

The cover features a person standing on a dark rock in a snowy, mountainous landscape under a starry night sky with a vibrant green aurora borealis. The background is overlaid with several diagonal, semi-transparent bands in shades of teal and brown. The title 'REVISTA INCLUSIONES' is centered in large, white, bold, sans-serif capital letters.

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**THE STATE OF THE BULGARIAN RAILWAY TRANSPORT AND THE PERSPECTIVES
OF ITS FURTHER DEVELOPMENT**

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Abstract

In August 2018 Bulgaria marked the 130th anniversary of the existence of the Bulgarian State Railways. The rail transport has a huge and rich historical role and has always been the backbone of the national transport system. Unfortunately, today it has been subjected to difficult trials. Bulgaria has a strategic position, situated between Turkey and Western Europe and has a key role on the Balkans. From a geographical point of view, the country offers a huge resource for railways, for the expansion of the transport links and for the realization and significant growth of transport and revenues. Rail services are at risk and in crisis, and forecasts show that, instead of developing upward, rail continues to operate with damping functions. The demand for rail services is declining and this has led to very low freight volumes and a significant drop in the own revenues. The railways were left without authority in the business and the civil society. The railways play a key role in the transport services market in, and through Bulgaria, and they must be seen as a strategic partner for the modernization of the transport service.

Keywords

Railway transport – National transport system – Transport service

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PH. D. LYUBOV IVANOVA

Introduction

The transport is fundamental to the economy and society. The mobility is vital for growth and job creation. The quality of the transport services has a major impact on the quality of the life of people¹.

In August 2018 Bulgaria marked the 130th anniversary of the existence of the Bulgarian State Railways. The rail transport has a huge and rich historical role and has always been the backbone of the national transport system. Unfortunately, today it has been subjected to difficult trials.

In terms of its geographical location, Bulgaria offers enormous resources for the railways, for the expansion of transport links, /See fig.1/, and for the realization and significant growth of the transportation and revenues. The rail services are at risk and in crisis, and the forecasts show that, instead of developing upward, the rail transport continues to operate with damping functions. The demand for rail services is declining and this has led to a very low volume of transport and a significant drop in the own revenues. The railways remained without authority among the transport services in and through Bulgaria and they are to be seen as a strategic partner for the modernization of the transport service.

The EU assistance to the rail sector is of the utmost importance, mainly due to the fact that railways have several unique advantages over the other modes of transport, namely:

- Rail transport is environmentally more cleaner
- Much safer transport
- Cheaper transportation
- Provides higher energy efficiency

The effective use of these benefits will depend on the adequate solution to the bigger problems, related to traffic safety, the congestion and the environmental protection².

The rail service is in crisis and at risk, with the tendency, instead of developing upward, to continue to operate with damping functions. The diminished demand for rail service has led to a very low volume of transport and a significant drop in the own revenues. The railways are losing their credibility in business and the civil society.

The efforts of business, the civil society and the civic associations should be combined in this direction. The economy and the civil society must stand behind the railways and push for the accelerated adoption of a political platform and the market for transport services in (and through) Bulgaria and they to be seen as a strategic partner for modernization of the transport service provided by all modes of transport based on an integrated transport network and service.

¹ Programa za razvitiето I ekspluatatsiata na zhelezoputnata infrastruktura, Transport (Ministry of Transport, information technology and messages), 11
https://www.mtitc.government.bg/sites/default/files/pril_1_pet_god_programa_2019_2023

² Programa za razvitiето I ekspluatatsiata na zhelezoputnata infrastruktura, Transport, (Ministry of Transport, information technology and messages), 14
https://www.mtitc.government.bg/sites/default/files/pril_1_pet_god_programa_2019_2023

The government institutions view the national rail carrier as a burden on the budget, as a consumer who does not reproduce the desired service neither use its advantages over other modes of transport. For years, we have been talking about the need for a responsible state policy for the sustainable development of the railways, for a lasting solution to the problems. For years, we have been saying, that the railways are a priority, that we are rescuing them, reforming them, restructuring them, how their financial stability is guaranteed after 2020, and how different geopolitical projects will solve the problems of the transport connectivity in our country as well as in the region³.

Occasionally, there are some holes in the financial problems, such as BDZ⁴ Holding's debts, but no long-term development policy is sought.

There is a lack of a short and long term vision for the direction of development.

The European path of development requires that we define a few strategic rail policies that the state and the rails commit to. Clear goals are needed: modernization of the infrastructure, the transport technologies, the railway management, providing a sound financial framework for growth in transport and the own revenues.



Figure 1

Priority Investment Projects

Source: <https://geopolitica.eu/aktualno/2830-ima-li-perspektiva-za-ustoychivo-razvitie-i-upravlenie-na-balgarskite-zheleznitsi>

The sustainable development and the viability of the railways is determined by:

³ Y. Mirchev, Ima li perspectiva za ustoychivoto razvitie I upravlenie na bulgarskite zheleznitsi, (Geopolitika.eu, 08.06.2018) <https://geopolitica.eu/aktualno/2830-ima-li-perspektiva-za-ustoychivo-razvitie-i-upravlenie-na-balgarskite-zheleznitsi>

⁴ BDZ – Bulgarski Durzhavni zheleznitsi /Bulgarian National Railways/

- Infrastructure modernization, which started after 2007, but so far covers a small part of the rail network.
- Technological modernization, which is far behind the current requirements and is the biggest challenge for the coming years.
- Digitization and responsible governance to achieve sustainable development and integration in the European transport system for the benefit of the free movement of persons and goods⁵.

Many EU and non-EU countries have been able to completely change their rail policy and within five years they have become an attractive and preferred transport service, with a market share of 20-25%, with an BDZ market share of around 5%. BDZ must be funded to implement predefined and rigorously implemented policies for the sustainable growth of the freight and the revenue.

The analysis shows that the reform carried out during the transition years did not produce the expected positive results. The railway transport as an economic structure has fallen into financial collapse. The loss during the transition was an integral companion to the railways. The debt management and financial stability is not a one-off operation, but a base for long-term viability. Without revenue, without growth in carriage, the debt cannot be serviced and new competitive technologies invested. This must be the aim of long-term policy. In a nutshell: reforms are needed, and they are a sensitive topic. BDZ is one of the largest employers in the country with over 20,000 employees, but its losses already reach 51 million⁶

It is evident that the state of the Bulgarian railways does not meet the new requirements of the economic environment and civil society. What is needed to be done, this is transformation in the approach of railways to be able to improve their competitiveness. Otherwise, they will be displaced from the transport market by the diminishing role of rail transport at the expense of the repeated increase in road traffic. In the coming years, this is expected to be a risk to road safety. There can be no financially sound rail with limited volume and own revenues. There have been a lot of comments about the debt reduction, the delivery of new trains, but no mention is made of growth in transport, investments in the modernization of existing trains and locomotives, as well as new transport technologies⁷.

The future of the railways lies in the completion of the railway infrastructure, in the new technologies at BDZ and in the professional management. Instead, there is an attempt to hide the real problems of railroads with fake financial stability post-2020 news, debt reduction, and not even a word about growth in freight and revenue. But nowhere in the world there are railways without freight. Yet, in the Bulgarian news, the railways are a priority and a bright future awaits them.

⁵ Y. Mirchev, Ima li perspectiva za ustoychivo razvitie i upravlenie na bulgarskite zheleznitsi, (Geopolitika.eu, 08.06.2018) <https://geopolitika.eu/aktualno/2830ima-li-perspektiva>

⁶ Krasimirov, A., Tsoleva, Ts. "V koi vek putuvat bulgarskite zheleznitsi", (DW, 13.05.2015), <https://www.dw.com/bg/%D0%B2-%D0%BA%D0%BE%D0%B9-%D0%B2%D0%B5%D0%BA-%D0%BF%D1%8A%D1%82%D1%83%D0%B2%D0%B0%D1%82-%D0%B1%D1%8A%D0%BB%D0%B3%D0%B0%D1%80%D1%81%D0%BA%D0%B8%D1%82%D0%B5-%D0%B6%D0%B5%D0%BB%D0%B5%D0%B7%D0%BD%D0%B8%D1%86%D0%B8/a-18447268>

⁷ Deklaratsia za sustoyanieto na bulgarskite zheleznitsi, (Geopolitika.eu, 13.04.2018) <https://geopolitika.eu/aktualno/2790-deklaratsiya-za-sustoyanieto-na-balgarskite-zheleznitsi>

Serious is the problem with the management and the professional qualification. In the last 10-15 years, several management teams have changed in the management of the state railways. They all start with ideas for how the railways will be restored, reformed, restructured, and it ends with another unrealistic and ineffective measure, a deepening financial crisis and a loss of market share. Undoubtedly, the debts of the railways are a major problem. But it cannot be resolved if the management of the railway service is not changed, if a consistent direction of development towards growth of transport and revenue, improvement of the quality of the railway service and adopting genuine market behavior is not outlined. The widespread framing deprives BDZ of professional staff, which in turn has allowed private carriers to become more active and stable in the transport services market. At the same time professional managerial inadequacy, has become an incurable disease of the state carrier in recent years.

Not recent problems, related to the frames in the railways. "These people not only should not be punished, but also trained, their skills should be upgraded. They must receive adequate salaries to work peacefully. One person's mistake can have fatal consequences. "The salaries in the system are about 700 leva, which is not enough for family support, which causes the railway workers to look for additional work, such as in the construction⁸. Recently, the BDZ- Passenger Transport Ltd has been trying to implement numerous initiatives for attracting young people. One of them is the signed partnership agreement with Vocational High Schools of Mechanization in different Bulgarian cities⁹.

The debt management and the financial stability is not a one-off operation, but a base for a long-term viability. Without revenue, without growth in the carriage, the debt cannot be serviced and new competitive technologies invested. This must be the aim of a long-term policy. The challenges facing the Bulgarian railways are enormous and the responsibility for all institutions - for transport, for the Bulgarian economy, for the civil society, for carriers, for the state. They should become a topic of professional debate for the direction of their development, in terms of:

Investment in technological capacity through new technologies; Financial stability and long-term viability through growth in transportation and own revenues; Overcoming the management crisis and preparing key executives for railways; Investment policy in quality, sustainable growth and market development.

The problems in the field of the freight rail transport are also related to: lack of market policy and behavior; insufficient technological capacity; lack of technological connection with industrial areas and users of railway service; inefficient technology and organization of freight service; lack of regional structures for liaison with rail users; seriously lagging behind in innovation for new technologies, especially after the introduction of tolls on highways.

In the area of the passenger services, the problems are: shortage of trains; poor organization and quality of service; the lack of a comprehensive system for technological connectivity and accessibility to the transport scheme (train - station - destination); the shortage of wagons and trains as a result of the delay in the modernization of existing trains and wagons; failure to observe train schedules and poor quality of passenger service; the

⁸ D. Leshtarska, Zheleznitsi v gluh kolovoz, (Mediapool, 05.10.2010) <https://www.mediapool.bg/zheleznitsi-v-gluh-kolovoz-news170816.html>

⁹ BDZ ima glad za mladi kadri: (Veliko Turnovo: Kmeta.bg, 11.03.2018) <https://www.kmeta.bg/bdj-ima-glad-za-mladi-kadri>

inconsistency between BDZ and NRIC on interruptions to traffic on railway infrastructure. The delivery of new trains must not cancel or delay the urgent need to modernize existing coaches and trains. This also applies to the freight. These measures should be seen as a prerequisite for growth in transport and own resources in the short term¹⁰

Neither the organization, nor the technology, nor the management at BDZ are able to change the appearance of the passenger services. Therefore, it is better to give this opportunity to operators with experience and own trains to take long distance transport between the regional centers and BDZ to perform only suburban and regional services. By 2022, BDZ will need to modernize the passenger cars and repair the available engine trains to guarantee passenger service. In reality, new trains will be able to serve the Sofia-Bourgas / Varna route after 2023.

There is no need to speculate on the railways' glorious past. Nowadays, the railways are different from yesterday and other measures, with new content, are needed to overcome the crisis. The timing of administrative measures determining which goods to carry by road and which by rail, is long overdue and it is not a market approach. The railways need to change their direction of development, as well as their approach to rail service users.

The false news about BDZ's guaranteed financial stability beyond 2020 is not covered by specific policies and actions. And that goes on for years. It may be appropriate for the Ministry of Financees to apply to the BDZ a regime of "financial supervision" for spending budget money as well as "alternative management" by a competent expert council with a vision for sustainable development and governance.

The geographical location of our country gives us a huge resource for railways, in terms of transport connectivity, to realize significant growth in freight and revenue. The efforts of business, the civil society and civic associations should be combined in this direction. The economy and the civil society must stand behind the railways and push for the accelerated adoption of a political platform and roadmap for railways. This is the way for the railways to play a key role in the transport services market in (and through) Bulgaria and to view them as a strategic partner for the modernization of the transport service provided by all modes of transport on the basis of an integrated transport network and service.

The future of BDZ and the Bulgarian railways lies in the new technologies and professional management. The role of the state is to formulate the long-term policy and direction for the sustainable development of the railways. The 130th anniversary of the BDZ was to serve as the basis for the adoption of a long-term project for the railways. for a new beginning. If that did not happen, BDZ and the railways as a whole would continue to exist formally, only on the books, with dampening functions in the market for transport services and with limited own revenues, on the back of the budget and not for the benefit of the economy and civil society¹¹

The railways are the basis of the progress of the nineteenth and twentieth centuries. The market for rail services, both passenger and freight, will have a steady upward trend.

¹⁰ Deklaratsiya za sustoyanieto na bulgarskite zheleznitsi, (Geopolitika.eu, 13.04.2018)

<https://geopolitica.eu/aktualno/2790-deklaratsiya-za-sustoyanieto-na-balgarskite-zheleznitsi>

¹¹ Y. Mirchev, Ima li perspektiva za ustoychivoto razvitie I upravlenie na bulgarskite zheleznitsi, (Geopolitika.eu, 08.06.2018), <https://geopolitica.eu/aktualno/2830-ima-li-perspektiva-za-ustoychivoto-razvitie-i-upravlenie-na-balgarskite-zheleznitsi>.

Tolls will come into force in Bulgaria, which will inevitably increase the cost of bus tickets and land transportation. All this is expanding the market for the railway transport, which is also the most environmentally clean transport¹²

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¹² S. Ananiev, Transportnoto budeshche pri putnicheskite prevozi e na niskotarifnite kompanii, (Standardnews, 04.01.2019) <https://standartnews.com/biznes/transportnoto-bdeshche-e-na-niskotarifnite-kompanii->