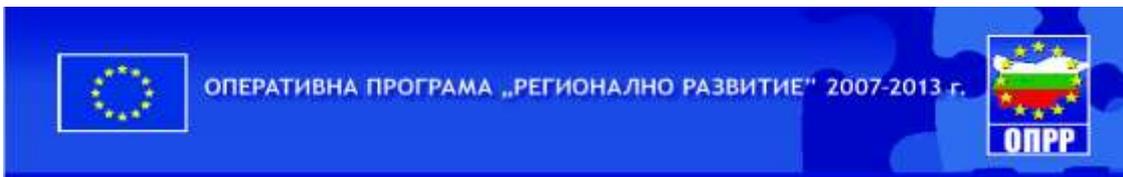


Burgas Integrated Urban Transport Project

Summary





Project background

The city of Burgas is situated on the coast of the Black Sea. It is the fourth largest city of Bulgaria after Sofia, Plovdiv and Varna. The City is an administrative centre of Burgas Municipality and Burgas Region. The total population in 2011 of Burgas municipality is 209 615 the biggest part of which is concentrated on the territory of the city itself. The population of the municipality increases by 0.5 million in the high summer season.

Because of its geographical location, infrastructure and communications the city is a transport hub for bus and railway. The airport 10 kilometres north of Burgas City centre plays an important role for incoming tourism to the southern part of the Bulgarian Black Sea Coast. In 2010 1,87 million tourists arrived at Burgas Airport.

Burgas Municipality has adopted a strong policy to promote environmental friendly modes of transport in order to reduce the negative impact of growing private car traffic. Priority is given to develop high quality infrastructure and services for public transport, cycling and pedestrians.

Nowadays, public transport services are of poor quality and cycling facilities are nearly non existent. As a result, no attractive alternative for car users is offered.

Results of feasibility studies

Feasibility studies implemented with the technical and financial support of JASPERS showed the following results:

Traffic forecasts using a multimodal traffic model showed that the scheme would increase the number of public transport passengers, resulting in an improved market share for public transport compared to car.

The environmental appraisal showed that the scheme gives a major beneficial impact on air quality and a moderate beneficial impact on noise and vibration for residential properties, quality of life for the population and the quality of journey for bus travellers.

Demand analysis

Several types of surveys were conducted to generate input data for the demand analysis:

- on board surveys;
- corridor and car count surveys at major sections and junctions;
- GPS surveys to assess the average speed of the public transport vehicles and cars;
- Travel Habit survey.

Results of the surveys can be summarized as follows:

- the average speed of the buses is 22- 27km/h, which is 40% lower than the speed of the rest of the traffic;

- 36% of the population in the city uses private cars for transportation while the average car ownership is 360 cars per 1 000 citizens;
- employer arranged trips show significant percentage – 12%;
- mode split between cars and buses depends on the parking type at destination: for “No Parking” at destination the split “car/bus” is about 50-50%; for “Reserved Parking” at destination the split “car/bus” is about 76-24%; for “Free available parking” at destination the split “car/bus” is about 70-30%;
- surveys among population show that 32% of the citizens prefer public transport because it is more comfortable, 26% - because it is cheaper and only 0,7% - because it is faster;
- as for the transport scheme the surveys show that in many cases bus routes runs parallel one to each other, and create an in-the-market-competition, that causes low bus occupancy;
- 1768 trips run daily with 83 000 passengers;
- The transport scheme shows relatively good coverage of the city.

The table below shows the forecast number of public transport trips with and without the scheme in 2013 (the opening year for the scheme) and 2024. Traffic forecasts have been produced using the Burgas Transport Model developed as part of this Study. The model assumes that the buses along the BRT line will run with an average speed 26-27km/h with 3 min intervals at peak hours.

	2013	2024
Base Case	26.29	26.08
Preferred Option	33.60	34.15
% increase	28%	31%

Scope of the project

In 2008 the City of Burgas was selected as a pilot city among the six big cities in Bulgaria for the development of an Integrated Project for renewal and modernization of public transport with the technical assistance of JASPERS. During 2009 Burgas Municipality together with the consultants’ team of OVE ARUP and in close cooperation of JASPERS and the Managing Authority of OPRD conducted a series of studies, analysis and public discussions as a result of which a public transport model and a concept for urban transport development and modernization in Burgas were developed.

The proposed Burgas *Integrated* Urban Transport Project comprises of numerous project components and will not be limited to a particular area of urban transport. The integrated approach has resulted in a consistent and comprehensive urban transport improvement programme which will facilitate a complete make-over of Burgas urban transport system in many aspects. It could serve as an excellent example for Central and South-Eastern Europe.

The Burgas Integrated Urban Transport Project can be summarised as follows:

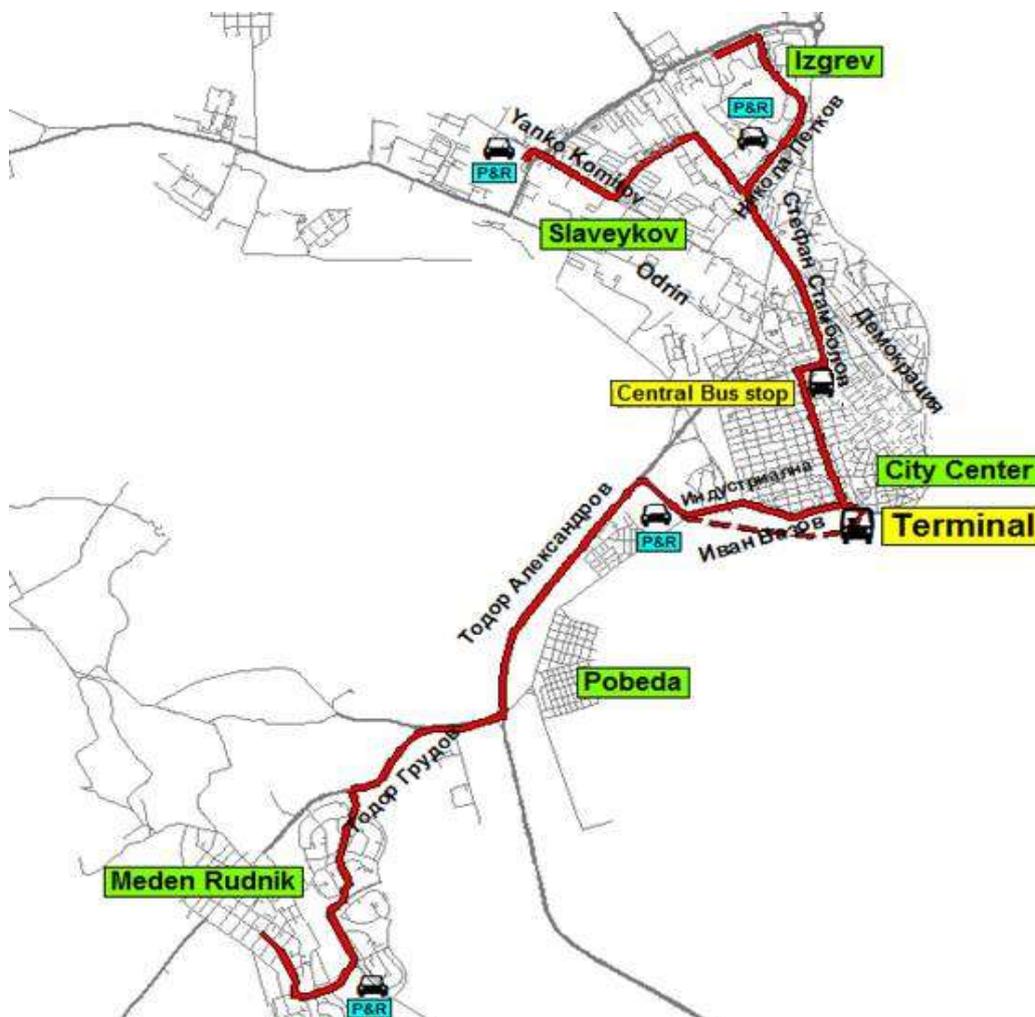


Aspect:	Project components
Modernization of Public Transport	<ul style="list-style-type: none">• New buses (low emission) – 28 articulated diesel buses and 39 single body CNG buses• Introduction of a Bus Rapid Transit route (BRT)• Priority for buses at traffic lights• New optimised and attractive bus route network• Central Bus Stop of attractive design• Electronic Ticketing System• Real passenger information at stops and in buses• Public Transport Monitoring and Control System• Upgrade of bus depot and workshop• Diesel and CNG filling station• Improved bus terminals – bus terminal near the rail way station and in Meden Rudnik residential area
Alternative modes of transport	<ul style="list-style-type: none">• Development of a network of cycling routes• Safe pedestrian crossings• Improved accessibility of bus stops in pleasant and safe environment
Publicity	<ul style="list-style-type: none">• Visualization of the ERFD and OPRD financial support• Public awareness campaign and promotion of environmental friendly transport modes
Feasibility studies and concepts for future improvements of BRT system	<ul style="list-style-type: none">• Feasibility study and concept for upgrade of BRT system after successful implementation• Feasibility study and concept for Park and Ride Facilities along BRT• Feasibility study and concept for new Intercity Bus Terminal• Feasibility study and concept for Integrated Traffic Management System
Project management and support	<ul style="list-style-type: none">• Project Management and organization• Preparation of tender procedures• Supervision during construction• Independent Financial and Project activities implementation audit



The project involves the introduction of a Bus Rapid Transit (BRT) system, providing a high quality bus service on the main north-south corridor in Burgas. It will include the introduction of dedicated and segregated bus lanes and bus priority at traffic lights. In combination with the bus fleet renewal and the rationalization of urban transport routes, the project implementation will guarantee a better quality of public transport service, safety and a high average speed.

The BRT route crosses the urban territory in south – north direction and in the north part of Burgas divides into two branches. Together with the three additional new bus lines it will become the backbone of the public transport system in order to serve the main urban territory of the city. To serve the suburban neighborhoods a further 6 routes are needed. The new route network will consist of 10 lines instead of the current 19 lines. The routes of the new network will be served with substantial higher frequencies than nowadays. The proposed route of the BRT is shown below.



The projected BRT will have two branches in the north of Burgas serving the residential areas of Izgrev and Slaveykov. At the roundabout near Hotel Mirage, the two branches will join and follow Stefan



Stambolov Str. until San Stefano Str. where an attractive Central bus stop will be created by the Burgas Free University Square.

It will continue via Hristo Botev Str., Tsar Peter Str., Ivan Vazov Str., Industrialna Str. and Sportna Str. to reach Todor Aleksandrov Str. Via Zahari Stoyanov Str. it will reach the residential area of Meden Rudnik to serve this quarter, which is the biggest one in the city. The total length of the BRT route is around 15 kilometres.

In order to achieve a maximum effectiveness of the BRT system a package of improvements will be implemented alongside the BRT including integrated electronic ticketing, real time passenger information on board of the vehicles and at bus stops. A public awareness campaign will also take place to promote the objectives of the project, the EU support and urban public transport and to encourage car users to switch to public transport.

In order to guarantee effectiveness and sustainability of measures proposed, Burgas Municipality has established a Blue zone in the City centre and a concession of the bus shelters. These two additional components will complement the project and the results achieved.

The successful implementation of the project will also be a ground for the second phase of the public transport modernization which will include the following components: park and ride facilities at key points along the BRT route, a modern intercity terminal, a multi modal transport terminal next to railway station, comprising bus, sea and rail way transport, integrated traffic management and control system. These elements will be implemented outside the ERDF grant provided but they will contribute to the efficiency of the public transport system in the context of the city metropolitan functions.

In the long term the Municipality has a strong preference for introduction of a Light Rail (tram) in Burgas. It was already in the preparation phase that this concept was strongly supported by the public. However, given the available grant funding budget and the municipal finances, financing of such a system is considered not feasible at the moment. On the other hand the design of the BRT, with its dedicated and segregated bus lanes is a good opportunity to reserve the space necessary for the future LRT system. Introduction of LRT is considered justified in the future when the BRT has proven to be successful with more than 40.000 passengers a day and that the necessary financing is available.

Technical description of the investment in infrastructure

The Integrated Urban Transport project includes the following work packages:

Work package 1: Renewal of the bus fleet

The current bus fleet operating in the city is generally very old, comprising mainly second hand buses with an average age between 15 and 20 years and standard EURO 0 and 1 requiring high costs for maintenance. Excluding the 10 new CNG buses operated by Burgasbus Municipal company, all the other vehicles are only partially adapted for disadvantaged people.

Within the project presented the following number of new buses will be provided: 28 articulated diesel buses will be purchased to operate the BRT and 39 CNG buses to provide a modern fleet to operate the rest of the network. The buses will have low floors (to benefit mobility impaired passengers) at all doors and be in compliance with Euro 5 emission standards or higher.



Work package 2: Detailed technical designs

The activities within the component include:

- preparation of detailed technical design for the reconstruction and the modernization of the bus depot and workshop, diesel and CNG filling station
- preparation of detailed technical design for pedestrian bridges and cycling route network
- preparation of detailed technical design for bus lanes and bus ways of the BRT system, bus terminal near railway station and bus terminal in the Meden Rudnik residential area.

Work package 3: Infrastructure

3.1. Reconstruction and modernization of bus depot and workshop, Diesel and CNG filling station

Activities for reconstruction of the existing bus depot and workshop together with reconstruction of different facilities to maintain and service the new bus fleet are planned. The capacity of the existing bus depot on the territory of the Burgasbus municipal company will be increased in order to serve buses with two different fuel systems, as well as reconstruction of the existing diesel filling station to serve diesel and CNG buses.

3.2. Bus Rapid Transit System, Central Bus stop and priority at traffic lights

The component includes three subcomponents forming the basis of the BRT system:

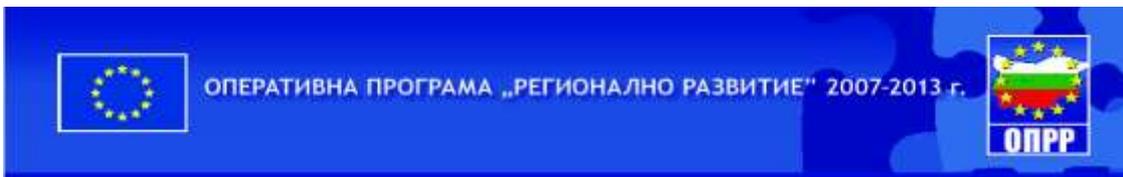
Dedicated and segregated bus lanes and bus ways – The bus lanes and bus ways will be implemented along the route described below (Scheme CH-101, Appendix: Drawings):

From the centre of the City at Km 0 to Km 1400 the BRT follows Hristo Botev Str., a busy 4 lane single carriageway with a one way trolley bus route and dense pedestrian activity, but little side parking.

Between Km 1400 and 1670 the route follows San Stefano Blvd., a busy 2 lane dual carriageway. When introducing the BRT, this will be reduced to one lane in each direction for car traffic between Hristo Botev Str. and Stefan Stambolov Str. A separated two way bus way will be constructed on the north side with a Central bus stop between the pedestrian Alexandrovska Str. and Stefan Stambolov str. A schematic drawing of San Stefano Str. section is shown as Drawing CH-1005 in the Feasibility Study Appendix : Drawings.

Stefan Stambolov Str. beyond San Stefano Blvd. is a single carriageway 4 lane, with side parking, changing to dual 2-lane near Vancho Mihaylov Str. near to Km. 2200. North of Demokratzia Blvd. near to the hospital the road gets significantly busier as two then three main north/south roads combine. We have assumed that there is a partial resurfacing of this area to accommodate changes to the road profile. Over this section, segregated bus ways will be introduced with a kerbed up stand between it and the adjacent carriageway (subject to local junction issues etc).

From Stefan Stambolov Str. the BRT route divides in two. The first route turns left on to Trakia Blvd. This is a wide 2-lane road, with busy parking to both sides which will be restricted or removed when the BRT is built. At Yanko Komitov Blvd. (Km 5030) it turns right on to a dual 2-lane radial route with a widened central reserve which is used for a significant amount of car parking.



The second route (km 3400) of BRT is heading north east along Nikola Petkov Blvd. - a dual 2 lane carriageway, falling downhill. Turning left into the residential area at Km 4400 the route occupies a single two lane road, which is the standard through to the end point at the existing bus terminus inside the Transportna Str. ring road at approx Km. 5600.

From the centre of the city (Km 0) the BRT line heads west from along Ivan Vazov Blvd. (a single 2 and 4 lane road with eastbound trolley buses) to reach Industrialna Str. viaduct, which crosses several railway lines and port access roads. Here it is a dual 3-lane road and two way trolley buses, after which the route swings northwest towards Burgas Lake Vaya.

From the viaduct at the beginning of Industrialna Str. along the Vaya Lake segregated bus ways will be added, to give priority to buses, particularly at junctions.

From Sportna Str. the BRT line joins Todor Aleksandrov Blvd., a busy dual 2-lane high speed road with hard shoulders, which runs along the lake, some 10-15m from the lake shore. Some of this margin is occupied by a rough track, which may be used for utilities access to the adjacent overhead electrical transmission line. Inland from the road there is a 20-30m wide margin between the road and various green areas and industrial areas.

In this section the profile of the existing road will be remodelled to provide nearside bus only lanes in each direction, occupying the current hard shoulder and to retain three lanes of mixed traffic in each direction. In order to achieve that a reduction of the verges and central reserve widths is planned to accommodate local carriageway widening to the above layout.

On the approach to Meden Rudnik the BRT joins Zahari Stoyanov Str. From here to its entry into the residential complex (between Km 4800 and 6100) the dual 2 lane road has recently undergone improvements including additional lanes and a cycle way. Segregated bus lanes are proposed through this section, including turning lanes at junctions.

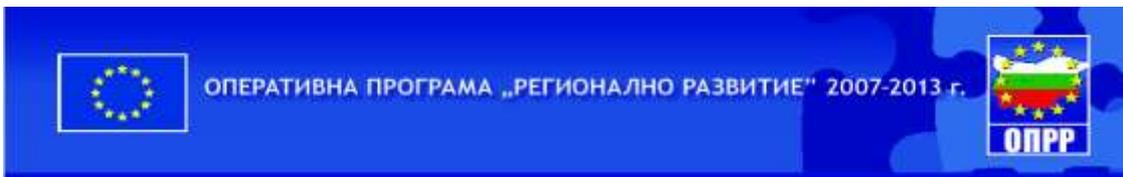
From Km 6220 the route turns left and for some 200m is composed of a single carriageway 4-lane road including two trolley bus lanes. Then from Km 6420 the route is within a single 2-lane carriageway through a mainly residential area with some adjacent shopping developments. The only exception to this is between Km 7410 and 8150 where the road is a dual 2-lane carriageway. In this area there is a significant amount of adjacent residential property development under way with numerous 5-6 storey apartment blocks being constructed.

At Km 8300 the route reaches its final point – the bus terminal in Meden Rudnik.

Central Bus stop – The second subcomponent of the BRT system includes a Central bus stop located along San Stefano Str. near the main pedestrian area in the city centre of Burgas. The location of the bus stop is based on the concept of safe contact between the BRT route and the most visited part of the city – the pedestrian Alexandrovska Str.

The Central bus stop is also a key element in the process of integration of the BRT line in the city layout. This is the point where the public transport communicates with city central socially significant zones.

It is proposed to highlight the importance of this bus stop by introducing a bus shelter of high architectural standard. In this way it is a certain landmark for public transport and easy to recognise. The



bus stop should become a location where passengers can wait comfortable and safe for the bus in a pleasant environment. It is anticipated that the bus shelter will include a small sales office for public transport tickets and information desk, toilets and a kiosk.

Bus priority at traffic lights – Bus priority at traffic lights especially along the BRT route is extremely important for achieving high speed and safety of public transport. All traffic lights at 16 intersections

along the BRT route will be equipped with controllers suitable for providing priority to public transport vehicles. An additional 4 intersections on the complementary bus network will also be provided with controllers for public transport priority. The investment will result in reduction of waiting times at traffic, improvement of trip time reliability and shorter travel time for passengers.

3.3. Pedestrian bridges

The project proposed includes construction of pedestrian bridges at 4 locations in the city in order to improve access to the BRT line and to guarantee safety for pedestrians. The main objective of this component is to ensure priority for pedestrians at 4 key locations in the urbanized area:

- along Dimitar Dimov Blvd., at the English Language School building, near the Sea Garden;
- along Stefan Stambolov Str. at the City hospital;
- along Stefan Stambolov Str. near the Hotel Mirage;
- near the Chicken group factory along the road to Vetren residential area.

3.4. Bus terminal near the rail way station

The current bus station “South” is located near the main Railway Station and the Port of Burgas. Currently it serves mainly inter-urban and regional bus lines and is a contact point for the resorts along the South coast of the Black Sea. It is important that the new transport scheme of the city to preserve and extend the functions of the bus terminal at this location which will communicate with the BRT line on one hand and with the tourist flows coming from the airport – on the other. Tourists want to visit the city centre close by and it provides an interchange facility with the railway services.

The current bus station is outdated and no longer meets the expectations of passengers about quality, access and safety of environment. The project proposal envisages renewal and reconstruction of the existing bus station building with a new design includes integration of modern and comfortable facilities for passengers, a ticket and information office, drivers room, dispatchers office, tourist information centre, a kiosk and a coffee shop. The overall layout of the bus terminal will be changed including bus stops, buffer parking and bus ways. 8 bus stops will be created – 6 for regular use and 2 as a reserve for the tourist season. The bus stops will be equipped with comfortable waiting facilities and real time passenger information devices.

The parking areas will be restricted to parking areas for 6 buses only.

3.5. Cycling route network

The component plans to introduce a network of bicycle lanes and facilities, which will bind the different functional areas of the city and the distant residential areas with the city centre. The approximate length of the network is estimated at 20,2 km (Scheme CH-5003, Appendix A: Drawings).

The new cycling network is part of the strong municipal policy to promote alternative modes of transport as a key factor for creating a new urban mobility culture. It is also an integral part of the integrated approach for mode shift from using cars to clean transport.

3.6. Bus Terminal at Meden Rudnik residential area

The component includes extension and reconstruction of the bus terminal in Meden Rudnik– one of the biggest residential areas in Burgas. The existing bus terminal serves about 300 buses on daily basis and has no appropriate facilities for passengers.

The reconstructed terminal will have the following facilities: a small building for operational needs, a turning facility for buses, a parking buffer and a bus shelter for the passengers.

Work package 4: Supervision during construction

The supervision during construction will be a subject of competitive tender procedure and will include:

- construction and project implementation supervision for the bus depot and workshop, diesel and CNG fuelling station;
- construction and project implementation supervision for the BRT bus ways and bus lanes, the Central bus stop, bus priority at traffic lights system;
- construction and project implementation supervision for the bus terminal near rail way station;
- construction and project implementation supervision for the pedestrian bridges;
- construction and project implementation supervision for the cycling network;
- construction and project implementation supervision for the bus terminal at Meden Rudnik.

The project implementation supervision will be implemented by consultant teams developed the technical designs and according the Bulgarian spatial planning Act. The main objective of this supervision is to guarantee the exact implementation of the project designs and propose solutions during construction.

The construction implementation supervision will be implemented by consultant teams appointed after a competitive tender procedure and according to the Bulgarian Spatial Act and will include control in terms of time schedule, safety and healthy conditions of work, quality of materials products, necessary documentation etc.

For all the construction works, specific procedures for installation and operation will be implemented in accordance with art. 177 of the Bulgarian Spatial planning Act and the categories of construction works as described in Regulation #1 about the types of construction and Construction permissions.



Work package 5: Integrated Public Transport Control System

5.1. Integrated ticketing system

The Integrated urban transport ticketing system will contribute to the optimization of the urban transport system allowing the passengers to use different bus lines with one single electronic ticket. In addition the electronic ticketing system is an opportunity for the different operators to unify the tickets used, to introduce very easily promotional tariffs and to be combined with other transport services offered in the future.

5.2. Real time passenger information system)

The system includes provision and installation of equipment for bus stops and board of the buses. For the bus users the system will provide information about the number of the line, the names of the next bus stops along the route, remaining time for arrival at next bus stop, automatic signalization for the next bus stop. The information to be displayed on the PID equipment shall be based on the real-time actual performance and location of the bus vehicles servicing the route. Computed and estimated for anticipated arrival time for each station by the on board bus control system combined with data from the central management system.

Real time Passenger Information Displays (PID) will be installed at bus stops to provide information about active real-time bus arrival, the names of the bus stops along the route and the number of the bus line.

5.3. Real time public transport control system

The main objective of the component is to introduce a public transport control and management system which will contribute to the quality of public service provided. The system will include the following elements:

- a central traffic control system;
- on board control system on buses;
- integration of all elements related to urban transport control and management: real time information control, maintenance control, data generation, bus fleet management, dispatching, service control and supervision, bus priority at traffic lights etc.

5.4. CCTV system

The CCTV system will be installed at all major intersections along the BRT route and the feeding lines. The main objectives of the activity are related to creating opportunities for improving public transport management through real time monitoring. Basic elements of the system are:

- installation of 40 CCTV cameras at major intersections along the route of the public transport lines;
- provision and installation of a central control system with the opportunities for integration with the public transport control system.



Until a traffic control centre is established in the city, the CCTV system will be installed in the Blue zone office.

Work package 6: Feasibility studies for BRT system upgrade

6.1. Feasibility studies and concept for integrated traffic management system (ITMS) and BRT upgrade after project implementation

The present project proposal and the BRT system concept are based on the principles of the public transport as a dynamic and responding to public and economic needs system which is an integral part of the overall social and economic development of the urban environment. In that context the project proposes the implementation of feasibility studies on the opportunities for upgrading and developing the BRT system in two major directions:

- opportunities for LRT and/or
- opportunities for upgrading the BRT system in compliance with other major investments of Burgas Municipality under development such as the Zone for public access (Super Burgas Project).

Part of the Feasibility study will also be the concept for intelligent and integrated traffic management system in the urban area comprising all types of traffic and modes of transportation. The ITMS will be reviewed will be based on the Integrated public transport system. The Feasibility study will identify mid term and long term objectives within the transport policy of the Municipality in different aspects: road infrastructure, marking and signalization, parking zones management, risk management and prevention, communication systems etc. A key element of the study will be the legislation requirements and existing regulations for integrated traffic management systems.

6.2. Feasibility study and concept for Park and Ride facilities along the BRT line

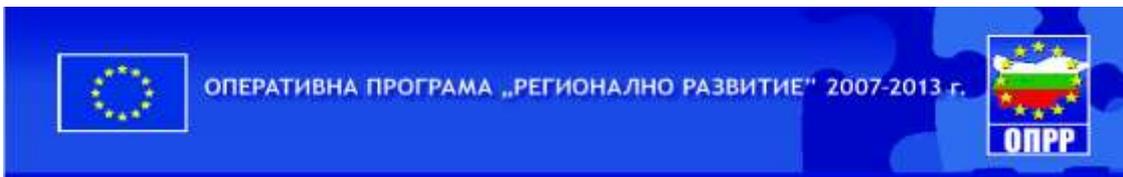
The Burgas integrated urban transport project will be implemented alongside with different measures related to parking issues in the central part of the city and the residential areas. Planning and construction of Park and Ride facilities at key locations communicating directly with the BRT route will complement the successful implementation of the project.

The Feasibility study for Park and Ride facilities includes:

- Identify whether and under what conditions Park & Ride facilities could become successful in Burgas;
- Identify locations along the BRT that are suitable and attractive for implementation of Park & Ride facilities; the issue of land ownership should be taken into account;
- Development of an organisational and management concept for Park & Ride facilities.

6.3. Feasibil (Component 55, Appendix B: Project description)

The Feasibility study aims to identify appropriate location functional characteristics, a concept and requirements for effectiveness, safety, accessibility and capacity of a future terminal for intercity buses. Increasing metropolitan functions of the city, its geographical location and communication infrastructure



require the consideration of the opportunities for developing transport infrastructure serving connections with other settlements in the region and bigger cities in the country.

Two basic phases of the study are planned:

- identification of scope of functions and possible locations for the intercity terminal;
- screening and assessment of possible locations identified according to capacity for extension, car parking, ground conditions / construction cost and environmental factors.

Work package 7: Project organization and management

7.1. Project management and implementation

The overall project management concept includes: Steering Committee, Integrated Project implementation unit, Project manager, Independent Public Transport policy advisor as well as third parties - experts and companies appointed for the main project activities.

The Steering Committee is headed by the Mayor of Burgas. Members of the Committee are the deputy mayors, the chief architect, and representatives of Burgasbus municipal company and the Project Manager. The Committee is responsible for the overall control and the decision making process which will guarantee the integration of the project within the general and sector policies of the Municipality.

The basic functions of the **Independent Public Transport Policy advisor** are related to consultations to the Steering Committee in the decision making process in order to ensure the effective implementation of the project in accordance with major development goals and priorities of the City.

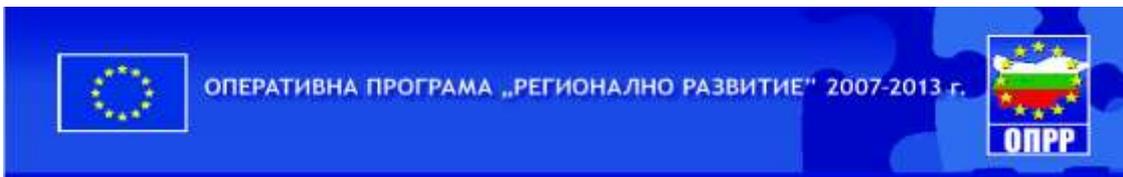
The Project manager is assigned after a competitive selection procedure according to the Ordinance of the Council of Ministers #194 about implementation and management of infrastructural projects funded by EU. He/ she is responsible for the overall management of the PIU and reports to the Steering Committee about the implementation of the project in accordance with the indicators and objectives planned.

The Integrated Project Implementation Unit (PIU) includes the Project Manager, a coordinator, technical and administrative staff together with key experts. The PIU is an integrated structure of experts assigned by the consultant company selected after a competitive tender procedure, experts from the municipal administration and representatives of Burgasbus municipal company.

7.2. Preparation and implementation of tender procedures

The following tender procedures will be processed:

- a competitive tender procedure for Independent Public Transport Policy Advisor;
- a competitive tender procedure for provision of bus fleet;
- a competitive tender procedure for detailed technical designs for bus depot and workshop, diesel and CNG fuelling station, pedestrian bridges and cycling network, BRT system and bus terminals;



- a competitive tender procedure for reconstruction and renewal of bus depot and workshop, diesel and CNG fuelling station, BRT system, Central bus stop and bus priority at traffic lights, pedestrian bridges, bus terminal near rail way station, cycling facilities and bus terminal in Meden Rudnik.
- a competitive tender procedure for supervision during construction;
- a competitive tender procedure for provision of equipment for Integrated ticketing system, real time passenger information system, public transport management and control system, CCTV.
- a competitive tender procedure for implementation of Feasibility studies for BRT upgrade and ITMS, Park and Ride facilities and Intercity Bus terminal;
- a competitive tender procedure for an auditing company;
- a competitive tender procedure for publicity and information campaigns.

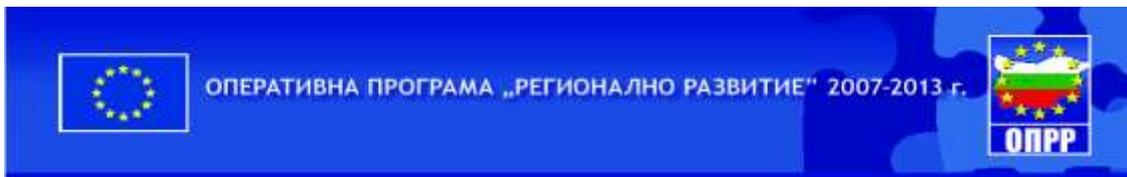
7.3. Independent financial audit of expenses and project activities implementation

The independent audit will be implemented by an auditing company selected after a competitive tender procedure. It aims at implementing all the necessary and interrelated procedures according to International audit standards, in order to express an independent opinion about the authenticity of all aspects of the financial reports, prepared according the Bulgarian accountant legislation during project implementation. The audit will result in producing interim annual and final audit reports.

Work package 8: Publicity and visualization of project activities

Several measures are dedicated to ensure visualization and popularization of project goals and results achieved:

- visualization of the project objectives and the financial support of EFRD and OPRD: distribution of information materials, organization of press conferences and public events;
- visualization during construction works – billboards and information boards according to the guidelines of OPRD;
- information and awareness raising campaigns for promotion of EU support and financial contribution and the public transport – public events, information kiosks at key locations in the city, information materials about the BRT system, maps, Internet site of the public transport service;
- publications in local, regional and national media, regular information published in the Internet site of the Municipality.



PROJECT MANAGEMENT AND ORGANIZATION

The organization and management structure of Burgas Integrated Urban transport project includes Steering Committee, Integrated Project Implementation Unit, Project Manager, Independent Public Transport Policy Advisor as well as third parties – experts and companies implementing the project activities.

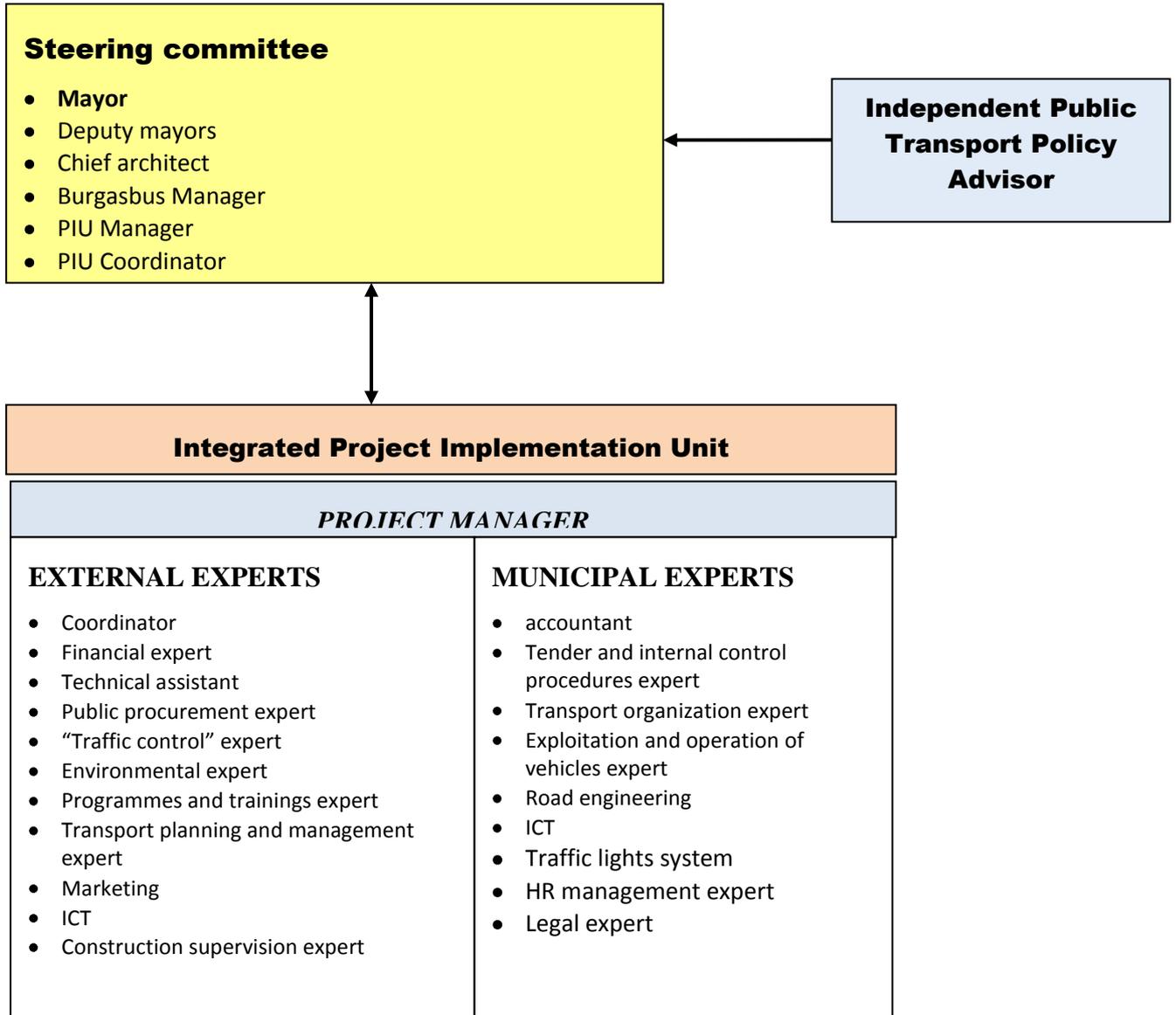
The Steering Committee is headed by the Mayor of the Municipality and includes the deputy mayors, the chief architect and representatives of the Burgasbus municipal operator. The committee controls and approves the activities of the PIU and the Project manager with a major role in the decision taking process in order to guarantee the integration of the project with the overall and sector policies of the municipality.

The Independent Public Transport Policy Advisor is appointed by the Municipality through a procedure of competitive selection.. His/ her main functions are related to consulting the Steering Committee in the process of decision making as well as on the overall project implementation in relation with the municipal policy.

The Project Manager position is part of the PIU structure, but is appointed after a separate procedure in order to guarantee an additional independent expertise during the project implementation and in order to achieve an optimal coordination between the external and municipal experts within the PIU as well as between all stakeholders during project implementation. On the other hand the Project manager is part of the Steering committee and his/ her independent expertise will contribute to better effectiveness in the decision making process.

The Project manager is directly subordinated to the Steering Committee.

The Integrated Project Implementation Unit (PIU) is appointed by the Municipality after a competitive tender procedure and is responsible for the overall technical and financial administration of the Burgas Integrated Public Transport Project.





ОПЕРАТИВНА ПРОГРАМА „РЕГИОНАЛНО РАЗВИТИЕ“ 2007-2013 г.

