

**EX-ANTE EVALUATION OF THE SECTORAL
OPERATIONAL PROGRAMME “TRANSPORT”
WITHIN THE BULGARIAN NATIONAL
DEVELOPMENT PLAN 2007-2013**

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STRATEGIC ENVIRONMENTAL ASSESSMENT

Consultation on the

ENVIRONMENTAL REPORT

Working Group Questionnaire

5 September 2006

1. THE SECTORAL OPERATION PROGRAMME “TRANSPORT”

1.1. Background and current status

In the light of the anticipated accession of Bulgaria to the EU in 2007, considerable effort has been made to facilitate the country's convergence with the member states in all sectors.

A large part of the transport infrastructure, especially road infrastructure, requires significant interventions to reach satisfactory levels. The shortcomings of the transport system on the one hand raise business costs and on the other they act as an obstacle to foreign investment, in an otherwise attractive region. Another problem related to the transport network is its relatively weak binding to the transport systems of the neighbouring countries. Therefore, a considerable amount of investment is needed to create a transport system that is in accordance with the standards and requirements of the EU.

The Sectoral Operational Programme on Transport is coordinated by the Coordination of Programmes and Projects Directorate in the Ministry of Transport and Communications. SOPT is a part of the National Strategic Reference Framework, which, on the basis of coordinated sequence of priorities, defines the strategy development of the transport sector for the period 2007 – 2013, with the aim to achieve the EU Convergence objective.

The preparation of SOPT started in October 2004, implementing the partnership principle between the key ministries, non-governmental organizations, employer's organizations, socio-economic partners, academic circles, regional and local authorities, whose representatives are members of the Working Group, established with an Order of the Minister of Transport.

At this stage the available version of SOPT is dated August 21st 2006 and the ex-ante evaluation and SEA are both performed based on that.

1.2. Description of SOPT

The Strategy for Transport Infrastructure development in Bulgaria builds on the favourable country's position as a transport bridge between: Western and Central Europe, Near East, Western and Middle Asia and the countries along the “North – South” direction, and provides excellent opportunities, comfortable and high speed access to the Black Sea Region. Five trans-European transport corridors – IV, VII, VIII, IX and X, cross the Bulgarian territory enforcing additional requirements to the quality of the Bulgarian transport network in order to make the most of the geo-strategical advantage and thus to contribute to the functioning of the Common European Market by providing an effective transport links and facilitate the traffic of people and goods and access to the other countries and markets.

The Sectoral Operational Programme “Transport” aims to facilitate the development of these corridors, by providing actions for:

- rehabilitating specific sections of the road or the railway networks,
- constructing new sections to achieve at least the minimum EU standards for design, operations and safety.
- Providing navigation along Danube river and Black Sea coast
- Enhancing inter-modality in freight and passenger transport

The network is completed with the sea ports on the Black sea, the inland ports along river Danube, the terminals for combined transport and the airport system of the country.

2. AN INTRODUCTION TO THE EX-ANTE EVALUATION

The Latin expression “**ex-ante**” literally means “*from before*”, “*beforehand*”, “*before the event*”. This is in contrast to the term “**ex post**” which means “*after the event*”. Consequently, the evaluation of a programme before and after its implementation is called **ex-ante** and **ex-post** evaluation respectively.

The aim of the ex-ante evaluation is to optimise the allocation of budgetary resources under operational programmes and improve programming quality. The responsibility of carrying out an ex-ante evaluation rests with the authority responsible for the preparation of the programming documents.

The new general Community Support Fund Regulations¹ proposes a more strategic approach to the programming of Funds and their expenditure with a greater focus on performance and results. For the 2007-2013 programming period programmes also become more strategic, focused more strongly on the priority level.

For the ex-ante evaluation, the main concerns are: **relevance** (of the strategy to needs identified), **effectiveness** (whether the objectives of the programme are likely to be achieved) and **utility** (judging the likely impacts against wider social, environmental and economic needs). Throughout the development of the programme and the process of the ex-ante evaluation, there should be a concern to maximise Community added value.

3. CONSULTATION ON THE ENVIRONMENTAL REPORT

¹ Council Regulation (EC) No 1083/2006, 11 July 2006

The Directive defines “the public” as “one or more natural or legal persons and, in accordance with national legislation or practice, their associations, organisations or groups” (Article 2(d)). The public to be consulted includes, but is not limited to, “the public affected or likely to be affected by, or having an interest in [a plan or programme] including relevant non-governmental organisations” (Article 6(4)).

Before finalising the report, stakeholders and the public must be consulted for their views.

In order to reflect the opinion of the working group its members are invited to express their opinion on the environmental impact of the SOPT by filling the Strategic Environmental Assessment of the Sectoral Operational Programme “Transport” 2007 – 2013 Environmental Assessment Matrices below.

The following parameters can be used to indicate the character of the impact:

- Predictable / Unpredictable
- Short / Medium / Long term
- Direct / Indirect
- One-off / Intermittent / Continuous
- Positive / Adverse
- Certain / Uncertain
- Temporary / Permanent
- Avoidable / Unavoidable
- Reversible / Irreversible
- Small / Large
- Localised / Widespread
- Individual/Cumulative

Impact magnitude and receptor sensitivity are combined to indicate significance. Impact significance range can be described in terms of:

- Major
- Moderate
- Minor
- Negligible
- Neutral.

The opinion of the working group will be incorporated into an ongoing ex-ante evaluation of the Sectoral Operational Programme Transport 2007 – 2013.

The assessment matrix for Railway Transport

Scale	Impact Description	Impact Magnitude	Impact Nature
Global Environment	Contribution to climate change		
	Effect on trans-boundary air pollution		
	Contribution to critical acidification loads		
Natural Environment and Resources	Contribution to increased waste generation		
	Effects on resource use and depletion		
	Visual and other impacts on landscape		
	Impact on the biodiversity of ecologically sensitive sites		
	Effects on flora		
	Effects on fauna		
	Effects on natural habitats		
	Effects on designated protected areas		
	Contribution to the deterioration of cultural and environmental heritage		
	Negative effects on water resources		
	Impact on the course of surface flow, torrents etc		
	Impact on soil quality and desertification		
	Effects on local microclimate, light pollution and local heat release		
Local Environment and Community Quality of Life	Effects on human health		
	Effect on noise pollution		
	Impact on local air pollution		
	Contribution to the formation of photochemical smog		
	Impact on flooding problems		
	Effect on transport safety and the incidence of accidents		
	Social effects		
	Economic activity		

The assessment matrix for Road Transport projects

Scale	Impact Description	Impact Magnitude	Impact Nature
Global Environment	Contribution to climate change		
	Effect on trans-boundary air pollution		
	Contribution to critical acidification loads		
Natural Environment and Resources	Contribution to increased waste generation		
	Effects on resource use and depletion		
	Visual and other impacts on landscape		
	Impact on the biodiversity of ecologically sensitive sites		
	Effects on flora		
	Effects on fauna		
	Effects on natural habitats		
	Effects on designated protected areas		
	Contribution to the deterioration of cultural and environmental heritage		
	Negative effects on water resources		
	Impact on the course of surface flow, torrents etc		
	Impact on soil quality and desertification		
	Effects on local microclimate, light pollution and local heat release		
Local Environment and Community Quality of Life	Effects on human health		
	Effect on noise pollution		
	Impact on local air pollution		
	Contribution to the formation of photochemical smog		
	Impact on flooding problems		
	Effect on transport safety and the incidence of accidents		
	Social effects		
	Economic activity		

The assessment matrix for Waterborne Transport

Scale	Impact Description	Impact Magnitude	Impact Nature
Global Environment	Contribution to climate change		
	Effect on trans-boundary air pollution		
	Contribution to critical acidification loads		
Natural Environment and Resources	Contribution to increased waste generation		
	Effects on resource use and depletion		
	Visual and other impacts on landscape		
	Impact on the biodiversity of ecologically sensitive sites		
	Effects on flora		
	Effects on fauna		
	Effects on natural habitats		
	Effects on designated protected areas		
	Contribution to the deterioration of cultural and environmental heritage		
	Negative effects on water resources		
	Impact on the course of surface flow, torrents etc		
	Impact on soil quality and desertification		
	Effects on local microclimate, light pollution and local heat release		
Local Environment and Community Quality of Life	Effects on human health		
	Effect on noise pollution		
	Impact on local air pollution		
	Contribution to the formation of photochemical smog		
	Impact on flooding problems		
	Effect on transport safety and the incidence of accidents		
	Social effects		
	Economic activity		

The assessment matrix for Inter-modal Transport

Scale	Impact Description	Impact Magnitude	Impact Nature
Global Environment	Contribution to climate change		
	Effect on trans-boundary air pollution		
	Contribution to critical acidification loads		
Natural Environment and Resources	Contribution to increased waste generation		
	Effects on resource use and depletion		
	Visual and other impacts on landscape		
	Impact on the biodiversity of ecologically sensitive sites		
	Effects on flora		
	Effects on fauna		
	Effects on natural habitats		
	Effects on designated protected areas		
	Contribution to the deterioration of cultural and environmental heritage		
	Negative effects on water resources		
	Impact on the course of surface flow, torrents etc		
	Impact on soil quality and desertification		
	Effects on local microclimate, light pollution and local heat release		
Local Environment and Community Quality of Life	Effects on human health		
	Effect on noise pollution		
	Impact on local air pollution		
	Contribution to the formation of photochemical smog		
	Impact on flooding problems		
	Effect on transport safety and the incidence of accidents		
	Social effects		
	Economic activity		

The assessment matrix for Railway Transport – in the Environmental Report

Scale	Impact Description	Impact Magnitude	Impact Nature
Global Environment	Contribution to climate change	Moderate	Long Term
	Effect on trans-boundary air pollution	Minor	Un-predictable
	Contribution to critical acidification loads	Moderate	Un-predictable
Natural Environment and Resources	Contribution to increased waste generation	Minor	Short Term
	Effects on resource use and depletion	Minor	Long Term
	Visual and other impacts on landscape	Minor	Direct
	Impact on the biodiversity of ecologically sensitive sites	Minor	Direct
	Effects on flora	Minor	Direct
	Effects on fauna	Minor	Direct
	Effects on natural habitats	Minor	Direct
	Effects on designated protected areas	Minor	Direct
	Contribution to the deterioration of cultural and environmental heritage	Minor	Localised
	Negative effects on water resources	Moderate	Indirect
	Impact on the course of surface flow, torrents etc	Moderate	Indirect
	Impact on soil quality and desertification	Minor	Indirect
	Effects on local microclimate, light pollution and local heat release	Minor	Indirect
Local Environment and Community Quality of Life	Effects on human health	Minor	Indirect
	Effect on noise pollution	Major	Positive
	Impact on local air pollution	Major	Positive
	Contribution to the formation of photochemical smog	Major	Positive
	Impact on flooding problems	Moderate	Indirect
	Effect on transport safety and the incidence of accidents	Major	Positive
	Social effects	Major	Positive
	Economic activity	Major	Positive

The assessment matrix for Road Transport projects – in the Environmental Report

Scale	Impact Description	Impact Magnitude	Impact Nature
Global Environment	Contribution to climate change	Moderate	Long Term
	Effect on trans-boundary air pollution	Moderate	Long Term
	Contribution to critical acidification loads	Moderate	Long Term
Natural Environment and Resources	Contribution to increased waste generation	Moderate	Short Term
	Effects on resource use and depletion	Moderate	Long Term
	Visual and other impacts on landscape	Moderate	Irreversible
	Impact on the biodiversity of ecologically sensitive sites	Moderate	Direct
	Effects on flora	Moderate	Direct
	Effects on fauna	Moderate	Direct
	Effects on natural habitats	Moderate	Direct
	Effects on designated protected areas	Moderate	Direct
	Contribution to the deterioration of cultural and environmental heritage	Moderate	Localised
	Negative effects on water resources	Moderate	Indirect
	Impact on the course of surface flow, torrents etc	Major	Direct
	Impact on soil quality and desertification	Minor	Indirect
	Effects on local microclimate, light pollution and local heat release	Minor	Indirect
Local Environment and Community Quality of Life	Effects on human health	Moderate	Indirect
	Effect on noise pollution	Major	Direct
	Impact on local air pollution	Major	Direct
	Contribution to the formation of photochemical smog	Major	Direct
	Impact on flooding problems	Major	Indirect
	Effect on transport safety and the incidence of accidents	Major	Positive
	Social effects	Major	Positive
	Economic activity	Major	Positive

The assessment matrix for Waterborne Transport – in the Environmental Report

Scale	Impact Description	Impact Magnitude	Impact Nature
Global Environment	Contribution to climate change	Neutral	–
	Effect on trans-boundary air pollution	Neutral	–
	Contribution to critical acidification loads	Neutral	–
Natural Environment and Resources	Contribution to increased waste generation	Moderate	Reversible
	Effects on resource use and depletion	Moderate	Long Term
	Visual and other impacts on landscape	Moderate	Localised
	Impact on the biodiversity of ecologically sensitive sites	Moderate	Direct
	Effects on flora	Moderate	Direct
	Effects on fauna	Moderate	Direct
	Effects on natural habitats	Moderate	Direct
	Effects on designated protected areas	Moderate	Direct
	Contribution to the deterioration of cultural and environmental heritage	Moderate	Indirect
	Negative effects on water resources	Neutral	–
	Impact on the course of surface flow, torrents etc	Minor	Indirect
	Impact on soil quality and desertification	Neutral	–
	Effects on local microclimate, light pollution and local heat release	Minor	Indirect
Local Environment and Community Quality of Life	Effects on human health	Neutral	–
	Effect on noise pollution	Neutral	–
	Impact on local air pollution	Neutral	–
	Contribution to the formation of photochemical smog	Neutral	–
	Impact on flooding problems	Neutral	–
	Effect on transport safety and the incidence of accidents	Major	Positive
	Social effects	Major	Positive
	Economic activity	Major	Positive

The assessment matrix for Inter-modal Transport – in the Environmental Report

Scale	Impact Description	Impact Magnitude	Impact Nature
Global Environment	Contribution to climate change	Minor	Indirect
	Effect on trans-boundary air pollution	Neutral	–
	Contribution to critical acidification loads	Minor	Indirect
Natural Environment and Resources	Contribution to increased waste generation	Minor	Indirect
	Effects on resource use and depletion	Minor	Positive
	Visual and other impacts on landscape	Minor	Indirect
	Impact on the biodiversity of ecologically sensitive sites	Minor	Direct
	Effects on flora	Minor	Direct
	Effects on fauna	Minor	Direct
	Effects on natural habitats	Minor	Direct
	Effects on designated protected areas	Minor	Direct
	Contribution to the deterioration of cultural and environmental heritage	Minor	Direct
	Negative effects on water resources	Minor	Indirect
	Impact on the course of surface flow, torrents etc	Neutral	–
	Impact on soil quality and desertification	Neutral	–
	Effects on local microclimate, light pollution and local heat release	Minor	Indirect
Local Environment and Community Quality of Life	Effects on human health	Moderate	Indirect
	Effect on noise pollution	Moderate	Temporary
	Impact on local air pollution	Moderate	Positive
	Contribution to the formation of photochemical smog	Moderate	Positive
	Impact on flooding problems	Minor	Indirect
	Effect on transport safety and the incidence of accidents	Major	Positive
	Social effects	Major	Positive
	Economic activity	Major	Positive