

- Обеспечение получения средств от международных финансовых институтов, в т.ч. безвозмездной помощи, для реализации приоритетных проектов на трассах международных трансевропейских коридоров.

Реализация перечисленных мероприятий приведёт к улучшению качества предлагаемых железнодорожным транспортом услуг, повышению его конкурентоспособности и обеспечению необходимой финансовой стабильности.

В связи с присоединением Болгарии к Европейской транспортной системе требования направлены на обеспечение конкурентоспособности, введение эффективного законодательства, применение европейских стандартов, достижение более высокого качества предлагаемых транспортных услуг.

Осуществление целей инвестиционной политики обеспечило бы развитие транспортной инфраструктуры в целях достижения европейского уровня. Развитие и совершенствование инвестиционной политики в сфере железнодорожного транспорта можно рассматривать как важный шаг к интегрированию его в Европейскую систему транспорта.

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УДК 656.1/25

Defining property type of railways in Bulgaria

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RAILWAY PROBLEM IN BULGARIA

The decisions of the Berlin Treaty made the Bulgarian governments deal with the so-called "railway problem" as the most urgent one in their policy during the first few years after the reestablishment of the kingdom in 1878. In its wide sense, this problem concerned the internal and international policy connected with the establishment of the railway network in the country and, in its narrow sense, it referred only to fulfilling the Berlin Treaty clauses. According to them, the Great Powers transferred the duties of the Ottoman Empire to Bulgaria that meant: first, to pay to the

British company of the Barclay Brothers for the Rousse-Varna line and second, to build the so-called “connecting section” of the transcontinental Vienna-Istanbul railway route on the territory of Bulgaria. As the newly reestablished kingdom needed considerable funds both for the purchase and construction, the governments, regardless of their political character and international orientation, dragged out the decisions on these obligations until the beginning of 1885. Before adopting the Act of Building the Tsaribrod (now the town of Dimitrovgrad in Serbia)-Vakarel Railway Line (situated between the eastern and western borders of the country) the members of the parliament (MPs) passed one of the most disputable laws in the latest history of Bulgaria, the *Act of Rail Roads in the Principality of Bulgaria*.

The draft act put under discussion on 8 December 1884 caused three-day debates between the governmental and opposition representatives. The attacks of the opposition were directed mainly against the clause of the exclusive right of the state to build and operate railroads. The Liberal party lead by Petko Karavelov was accused of presenting a premature law, which the country did not need at that moment. All of the opposition MPs expressed their distrust in the government’s ability to manage such a complex enterprise and pointed out that the lack of qualified personnel would inevitably result in a lot of claims for the railway transport service quality. They thought that it would be better if the government assigned the railway construction and operation to a private company having both experience and funds.

POSSIBILITY OF SMALL PRIVATE RAILWAY SECTIONS

The possibility of small private railway branches connecting the trunk lines with industrial enterprises was provided as early as in Article 7 of the *Act of Rail Roads in the Principality of Bulgaria*. The permission for building could be given only by the Parliament and the operation of such sections had to be under the supervision of the railway authorities with keeping strict technological regulations. Twelve years later this remark was developed into a law, the *Act of Building and Operation of Railway Branches Connecting Industrial Enterprises, Mines, Shops and Others Similar with the State Railway Lines* passed on 18 December 1897. Thus, not daring to generally revoke the Act of 1885, the ex- opposition took their revenge for the defeat in 1885, enlarging the scope of private railway sections and

decreasing the level of control by transferring the issue of permissions to the Ministry of Public Buildings, Roads and Communications.

The next step for extending the private initiative in the field of railway transport was made with the Act of Local and Industrial Railways adopted in 1920. Its aim was to attract private investments (including of the municipalities) in the postwar period when the state had to pay a considerable amount of reparations and contributions and could not provide enough funds for new railway projects. The retreat of the state from its exclusive right of property in the railway section was explained with the fact that the greater part of the railway network in Bulgaria had already been built and the new lines, owned either by private companies or municipalities, would be of local importance and would not affect the BDZ interests. A considerable number of municipalities (but not even one private company) asked for permission to build a connecting line but the only one built in this way was from Krumovo (a station on the Plovdiv-Svilengrad line) to the municipal town of Stanimaka (today Assenovgrad). It was finished in 1928 but, since its operation was at a great loss, the government decided to attach it to the BDZ network paying the debts of the municipality in 1931. Thus the only attempt of municipal management of railway lines turned to be unsuccessful that makes it difficult to implement that idea even now, under the new economic conditions.

GOVERNMENTAL POLICY IN DEFENSE OF STATE RAILWAYS

Another occasion for public discussions on the type of the railway was the requirement of the Financial Committee of the League of Nations to reform BDZ as a condition with giving a loan to Bulgaria in 1928. Although the changes envisaged in the draft *Act of Organization and Management of State Railways and Harbours* did not concern the form of property, once again it caused hot parliamentary debates. The opposition MPs expressed their worries about the possibility of railway development in favour of foreign interests because some lines were determined as a guarantee for paying back the money by the country. The law adopted on 15 July 1929 was the first one to regard the BDZ not only as a governmental institution, but also as a economic organization. It introduced the double entry accountancy, which was characteristic for private

companies, separated the revenues of the railway operation from the fund intended for infrastructure repairs and new railways. The railways were given a greater possibility of financial autonomy, which was not fully implemented due to the negative influence of the Great Depression in 1929. Nevertheless that this act did not result in expected financial improvement of BDZ, it should be regarded not only as an example of imposing the conditions of international financial institutions on Bulgaria, but also as an attempt to follow the European and world tendencies in railway organization and management.

In the period between the two world wars the Bulgarian society faced another challenge in regard to the BDZ development. The appearance of the road transport as a competitor of the railways, which in the developed countries happened nearly ten years earlier, was accompanied with a public discussion finalized by the Act of Road Transport (1935). Besides creating the regulations of the newest mode of transport, its purpose was to ensure protection of the railways against non-loyal competition. The law and the governmental activities for its implementation aimed at combining the advantages of freight and passenger transport by rail and road as well as at modernizing the railways in order to increase their competitiveness on the transport market in the country.

УДК 338

Либерализация и конкурентоспособность транспортных услуг в соответствии с европейской транспортной стратегией

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Понимание либерализма в хозяйственной жизни нашло выражение ещё в XVIII веке в работах известных французских экономистов - физиократов. Их сентенция «Laissez faire, laissez passer» («Пусть всё развивается своим порядком») формирует представление об экономическом либерализме, воспринимаемом как невмешательство государства в экономику.

Имея в виду, что свободный рынок представляет собой систему рыночных отношений, которые дают возможность