of zero- and low- emissions vehicles registered (evidenced by a and b)  How: Explaining the trends in vehicle registrations (a) and providing the actual statistics (b)  Why: New or used zero and low-emission (electric and hydrogen, including plug-in hybrid) vehicles (M1 -passenger cars, N1 - light commercial vehicles; N2 and N3 - heavy-duty vehicles, based on the Economic Commission for Europe of the United Nations standards) shall be registered in Bulgaria by mid-2026.Official data shall be reported by National Statistics Institute to the European Alternative Fuels Observatory for monitoring purposes.  When: after (provisional) data until mid-2026 is available | As above | Delays in 182 | None | None | As above |
| 184 | C8.I1: Railways rolling stock | Milestone | Contract(s) on supply of new zero-emission railways rolling stock for sub-urban and inter-regional transport and shunting locomotives | Signature of contract(s) following open and competitive tender(s) |  |  |  | Q1 | | 2023 | Ministry of Transport and Communications | |  | | 1. for publication of the tenders: copy and link to the publication in the national public procurement platform (CAIS EOP) and in the Official Journal of the European Union (OJEU) if the case. 2. for awards: copy and link to the publication in the national public procurement platform (CAIS EOP) and in the Official Journal of the European Union (OJEU) if the case 3. copy of the award evaluation report justifying the choice of the winning bidder; 4. copy of the signed purchased contracts with the contractual counterparts and of any subsequent amendments. 5. extract of the relevant parts of the technical specifications of the project proving alignment with the description of the milestone and of the description of the investment in the CID annex, including criteria/technical specifications that ensure compliance with DNSH. | | Institution/s: MTC  What: Contract(s) on supply of new zero-emission railways rolling stock for sub-urban and inter-regional transport and shunting locomotives (evidenced by d)  How: Publish (a), award (b and c), contract (d), report (e)  Why: Contract(s) shall be signed, following open, public and non-discriminatory competitive tender(s) for the purchase of: - 42 electric multiple units (EMUs) for passenger services in sub-urban transport of the maximum speed of 160 km/h and, equipped with ERTMS on-board, i.e. 7 double-deck EMUs of the minimum seating capacity of 300 persons and 35 single-deck EMUs of the minimum seating capacity 200 persons;- 20 push-pull trainsets for inter-regional transport incl. locomotives of the maximum speed of 200 km/h and equipped with ERTMS on-board;- 18 battery shunting locomotives of digital remote-control. New rolling stock shall be zero-emission, in line with the Do Not Significant Harm principle. The Bulgarian Ministry of Transport and Communications shall become the owner of the trainsets (meaning EMUs, push-pull trains and battery shunting locomotives). The ownership shall not be transferable to the selected railway undertaking under the public service obligation contract. The railway undertaking as operator shall become only a temporary user/keeper. [the above elements should be included/referred to in the summary document]  When: after contracting | Railways rolling stock  The procurement of new trains owned by the Bulgarian State and run under the Public Service Contract (PSC) by the selected undertaking(s) as carrier(s) | Delays in public procurement | None | None | A monitoring step: Submission of the draft tender documents to the European Commission (Q3 2022) |
| 185 | C8.I1: Railways rolling stock | Target | New zero-emission railways rolling stock in operation (I) |  | Number | 0 | 35 | Q1 | | 2025 | Ministry of Transport and Communications | |  | | 1. certificates signed by the contractor and the competent authority in accordance with the national legislation to indicate that the new electric rolling stock purchased is operational. 2. a spreadsheet with the list of the units purchased and extracts of the relevant parts of their technical specifications proving alignment with the description of the target and of the description of the investment in the CID. 3. A copy of public service contract that establishes the conditions for the use of the new rolling stock by rail operators. | | Institution/s: MTC  What: New zero-emission railways rolling stock in operation (evidenced by a and b)  How: in line with the public service contract (c), the contracts (milestone 184), delivery of new rolling stock (a and b)  Why: To provide 35 single-deck electric multiple units of the maximum speed of 160 km/h and the minimum seating capacity 200 persons. Passenger railway undertaking(s) shall operate the trains under a public service contract (PSC) for the period after 2024. The PSC shall be tendered competitively in line with the applicable Union legislation at the time of tendering. New railways rolling stock owned by the competent authority shall be made available free of charge to the rail passenger transport operators under public service contracts awarded in compliance with Regulation (EC) No 1370/2007. The operators shall be obliged to return the rolling stock to the owner in the condition in which it was received, taking into account the normal depreciation rate, so that the state can provide it to the next public service operator.[these elements should be included/referred to in the summary document]  When: after provision of certificates | Railways rolling stock  Such purchase shall improve the competitiveness of rail transport and enable a significant modal shift of passengers from road to railways. | Delays in 184 | Yes: At 1-2 sites, after the receipt of documents for completion of the delivery (Q1 2025, or earlier if completed before that date) | None | - |
| 186 | C8.I1: Railways rolling stock | Target | New zero-emission railways rolling stock in operation (II) |  | Number | 35 | 80 | Q1 | | 2026 | Ministry of Transport and Communications | |  | | 1. certificates signed by the contractor and the competent authority in accordance with the national legislation to indicate that the new electric rolling stock purchased is operational. 2. a spreadsheet with the list of the units purchased and extracts of the relevant parts of their technical specifications proving alignment with the description of the target and of the description of the investment in the CID. 3. A copy of public service contract that establishes the conditions for the use of the new rolling stock by rail operators. | | Institution/s: MTC  What: New zero-emission railways rolling stock in operation (evidenced by a and b)  How: in line with the public service contract (c), the contracts (milestone 184), delivery of new rolling stock (a and b)  Why: To provide 42 electric multiple units (EMUs) for passenger services in sub-urban transport of the maximum speed of 160 km/h and equipped with ERTMS on-board, i.e. 7 double-deck EMUs of the minimum seating capacity of 300 persons and 35 single-deck EMUs of the minimum seating capacity 200 persons; - 20 push-pull trainsets for inter-regional transport (incl. locomotives of the maximum speed of 200 km/h and equipped with ERTMS on-board) are published; - 18 battery shunting locomotives of digital remote-control. New rolling stock shall be zero-emission, in line with Do Not Significant Harm principle. Passenger railway undertaking(s) shall operate the trains under a public service contract (PSC) for the period after 2024. The PSC shall be tendered competitively in line with the applicable Union framework at the time of tendering. New railways rolling stock owned by the competent authority shall be made available free of charge to the rail passenger transport operators under public service contracts awarded in compliance with Regulation (EC) No 1370/2007. The operators shall be obliged to return the rolling stock to the owner in the condition in which it was received, taking into account the normal depreciation rate, so that the Bulgarian State can provide it to the next public service operator [these elements should be included/referred to in the summary document]  When: after provision of certificates | As above | Delays in 184 and 185 | Yes: At 1-2 sites, after the receipt of documents for completion of the delivery (Q1 2026, or earlier if completed before that date) | None | - |
| 187 | C8.I2: European Train Control System on-board equipment | Milestone | Mechanism of selection of supported rail operators for ERTMS/ETCS on-board equipment | Identification and ranking of the rail undertakings eligible for on-board installation of ETCS on-board equipment |  |  |  | Q3 | | 2022 | Ministry of Transport and Communications | |  | | 1. Report indicating (i) the outcome of the market consultation to get data from railway carriers related to rolling stock which can be upgraded with ERTMS on-board equipment, (ii) the distribution mechanism among the beneficiaries and the criteria used. (iii) the list of eligible beneficiaries, and (iv) the final ranking of beneficiaries. 2. for publication of the tender: copy and link to the publication in the national public procurement platform (CAIS EOP) and in the Official Journal of the European Union (OJEU) if the case; 3. for the award decision: copy and link to the publication in the national public procurement platform (CAIS EOP) and in the Official Journal of the European Union (OJEU) if the case 4. The evaluation report issued following the selection procedure and the list of all undertaking selected. 5. Signed declarations by selected undertakings on compliance with the specific conditions listed in the CID annex. | | Institution/s: MTC  What: Mechanism of selection of supported rail operators for ERTMS/ETCS on-board equipment (evidenced by a and e)  How: tendering (b), award (c and d), implementation (a and e)  Why: The target refers to the selection process to distribute funds among rail undertakings (beneficiaries) that includes the following steps: market consultation to get data from railway carriers related to rolling stock which can be upgraded with ERTMS on-board equipment; elaboration of a clear mechanism for distribution of funds among the beneficiaries, based on criteria of efficiency and cost effectiveness; identification of eligible beneficiaries, and ranking based on the criteria of efficiency and cost effectiveness.  An open, public and non-discriminatory competitive tender procedure for the selection of railway undertakings to benefit from the programme shall be performed. In this context, a business plan shall be provided by each beneficiary, justifying the minimum number of train kilometres per year to be operated using the equipment. Information regarding the provision of own funding shall also be provided (since beneficiaries are expected to fund 50% of the total cost).All licensed and certified railway undertakings in Bulgaria shall be eligible to participate in the procedure. Each railway undertaking selected shall declare that the rolling stock eligible for the installation of ERTMS on-board equipment under this programme is to be in regular operation for at least 10 years after installation. Only existing, zero emission, electric rolling stock with a residual economic life of at least 10 years shall be equipped. If there is a justified reason for not operating a unit for a minimum of 10 years, beneficiaries shall undertake to transfer the on-board equipment to another zero-emission rolling stock on its own account, to be operated at least for the remaining time by the end of the 10 years.  The selected rolling stock for support shall be transferred to the next public service contract operator at market price excluding/net of the aid received by the beneficiary. [these elements should be included/referred to in the summary document]  When: after the delivery of the mechanism | European Train Control System on-board equipment  The main objective is to equip the on-board part of zero-emission electric locomotives and of zero-emission electric multiple-units with the European Rail Traffic Management System (ERTMS) - European Train Control System (ETCS), a single digital European signalling and speed control system, which ensures the interoperability of national rail systems. This technology reduces maintenance costs of signalling systems and increases train speed, infrastructure capacity and railway safety.  To develop a funding allocation mechanism that takes into account information of the eligible railway undertakings, including the number of train-kilometres in the last 5 years, a 10-year business plan for the running of the equipped units and information regarding the provision of own funding (since beneficiaries are expected to fund 50% of the total cost) | Delays in the public procurement procedure | None | None | - |
| 188 | C8.I2: European Train Control System on-board equipment | Milestone | Contracts on the ERTMS on-board equipment (ETCS) installation | Signature of contract(s) following open and competitive tender(s) |  |  |  | Q4 | | 2022 | Ministry of Transport and Communications | | A copy of the tender documentation shall be provided as part of the verification mechanism for milestone 187. | | 1. copy of the signed contracts with the contractual counterparts and of the subsequent amendments to the contracts if any. 2. copy of the award evaluation report justifying the choice of the winning bidder; 3. extract of the relevant parts of the technical specifications of the project proving alignment with the description of the milestone and of the description of the investment in the CID. | | Institution/s: MTC  What: Contracts on the ERTMS on-board equipment (ETCS) installation (evidenced by a and c)  How: tendering (see milestone 187), award (b), contracting (a and c)  Why: The contracts shall be signed, following fair and non-discriminatory tender procedure for selection of supplier(s) of the on-board ERTMS / ETCS Level 2 (compliant with norm 3/Baseline 3) equipment, with the contractor(s) for the delivery, installation, commissioning in operation, testing and obtaining permits and training of the operators’ personnel for ERTMS/ETCS equipment. [these elements should be included/referred to in the summary document]  When: after the delivery of the mechanism | European Train Control System on-board equipment  The main objective is to equip the on-board part of zero-emission electric locomotives and of zero-emission electric multiple-units with the European Rail Traffic Management System (ERTMS) - European Train Control System (ETCS), a single digital European signalling and speed control system, which ensures the interoperability of national rail systems. This technology reduces maintenance costs of signalling systems and increases train speed, infrastructure capacity and railway safety.  Based on the results of the previous point (milestone 187), a procedure under the Public Procurement Act will be announced for the delivery, installation, commissioning, testing and obtaining of permits and training by the Ministry of Transport. | Delays in the public procurement procedure | None | None | - |
| 189 | C8.I2: European Train Control System on-board equipment | Target | Delivery and installation of the ERTMS/ETCS on-board equipment |  | Number of units | 2 | 36 | Q4 | | 2024 | Ministry of Transport and Communications | |  | | 1. certificate of completion signed by the contractor and the competent authority. 2. detailed list of the new ERTMS /ETCS Level 2 equipment and the rolling stock in which it was installed. 3. copy of the contract ensuring that the selected rolling stock for support shall be transferred to the next operator at market price excluding/net of the aid received by beneficiary. | | Institution/s: MTC  What: Delivery and installation of the ERTMS/ETCS on-board equipment (evidenced by a and b)  How: following the contracting (milestone 188), delivery and installation (a and b), and a contract for transfer (c)  Why: This intermediate target refers to the number of rolling stock (locomotives and railcars) in which ERTMS /ETCS Level 2 equipment shall be installed and be operational. The rolling stock selected for support shall be sold to the next operator at market price excluding/net of the aid received by beneficiary. [these elements should be included/referred to in the summary document]  When: after certification | European Train Control System on-board equipment  The main objective is to equip the on-board part of zero-emission electric locomotives and of zero-emission electric multiple-units with the European Rail Traffic Management System (ERTMS) - European Train Control System (ETCS), a single digital European signalling and speed control system, which ensures the interoperability of national rail systems. This technology reduces maintenance costs of signalling systems and increases train speed, infrastructure capacity and railway safety. | Delays in 188 | Yes: At 1-2 sites, after the receipt of documents for completion of the delivery and installation (Q4 2024, or earlier if completed before that date) | None | - |
| 190 | C8.I2: European Train Control System on-board equipment | Target | Delivery and installation of the ERTMS / ETCS on-board equipment |  | Number of units | 36 | 108 | Q3 | | 2025 | Ministry of Transport and Communications | |  | | As above | | Institution/s: MTC  What: Delivery and installation of the ERTMS/ETCS on-board equipment (evidenced by a and b)  How: following the contracting (milestone 188), delivery and installation (a and b), and a contract for transfer (c)  Why: The final target refers to the number of rolling stock (locomotives and railcars) in which ERTMS/ETCS Level 2 equipment shall be installed and operational. The selected rolling stock for support shall be transferred to the next operator at market price excluding/net of the aid received by beneficiary. [these elements should be included/referred to in the summary document]  When: after certification | As above | Delays in 188 and 189 | Yes: At 1-2 sites, after the receipt of documents for completion of the delivery and installation (Q3 2025, or earlier if completed before that date) | None | - |
| 191 | C8.I3: Digitalisation in railways transport and ERTMS | Milestone | Contracts for technical design and construction of digital systems on the railway section Ruse – Kaspichan | Signature of contracts for design and construction of digital systems along Ruse-Kaspichan railway section following open and competitive tenders |  |  |  | Q4 | | 2022 | National Railway Infrastructure Company (NRIC) | |  | | 1. for launch of tenders: copy and link to the procurement notice in the national public procurement platform, justifying that the competition is open to applications; 2. for awards: copy and link to the award notice in the national public procurement platform 3. copy of the award evaluation report justifying selection of contractors; 4. copy of contracts concluded with the contractors selected 5. justification that the specifications (including the technical specifications) are fully aligned with the description, criteria and conditions as set out in the milestone and of the description of the reform in the CID. | | Institution/s: NRIC  What: Contracts for technical design and construction of digital systems on the railway section Ruse – Kaspichan (evidenced by d)  How: tendering (a), award (b and c), contracting (d), reporting (e)  Why: The contracts with selected contractors, following open, public and non-discriminatory competitive tenders for the modernisation of dispatching, telecommunications system and the signalling and speed control system on railways for monitoring and controlling the parameters of rolling stock in motion and railway infrastructure with the deployment of European Rail Traffic Management System Level 2 (European Train Control System and Global System for Mobile Communications – Railway or the newer generation system) in the railway section Ruse – Kaspichan in TEN-T Comprehensive Network shall be signed. The contracts shall include the design, supply, construction and/or commissioning of: - dispatching central systems with automatic control of train operation and radio centre unit situated at a single dispatch centre in Gorna Oryahovitsa;- track-computer centralisation with an interface to dispatching and radio centre unit at 10 stations in the section- auto-locks with axle counting;- new device of 20 automatic level crossings with axle counting; - digital telecommunication systems with equipment based on fibre/optical cable network;- level crossings, passenger travel information systems and video surveillance in the area of railway stations. [these elements should be included/referred to in the summary document]  When: after contracting | Digitalisation in railways transport and ERTMS  The investment aims at improving the quality of rail transport services by monitoring operational parameters and increasing the reliability, security and safety of railways transport in section Ruse – Kaspichan in TEN-T (Trans-European Transport Network) Comprehensive Network. It shall include the deployment of the European Rail Traffic Management System (ERTMS) Level 2 on the TEN-T core network (that consist of the European Train Control System and the Global System for Mobile Communications – Railway) as a signalling and speed control system for monitoring and controlling the parameters of rolling stock in motion and railway infrastructure.  The investment includes dispatching central systems with automatic control of train movements situated at a single dispatch centre, an optical cable network and digital telecommunication systems with equipment. Furthermore, new infrastructure of automatic level crossings as well as passenger travel information systems and video surveillance in the area of railway stations shall be constructed. | Delays in public procurement | None | None | - |
| 192 | C8.I3: Digitalisation in railways transport and ERTMS | Milestone | Deployment of ERTMS Level 2 on the railway section Ruse – Kaspichan | Entry into operation of dispatching, telecommunications, railway signalling and speed control systems and station (information and security) facilities |  |  |  | Q2 | | 2026 | National Railway Infrastructure Company (NRIC) | |  | | 1. Protocols 17 and 16 certifying completion of Works and successful testing of systems installed 2. Use permit issued by the Directorate for National Construction Control (DNSK) | | Institution/s: NRIC  What: Deployment of ERTMS Level 2 on the railway section Ruse – Kaspichan (evidenced by a and b)  How: Completion of works (a) and issuing of a permit (b)  Why: The modernised dispatching, telecommunications system and the signalling and speed control system on railways for monitoring and controlling the parameters of rolling stock in motion and railway infrastructure with the deployment of European Rail Traffic Management System Level 2 (European Train Control System and Global System for Mobile Communications – Railway or the newer generation system) on the railway section Ruse – Kaspichan in TEN-T Comprehensive Network (123 km length) shall enter into force and shall be operational. The system shall include: - dispatching central systems with automatic control of train operation and radio centre unit situated at a single dispatch centre in Gorna Oryahovitsa;- track-computer centralisation with an interface to dispatching and radio centre unit at 10 stations in the section- auto-locks with axle counting;- new device of 20 automatic level crossings with axle counting; - digital telecommunication systems with equipment based on fibre/optical cable network;- level crossings, passenger travel information systems and video surveillance in the area of railway stations. [these elements should be included/referred to in the summary document]  When: after certification | As above | Delays in 191 | Yes: at 1 site | None | A monitoring step: Completion of the works for railways infrastructure investments, measured in percentage of works completed (certified by supervision report) (Q4 2024) |
| 193 | C8.I4: Intermodal terminal in Ruse | Milestone | Contracts for technical design and construction of the new intermodal terminal awarded/signed | Signature of contracts awarded by the National Railway Infrastructure Company |  |  |  | Q4 | | 2022 | National Railway Infrastructure Company (NRIC) | |  | | 1. for the launch of tenders: copy and link to the procurement notice in the national public procurement platform, justifying that the competition is open to applications, 2. for awards: copy and link to award notice in the national public procurement platform 3. copy of the award evaluation report justifying selection of contractors; 4. copy of contracts awarded/signed 5. extract of the relevant parts of the technical specifications of the project proving alignment with the description of the milestone and of the description of the investment in the CID annex | | Institution/s: NRIC  What: Contracts for technical design and construction of the new intermodal terminal awarded/signed (evidenced by d and e)  How: tendering (a), award (b and c), contracting (d), reporting (e)  Why:. The contractors for construction of the intermodal terminal in Ruse shall be selected on the basis of an open, public and non-discriminatory public procurement procedure. The entity selected in the tender shall be responsible for the following activities: Technical design and construction; Conformity assessment under Technical Specifications for Interoperability; Risk assessment; Technical Assistance. The construction of the basic and the enabling infrastructure of the intermodal terminal in Ruse shall be the responsibility of the contractor(s), but its equipment (such as mobile machinery, cranes, handling system, computer and office equipment) shall be installed by the future operator. The Bulgarian State shall become the owner of the intermodal terminal.The investment shall result into the construction of an intermodal terminal on an area of 12.4 hectares, with a capacity of 115 200 TEU/year. The terminal shall integrate different modes of transport: inland waterway, rail and road. The accomplishment of the present milestone, including demolitions and construction of new buildings, shall be compliant with the Do Not Significant Harm technical guidance (2021/C 58/01). [these elements should be included/referred to in the summary document]  When: after contracting | Intermodal terminal in Ruse  The investment includes the construction of a new intermodal terminal (IMT) - that integrates different modes of transport (inland waterway, rail and road) - and its infrastructure for containers in Ruse (North Central Planning Region in Bulgaria). Ruse is a key intermodal hub/intersection (in the TEN-T core intermodal transport network under Regulation (EU) No 1315/2013 as part of the EU Rhine-Danube Transport Corridor).  The scope of the project shall cover the construction of the basic and the enabling infrastructure.  The main objectives and benefits of the implementation of the Ruse IMT project are: increase international intermodal traffic with countries of the Transport Corridor Europe-Caucasus-Asia (connecting the middle Asia and the eastern and central Europe); provide regular train connections to Turkey, the central and western Europe, Greece and Sofia; improve the transport supply of the Shumen Industrial Park (located 120 km from the Ruse IMT).  The IMT shall have a capacity of 115 200 TEU/year, which represents an increase of 150% vs current intermodal capacity in Bulgaria. | Delays in public procurement | None | None | A monitoring step: Tender launched (Q3 2022) |
| 194 | C8.I4: Intermodal terminal in Ruse | Milestone | Supervision Contract awarded/signed | Signature of Supervision contract awarded by the National Railway Infrastructure Company |  |  |  | Q1 | | 2023 | National Railway Infrastructure Company (NRIC) | |  | | 1. for the launch of tenders: copy and link to the procurement notice in the national public procurement platform, justifying that the competition is open to applications 2. for awards: copy and link to the award notice in the national public procurement platform 3. copy of contract with the selected contactor. | | Institution/s: NRIC  What: Supervision Contract awarded/signed (evidenced by c)  How: tendering (a), award (b), contracting (c)  Why: The contract with a selected entity, on the basis of an open, public and non-discriminatory public procurement procedure shall be signed. The selected contractor shall be responsible for the conformity assessment and supervision of the construction of the intermodal terminal in Ruse under the Spatial Development Act. [these elements should be included/referred to in the summary document]  When: after contracting | As above | Delays in public procurement | None | None | A monitoring step: Tender launched (Q3 2022) |
| 195 | C8.I4: Intermodal terminal in Ruse | Milestone | Completion of the intermodal terminal construction | Intermodal terminal completed |  |  |  | Q4 | | 2025 | National Railway Infrastructure Company (NRIC) | |  | | 1. Protocol 16 certifying completion of Works 2. Use permit issued by the Directorate for National Construction Control (DNSK) | | Institution/s: NRIC  What: Completion of the intermodal terminal construction (evidenced by a and b)  How: completion of works (a) and issuing of a permit (b)  Why: The intermodal terminal shall be operational, based on the permissions issued for its usage and the finalisation of the procedures for the concession. At the level of the users, an open and non-discriminatory access shall be ensured by a legally enforceable act to all potential users which pay a market price to access the terminal. The new intermodal terminal shall be built on an area of 12.4 hectares and have a capacity of 115 200 TEU/year. It shall integrate different modes of transport: inland waterway, rail and road. All activities, including demolitions and construction of new buildings, shall be compliant with the Do Not Significant Harm technical guidance (2021/C 58/01). [these elements should be included/referred to in the summary document]  When: after issuing a permit (the dates of completion of works and permits shall be specified) | As above | Delays in 194 | Yes: 1 site | None | - |
| 196 | C8.I4: Intermodal terminal in Ruse | Milestone | Selection of operator of the intermodal terminal | Launch of the open and competitive tender |  |  |  | Q1 | | 2026 | Ministry of Transport and Communications | |  | | 1. copy of the publication of the call, showing that the competition is open to applications, 2. for awards: copy and link to the publication in the national public procurement platform 3. copy of the contract with the selected entity, including official references of all relevant support documents included. The contract shall specify the conditions for the concession of the operation, the responsibility for maintenance and related costs coverage. | | Institution/s: MTC  What: Selection of operator of the intermodal terminal (evidenced by c)  How: tendering (a), award (b), contracting (c)  Why: The tender shall be launched for selection of an entity for the operation of the intermodal terminal in Ruse, based on an open, public and non-discriminatory competitive tender, to be completed by 2026. The contract shall establish the conditions for the concession of the operation, the responsibility for maintenance and related costs coverage. [these elements should be included/referred to in the summary document]  When: after issuing a permit (the dates of completion of works and permits shall be specified) | As above  (The scope of the project shall cover the construction of the basic and the enabling infrastructure. The remaining loading and unloading equipment will be provided by the future terminal operator. The Bulgarian State will have ownership of the terminal infrastructure, but the National Railways Infrastructure Company shall tender the construction award.) | Delays in 194 and 195 | None | None | Monitoring steps: Submission of the draft tender documents to the European Commission (Q2 2025) and Tender launched (Q3 2025) |
| 197 | C8.I5: Road safety | Target | Software application and specialised vehicles to enable improved road safety management incl. assessment of road infrastructure |  | Number | 0 | 34 | Q4 | | 2024 | State Agency for Road Safety | |  | | 1. copies of certificates of acquisition of all the pieces of equipment for prioritisation and planning of infrastructure measures for improving road safety listed in the CID annex signed by the contractor and the competent authority accompanied by a confirmation by the competent ministry that the equipment has been put into operation and is used by the State Agency Road Safety, the Road Infrastructure Agency or municipalities exclusively for road safety monitoring and road maintenance. 2. Technical specifications of the equipment purchased and confirmation that they are in line with Do Not Significant Harm technical guidance. 3. On software development: certificate(s) of works completion signed by the contractor and the competent authority in accordance with the national legislation demonstrating that the software applications were developed in accordance with the CID annex specifications and are operational; confirmation that the software applications are be used by the State Agency Road Safety, the Road Infrastructure Agency or municipalities exclusively for road safety monitoring and road maintenance. | | Institution/s: State Agency for Road Safety  What: Software application and specialised vehicles to enable improved road safety management incl. assessment of road infrastructure (evidenced by a and c)  How: tendering (b) and acquisition (a and c)  Why: Acquisition and put into operation of equipment for prioritisation and planning of infrastructure measures for improving road safety based on needs analysis and risk-oriented assessment. This shall include: - supply of 27 new multifunctional modular specialised vehicles;- supply of 2 new specialised vehicles for automated traffic control; - supply of 2 new specialised vehicles in the form of mobile laboratory for assessment of the state of road safety such as performance of road surface and functional condition; - development and integration of 3 new software applications for 1) the management, planning and prioritisation of (infrastructure development and maintenance) activities on (national and municipal) roads, 2) the national electronic system for the reporting, transmission and processing of road infrastructure safety related signals, 3) for the management of smoother traffic flows of heavy good vehicles at border crossing points. The vehicles shall be zero-emission (electric/hydrogen) or have an emission below 50g CO2/km, in line with Do Not Significant Harm technical guidance. All foreseen vehicles and software applications shall be used by the State Agency Road Safety, the Road Infrastructure Agency or municipalities exclusively for road safety monitoring and road maintenance. [these elements should be included/referred to in the summary document]  When: after issuing a certification (the dates of procurement, acquisition and operation shall be specified) | Road safety  The investment aims to enhance the road safety management activities on national and municipal roads. A network-wide road safety survey procedures shall be performed, to enable targeted road safety inspections and taking direct corrective actions.  First, it shall include the procurement of specialised equipment for the assessment on the state of road safety of roads (such as surface performance and their functional condition). Second, it shall include the development and integration of software applications for the management and prioritisation of road safety activities, better traffic flows of heavy good vehicles at border crossing points, as well as the establishment of a national electronic system for the reporting and processing of road infrastructure safety related signals. | Delays in public procurement | Planned: At 1-2 sites, after the receipt of documents for completion of the delivery and installation (Q4 2024, or earlier if completed before that date) | None | - |
| 198 | C8.I5: Road safety | Target | Network-wide road safety survey |  | Number of kilometres surveyed on the road network (km) | 0 | 13 000 | Q4 | | 2024 | State Agency for Road Safety | |  | | 1. Certificate of project completion issued in line with national legislation, justifying that a survey was conducted across Bulgarian in line with the specifications of the CID annex, on the total length of 13 000 km and endorsed by the relevant ministry 2. Copy of the results of the survey identifying the most critical sections where, if invested with appropriate infrastructure measures, the highest safety improvement shall be achieved. | | Institution/s: State Agency for Road Safety  What: Network-wide road safety survey (evidenced by a and b)  How: survey completion (a) and reporting (b)  Why: A network-wide road safety survey of roads across Bulgaria (total length of 13 000 km) shall be performed. to assess the technical state of the road infrastructure and its safety - as well as to carry out targeted road safety inspections. A network-wide assessment of the state of the road network in the form of the survey shall identify the most critical sections where, if invested with appropriate infrastructure measures, the highest safety improvement shall be achieved. [these elements should be included/referred to in the summary document]  When: after issuing a certification (the dates of procurement, acquisition and operation shall be specified) | As above | Delays in the start of the survey | None | None | - |
| 199 | C8.I6: Sofia metro line 3 | Milestone | Contracts on the construction of new sections of line 3 of Sofia metro following open and competitive tender | Signature of contracts on the construction works |  |  |  | Q2 | | 2022 | Metropoliten | |  | | 1. for publication of the tenders: copy and link to the publication in the national public procurement platform, 2. for awards: copy and link to the publication in the national public procurement platform 3. copy of the award evaluation report justifying the choice of the winning bidder; 4. copy of the signed contracts with the contractual counterparts and of the subsequent amendments to the contracts if any. 5. extract of the relevant parts of the technical specifications of the contract proving alignment with the description of the milestone and of the description of the investment in the CID annex. | | Institution/s: Metropoliten  What: Contracts on the construction of new sections of line 3 of Sofia metro following open and competitive tender (evidenced by a and d and e)  How: tendering (a), award (b and c), contracting (d), and reporting (e)  Why: The contracts for line 3 of Sofia metro shall be signed, following an open, public and competitive tender. The contracts shall include the construction of 3 km of metro lines and 3 stations on the new line section Hadzhi Dimitar – Levski. The contracts shall provide for a clean urban transport infrastructure for the operation of zero-emission rolling stock, thus that infrastructure shall exclusively be used by zero-emission rolling stock. [these elements should be included/referred to in the summary document]  When: after contracting | Sofia metro line 3  The investment refers to the construction of a section of line 3 of Sofia metro for a total length of 3 km and with 3 stations, which will provide a clean, rapid and efficient public transport service to passengers with intermodal connections.  The investment shall allow transport of 7.6 million passengers per year on average as of 2026; it is expected to lead to a reduction in greenhouse gases and air pollution in the city, in the number of cars in circulation in the city and to enhance the public transport for the city’s inhabitants. | None | None | None | - |
| 200 | C8.I6: Sofia metro line 3 | Target | Progress in the completion of construction of new sections of metro line 3 in Sofia |  | Percentage (%) of works with completed construction for the new line 3 | 0 | 60 | Q3 | | 2024 | Metropoliten | |  | | a) supervision report by an independent engineer endorsed by the responsible ministry certifying the completion of 60% of works, in accordance with the specifications outlined in the CID annex. | | Institution/s: Metropoliten  What: Progress in the completion of construction of new sections of metro line 3 in Sofia (evidenced by a)  How: supervision report assessing the progress (a)  Why: To monitor the progress of construction. The progress in the completion of construction works of new section of the metro line 3 in Sofia concerning both the 3 km line and the 3 stations shall reach 60% (certified by supervision report). The infrastructure of new section of the metro line 3 in Sofia shall be used only for zero-emission rolling stock. [these elements should be included/referred to in the summary document]  When: after the receipt of the Supervision report | As above | Delays identified by the operational monitoring of Metropoliten | Planned: At 1-2 sites, after the receipt of documents for completion of the works (Q3 2024, or earlier if completed before that date) | None | - |
| 201 | C8.I6: Sofia metro line 3 | Target | New section of metro line 3 in Sofia |  | Number of km of new line and new stations in operation | 0 | 3 / 3 | Q4 | | 2025 | Metropoliten | |  | | a) Certificate of work completion issued in accordance with the national legislation, in accordance with the specifications outlined in the CID annex. | | Institution/s: Metropoliten  What: New section of metro line 3 in Sofia (evidenced by a)  How: completion of construction (a)  Why: The construction works of the new Sofia metro line 3 shall be completed and the new section of Sofia metro line 3, for a total length of 3 km and 3 new stations, shall enter into operation. The investment shall consist in the new metro line 3 section Hadzhi Dimitar – Levski and have a yearly capacity of 7.6 million passengers. The infrastructure shall be used only for zero-emission rolling stock. [these elements should be included/referred to in the summary document]  When: after the receipt of the Certificate of work completion (key dates shall be communicated in the summary document) | As above | Delays in 200 | Planned: At 1-2 sites, after the receipt of documents for completion of the works (Q3 2024, or earlier if completed before that date) | None | A monitoring step: Submission of the draft tender documents to the European Commission (Q1 2023) |
| 202 | C8.I7: Green mobility - pilot scheme to support sustainable urban mobility | Milestone | Contracts for the new zero-emission public transport vehicles | Signature of contracts for the supply of new zero-emission public transport vehicles following public procurement procedures |  |  |  | Q3 | | 2023 | Ministry of Regional Development and Public Works | | The municipalities are responsible for the selection of contractors for delivery of the vehicles. In this regard the municipalities shall prepare all tender procedures. | | 1. List with the contractual counterparts; 2. copy and/or link to the publication in the national public procurement platform, with all relevant information as signed contract(s) and technical specifications for supply of vehicles; 3. a justification of the alignment of the technical specifications with the description of the milestone and compliance with relevant DNSH requirements. | | Institution/s: MRDPW / municipalities  What: Contracts for the new zero-emission public transport vehicles (evidenced by a and b)  How: tendering/award (b), contracting (a and b), reporting (c)  Why:. The contracts for the supply of 68 new zero-emission vehicles for urban and inter-urban public transport shall be signed, following open and competitive tender. Under the contracts signed, zero-emission vehicles (buses and / or trolleybuses) shall be delivered in accordance with Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles. Vehicles supplied shall meet the following requirements in line with Do Not Significant Harm technical guidance: a) 'low-floor buses (categories M2 and M’) - electric and plug-in hybrid only (b) "high-floor" buses (categories M2 and M3) - all buses that meet the emission requirements for heavy duty vehicles (Euro VI). When calculating the compensation to transport operators with respect to state aid, the public financing of the vehicles for their entire economically useful life shall be taken into account. After the expiry of the public service contract, the vehicles financed shall be transferred either to the competent authority (municipality) or to the next public transport operator free of charge or at market price after deduction of the public support (excluding/net of aid received by the public service contract undertaking) - in compliance with Regulation (EC) No 1370/2007.The operators shall be obliged to return the rolling stock to the owner in the condition in which it was received, taking into account the normal depreciation rate, so that the state can provide it to the next public service operator. [these elements should be included/referred to in the summary document]  When: after the contracting | Green mobility — pilot scheme to support sustainable urban mobility  The investment aims at supporting sustainable urban mobility measures under a pilot scheme.  It includes 68 zero-emission public transport vehicles (urban and interurban), 27 electric charging stations for public transport vehicles, development of Intelligent Transport Systems in 10 municipalities, and integrated digital solutions to improve the efficiency and effectiveness of public transport as well as infrastructure for safe urban mobility targeting vulnerable road users - pedestrians and cyclists. | Delays in launching the public procurement procedures | None | None | - |
| 203 | C8.I7: Green mobility - pilot scheme to support sustainable urban mobility | Target | New zero-emission vehicles |  | Number of vehicles in operation | 0 | 68 | Q2 | | 2024 | Ministry of Regional Development and Public Works | | The municipalities are responsible for the selection of contractors for delivery of the vehicles. In this regard the municipalities shall prepare all tender procedures. | | 1. List of the beneficiaries with number/type of vehicles purchased/in operation; and map overview of their geographical distribution; 2. Certificates issued by the competent authority in accordance with the national legislation to indicate that the purchased vehicles are in operation. 3. Justification of the alignment of the selection criteria with the description of the milestone with a link to the call for proposals with all the relevant information; | | Institution/s: MRDPW / municipalities  What: New zero-emission vehicles (evidenced by a, b, and c)  How: delivery (a), certification (b), reporting (c)  Why:.New zero-emission vehicles (buses and/or trolleybuses) for urban and inter-urban public transport shall be purchased and put into operation. Eligible beneficiaries shall be partnerships of urban municipalities and public transport operators operating in the areas outside the capital and in less developed regions – in the territory of the 40 larger urban municipalities excluding the 10 biggest ones, as of 2021.Rural municipalities shall be also eligible as associated project partners.The selection criteria shall include: existence of identified projects/priorities in the Integrated Municipal Development Plans and the Integrated Territorial Development Strategies for NUTS 2 regions;compliance with the Sustainable Urban Mobility Plans (integrated in Integrated Municipal Development Plans or updated according to them).At least one project in the territory of each of six regions - NUTS 2 level shall be selected.The zero-emission vehicles (buses and/or trolleybuses) shall be delivered in accordance with Directive (EU) 2019/1161 of the European Parliament and of the Council of 20 June 2019 amending Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles. Vehicles shall meet the following requirements, in line with Do Not Significant Harm technical guidance: (a) 'low-floor' buses (categories M2 and M3) - electric and plug-in hybrid only. (b) "high-floor" buses (categories M2 and M3) - all buses that meet the emission requirements for heavy duty vehicles (Euro VI).When calculating the compensation to transport operators, the public financing of the vehicles for their entire economically useful life shall be taken into account. After the expiry of the public service contract, the vehicles financed by support shall be transferred either to the competent authority (municipality) or to the next public transport operator for free of charge or at market price after deduction of the public support (excluding/net of aid received by the public service contract undertaking) - in compliance with Regulation (EC) No 1370/2007.The operators shall be obliged to return the rolling stock to the owner in the condition in which it was received, taking into account the normal depreciation rate, so that the state can provide it to the next public service operator. [these elements should be included/referred to in the summary document]  When: after the receipt of the Certificate of work completion (key dates shall be communicated in the summary document) | As above | Delays in 202 | Yes: At 1-2 sites, after the receipt of documents for completion of the delivery and installation (Q2 2024, or earlier if completed before that date) | None | - |
| 204 | C8.I7: Green mobility - pilot scheme to support sustainable urban mobility | Target | Charging stations for public transport vehicles |  | Number of charging stations in operation | 0 | 27 | Q3 | | 2024 | Ministry of Regional Development and Public Works | | The municipalities are responsible for the selection of contractors for delivery of the charging stations. In this regard the municipalities shall prepare all tender procedures. | | 1. List of the selected beneficiaries with signed contracts, incl. number and type of charging stations purchased/in operation and map overview of their geographical distribution; 2. For each charging station, signed certificate indicating that purchased stations are in operation; 3. Justification of the alignment of the selection criteria with the description of the milestone with a link to the call for proposals with all relevant information; | | Institution/s: MRDPW / municipalities  What: Charging stations for public transport vehicles (evidenced by a, b, and c)  How: delivery (a), certification (b), reporting (c)  Why:. The charging stations for public transport vehicles (electric and/or hydrogen) shall be built in public places and shall be operational. Eligible beneficiaries shall be partnerships of urban municipalities and public transport operators operating in the areas outside the capital and in less developed regions – in the territory of the 40 larger urban municipalities excluding the 10 biggest ones, as of 2021.Rural municipalities shall be also eligible as associated project partners.The selection criteria shall include the following: - existence of identified projects/priorities in the Integrated Municipal Development Plans and the Integrated Territorial Development Strategies for NUTS 2 regions; - compliance with the Sustainable Urban Mobility Plans (integrated in Integrated Municipal Development Plans or updated according to them).At least one project in the territory of each of six regions - NUTS 2 level shall be selected. [these elements should be included/referred to in the summary document]  When: after the receipt of the Certificates for completion (key dates shall be communicated in the summary document) | As above | Delays in public procurement | Yes: At 3-5 sites, after the receipt of documents for completion of the delivery and installation (Q3 2024, or earlier if completed before that date) | 3 (charging stations) | - |
| 205 | C8.I7: Green mobility - pilot scheme to support sustainable urban mobility | Target | Intelligent digital solutions for transport in municipalities |  | Number of municipalities with newly deployed Intelligent Transport Systems and/or other intelligent digital solutions | 0 | 10 | Q3 | | 2024 | Ministry of Regional Development and Public Works | | The municipalities are responsible for the selection of contractors for delivery of the ITS. In this regard the municipalities shall prepare all tender procedures. | | 1. List of Municipalities with newly deployed Intelligent Transport Systems or measures on digitalisation of transport 2. Copy and/or weblink to the signed contract for purchasing the ITC and/or intelligent digital solutions infrastructures 3. Certificate of completion issued in accordance with the national legislation to indicate that purchased systems are in operation. | | Institution/s: MRDPW / municipalities  What: Intelligent digital solutions for transport in municipalities (evidenced by a, b, and c)  How: contracting (b), delivery (a), certification (c)  Why:. Municipalities with newly deployed Intelligent Transport Systems or measures on digitalisation of transport – intelligent digital solution to improve the efficiency and effectiveness of public transport via automated traffic control and control systems, vehicle detection and localisation or prioritisation of public urban transport vehicles – shall be developed. [these elements should be included/referred to in the summary document]  When: after the receipt of the Certificates for completion (key dates shall be communicated in the summary document) | As above | Delays in public procurement | Yes: At 2-3 sites, after the receipt of documents for completion of the delivery and installation (Q3 2024, or earlier if completed before that date) | None | - |
| 206 | C8.I7: Green mobility - pilot scheme to support sustainable urban mobility | Milestone | Infrastructure for safe urban mobility targeting vulnerable road users — pedestrians and cyclists | New infrastructure measures on road traffic safety for pedestrians and cyclists put in place |  |  |  | Q2 | | 2024 | Ministry of Regional Development and Public Works | | State Agency “Road Safety” will support the implementation of the infrastructure measures on road traffic safety.  The municipalities are responsible for the selection of contractors preparation of tender procedures. | | 1. Copy of the selection criteria for location, in line with the specification of the CID annex 2. List of the selected locations, justifying the need for the specific infrastructure in line with the selection criteria 3. Copy of certificates of completion of works signed by the contractor and the competent authority in accordance with the national legislation demonstrating the entry into operation of the community services 4. A spreadsheet with the breakdown of the specific construction works carried out/ infrastructure developed with quantitative indicators (pieces, km, etc.) | | Institution/s: MRDPW / State Agency “Road Safety” / municipalities  What: Infrastructure for safe urban mobility targeting vulnerable road users — pedestrians and cyclists (evidenced by c and d)  How: selection criteria (a), location selection (b), delivery (c and d)  Why:. The new infrastructure measures to improve safety for vulnerable road users - pedestrians and cyclists in urban areas shall be put in place. The infrastructure shall include: the construction of 5 pedestrian overpasses with access for people with reduced mobility; lighting of pedestrian paths with 170 pieces of facility; the construction of cycling infrastructure in the length of 110 km; road traffic infrastructure measures to calm traffic at urban entrances in 15 municipalities. The selection criteria for location shall include the following: state of road safety in relevant municipalities (from the aspect of infrastructure for the protection of vulnerable road users) and the estimated impact in terms of road safety improvements (deaths, serious injuries reduction); existence of identified projects/priorities in the Integrated Municipal Development Plans and the Integrated Territorial Development Strategies for NUTS 2 regions; compliance with the Sustainable Urban Mobility Plans (integrated in Integrated Municipal Development Plans or updated according to them). [these elements should be included/referred to in the summary document]  When: after the receipt of the Certificates for completion (key dates shall be communicated in the summary document) | As above | Delays in public procurement | Yes: At 2-3 sites, after the receipt of documents for completion of the delivery and installation (Q2 2024, or earlier if completed before that date) | None | - |