BULGARIAN PORTS
Infrastructure Company

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The Core European Transport Network Corridors
BG Ports and motorways - https://map.mi.government.bg/
Bulgarian Ports Infrastructure Co.

BPI Co. is a statutory company

BPI Co. acts as National Port Authority and our business is not just about managing the port infrastructure

- **4 Branches – Territorial Directorates in:**
  - Varna
  - Burgas
  - Ruse
  - Lom

- **3 Specialized Directorates:**
  - Vessel Traffic Services - Black Sea
  - Vessel Traffic Management - Danube River
  - Port Terminals Operation
Bulgarian Ports Infrastructure Co.

- **BPI Co. is a member of:**
  - European Sea Ports Organisation (ESPO)
  - International Association of Ports and Harbors (IAPH)
  - International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)
  - Black and Azov's Sea Ports Association (BASPA)
  - European Federation of Inland Ports (EFIP)
  - International Harbour Masters’ Association (IHMA)
  - World Association for Waterborne Transport Infrastructure (PIANC)
  - International Port Community System Association (IPCSA)
  - Worldwide network of port cities (AIVP)
Integrated Information Environment

- BPICo. developed some of the most up-to-date RIVER and SEA vessels traffic services systems

- VTMIS
- BULRIS
- SINGLE WINDOW

- Introduced e-Government in maritime and inland transport – the systems Maritime Single Window and Single Window on Bulgarian part of the Danube river
Maritime and river transport services

BPI Co. provides the following maritime & river transport services:

- Information and navigation support services for the vessels traffic in the maritime/ river regions of the Republic of Bulgaria, aiming to improve the safety of shipping and the preservation of the natural environment;
- Organization of traffic and maneuvering of vessels services in the Bulgarian sea/ river ports, contributing to the safety and efficiency of the navigation operations and prevention of pollution of the natural environment;
- Shipowners and coastal offices services for electronic processing of ships documentation, facilitating administrative decisions and, as a result, improving the efficiency of ports and the industry;
- Provision of communications for disasters, emergency and safety, routine communications outside the scope of VHF and distribution of navigation and meteorological information for all ships.
River information service (BULRIS)

SYSTEM USERS

- ship operators
- port operators
- fleet managers
- customs and border control bodies
- emergency and rescue services
- statistical bodies
- logistic companies, etc.

Project amount: 42 318 622,36 BGN
European fund for regional development: 30 072 076,66 BGN
National co-financing: 5 306 837,06 BGN
BPICo. financing: 6 939 708,64 BGN
The Bulgarian section on the River Danube is between km 845.650 and km 374.100. On the right bank of the Danube, there are fifteen Bulgarian public port terminals – state property, namely: Silistra /passenger port/, Ferry terminal Silistra, Tutrakan, Ruse-East (1 and 2), Ruse-Centre, Ruse-West, Svishtov, Ferryboat terminal Nikopol, Somovit, Oryahovo, Lom, Vidin-North, Vidin-Centre, Vidin-South, Ferryboat complex Vidin. All of them have good connections to national road and railway infrastructure.

- Port of Ruse is a point of intersection of the European transport corridor Rhein – Danube, and via the port of Varna it is linked to Silk Road (TRACECA).

- The ports Vidin and Lom are a point of intersection of the transport corridors Orient – East Med and Rhein - Danube). Their geographical situation determines them as points on the shortest transport ways from Sofia and Plovdiv, respectively from Skopje and Thessaloniki to Central and Northern Europe.
Port of Ruse

Port terminals Ruse-east, Ruse-west, Ruse – centre
Port of Ruse

The territorial range of the Port of Ruse spreads over the cities Nikopol (one ferryboat terminal), Somovit (cargo terminal), Svishtov (cargo terminal + ferryboat), Ruse (two cargo terminals: Ruse-east managed by Port Complex Ruse JSCo and Ruse-west managed by BPICo., one terminal for ships’ mooring Ruse-centre) Tutrakan (cargo terminal) and Silistra (passenger terminal + ferryboat terminal). There are several other terminals for public transport in the area of Port of Ruse, but they are not subject of the activity of BPICo. Below are the main characteristics for the cargo terminals within port of Ruse. Passenger and pontoon terminals are excluded from the table.
## Port of Ruse

<table>
<thead>
<tr>
<th>Port characteristics</th>
<th>Unit</th>
<th>FT Nikopol</th>
<th>Somovit</th>
<th>Svishtov</th>
<th>Ruse-east</th>
<th>Ruse-west</th>
<th>Tutrakan</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Area</strong></td>
<td>m²</td>
<td>17 642</td>
<td>30 105</td>
<td>318 178 (81 917 on concession)</td>
<td>825 533</td>
<td>117 098</td>
<td>4 414</td>
</tr>
<tr>
<td><strong>Cargo berths</strong></td>
<td>number</td>
<td>1</td>
<td>2</td>
<td>8</td>
<td>14</td>
<td>11</td>
<td>1</td>
</tr>
<tr>
<td><strong>Length of berths</strong></td>
<td>m</td>
<td>114</td>
<td>354</td>
<td>922</td>
<td>1 618</td>
<td>1 500</td>
<td>110</td>
</tr>
<tr>
<td><strong>Open storage area</strong></td>
<td>m²</td>
<td>-</td>
<td>9 700</td>
<td>22 800</td>
<td>190 500</td>
<td>27 600</td>
<td>2 500</td>
</tr>
<tr>
<td><strong>Covered storage area</strong></td>
<td>m²</td>
<td>-</td>
<td>2 175</td>
<td>6 100</td>
<td>15 800</td>
<td>8 900</td>
<td>-</td>
</tr>
<tr>
<td><strong>Port operator</strong></td>
<td></td>
<td>concessionaire</td>
<td>concessionaire</td>
<td>concessionaire</td>
<td>State owned operator</td>
<td>BPICo – state owned</td>
<td>State owned operator</td>
</tr>
</tbody>
</table>
The port of Vidin is situated from km 792 to km 785. Vidin district is located in the most north-western part of Bulgaria and covers less than 3% from the territory of the country. It borders the Republic of Serbia and the Republic of Romania through the Danube River. Port of Vidin includes one passenger, one ro-ro and two cargo port terminals as follows:
- Port terminal Vidin-Centre;
- Port terminal Vidin-South;
- Port terminal Vidin-North;
- Ro-Ro Terminal – Vidin.

<table>
<thead>
<tr>
<th>Port characteristics</th>
<th>Unit</th>
<th>Vidin-south</th>
<th>Vidin center</th>
<th>Vidin-north</th>
<th>Ro-Ro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>m²</td>
<td>47887</td>
<td>18642</td>
<td>115705</td>
<td>2920</td>
</tr>
<tr>
<td>Berths (cargo &amp; passenger)</td>
<td>number</td>
<td>2</td>
<td>7</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Length of berths</td>
<td>m</td>
<td>160</td>
<td>1440</td>
<td>570</td>
<td>40</td>
</tr>
<tr>
<td>Open storage area</td>
<td>m²</td>
<td>18000</td>
<td>-</td>
<td>12000</td>
<td></td>
</tr>
<tr>
<td>Covered storage area</td>
<td>m²</td>
<td>-</td>
<td>-</td>
<td>3131</td>
<td></td>
</tr>
</tbody>
</table>
Port of Lom includes two terminals – Lom and Oryahovo. They are located on the right bank of the river Danube, from km 741.960 to 742.500 for Lom and from 677.600 to 678.200 for Oryahovo. The city of Lom is located in the North-western part of Bulgaria and takes almost 9% of Montana region. Oryahovo is located in Vratsa region and takes also 9% of its territory. The distance between the two cities is 72 km by road. The distance to the capital of the country – Sofia is only 160 km from Lom and 180 km from Oryahovo.

<table>
<thead>
<tr>
<th>Port characteristics</th>
<th>Unit</th>
<th>Lom</th>
<th>Oryahovo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>m²</td>
<td>371 100</td>
<td>12 300</td>
</tr>
<tr>
<td>Cargo berths</td>
<td>number</td>
<td>13</td>
<td>2</td>
</tr>
<tr>
<td>Length of berths</td>
<td>m</td>
<td>1335</td>
<td>221</td>
</tr>
<tr>
<td>Open storage area</td>
<td>m²</td>
<td>117 921</td>
<td>4 400</td>
</tr>
<tr>
<td>Covered storage area</td>
<td>m²</td>
<td>8343</td>
<td>962</td>
</tr>
</tbody>
</table>
Basic priorities of BPI Co.

- development of public and private partnerships;
- development of multi-modal logistic platforms;
- modernization and expansion of the capacity of the necessary infrastructure for operations in port areas and achieving sustainability, improved efficiency in the use of resources and broader application of environmentally clean technologies and industrial processes;
- promotion of sustainable shipping on internal waterways;
- decrease of the administrative burden – introduction of the one-desk service and a national system for electronic exchange of information in ports – Port Community System;
- creation and maintaining stable regulatory environment;
- creation of a clear and transparent framework for ensuring port investments;
- development and maintenance of integrated information systems – prerequisite for imposing state-of-the-art management and operational models;
- development of the intermodal/combined transportation and creation of a national network of state-of-the-art intermodal terminals to serve the needs of railway and water cargo transportation;
- decrease of harmful emissions from shipment and port activities;
- improvement of the vessels waste management;
BPI Co. wishes you Happy Baba Martha Day!
Bulgarian PORTS Infrastructure Co – ДП „Пристанищна инфраструктура“

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Bulgarian Ports Infrastructure Company