

ORGANISATION OF THE PUBLIC TRANSPORT IN BULGARIA

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ABSTRACT:

The well functioning of the public transport in a country is a clause for its muss using. The main points in the Bulgarian law, related with the organization of the public transport are presented in the current article together with the defining of the indexes for the quality of the transport services.

KEY WORDS:

mass servicing system, transport, imitation modeling

1. CHARACTERISTIC OF THE PUBLIC TRANSPORT IN REPUBLIC OF BULGARIA

Several modes of transport for passenger transportation are well developed in Republic of Bulgaria: railway transport, automobile transport, waterway transport (sea transportation and inland navigation) and airway transport. Table 1 shows the number of the transported passengers and the accomplished transport work for land, waterway and air transport for the 2000 and 2004 year.

TABLE 1. PASSENGERS CARRIED AND TRANSPORT PERFORMANCE BY MODE OF TRANSPORT

	Year			
	2000		2004	
	Passengers carried- thousands	Transport performance- million pkm	Passengers carried- thousands	Transport performance-million pkm
Modes of transport				
Land transport	1158551	18059	719382	15433
Waterway transport	76	1	84	0
Air transport	1261	2257	1781	3048

2. NORMATIVE ORGANIZATION OF THE PUBLIC TRANSPORT IN THE COUNTRY

The functioning of the United Transport System of Bulgaria causes a sophisticated combination from public-economical and legal ties. The decrees, which regulate the work of the UTS, are contained in the Constitution of Republic of Bulgaria, in legislations and law paragraphs.

The Constitution of Republic of Bulgaria is juridical base of all the rest legal norms of Bulgaria. Despite this it has also concrete decrees. The field, in which economical and transportation activities can be done are specified in chapter one. The Bulgarian economic is based on the free economic initiative (article 19, paragraph 1). Equal legal conditions for economic activity are created and guaranteed by statue law, which is valid for all members of the state and juridical persons (article 19, paragraph 2). The law defends the investments and the economic activity of the Bulgarian and foreign citizens and juridical persons.

The common norms for all modes of transport, which regulate the rights, the duties, and the responsibilities of Transport Company and its clients are contained in the Commercial law. The common norms for all modes of transport which regulate the rights, the duties and the responsibilities of transport company are contained in chapter 26 from the Commercial law which refers to the agreement for transportation and includes articles 367 ÷ 379.

With the agreement for transportation the transport company is obligated to transport people or luggage from one place to another in return for money reward. The transport company is obligated to assure to the passenger comfort and safety according to the kind of the vehicle and the travel distance. In accordance with the mentioned agreement the claim damages has to be lapsed with one-year prescription. The term of limitation for passengers is from the moment of death or the moment of body injury of the passenger but not later then three years.

There are some differences between the transport technologies of the different modes of transport. The normative organization for each mode of transport is indicated in article 379.

Despite this article some particular decrees function in Republic of Bulgaria which main purpose is to regulate the railway, the road, the sea, the river and the airway passenger transports.

A law in force exists in the field of the railway transport. That law defines the conditions and the way for building, keeping in good condition, developing and using of the railway infrastructure. Also it defines the requirements for free access to it, the main rules for train's movement and the interrelation between the transport companies and their clients.

The normative organization of the automobile transport contains large number of normative acts, which are sections from the Automobile transport law. The law defines the conditions and the order for: public internal and international passenger transport and haulage accomplished from Bulgarian or foreigner transportation companies; transport on the transportation companies account; control of the transport processes; some particular rules connected with the agreement for passenger transportation and haulage.

The rules of the road are arranged by a special law that regulates the movement of the automobiles. In order to participate in the road traffic the vehicles must fulfill some requirements, which are pointed in the law mentioned above in the text. Also in this law are pointed: the requirements towards the drivers of the vehicles; the rights and the obligations of all participants in the traffic movement; the pains and the penalties that have to be paid in case of an offence against the law. The purpose of that law is to protect the life and the health of all the participants in the traffic movement, to facilitate their move from one place to another, to protect the juridical and physical persons' possession, to protect the environment from the noxious gases released from the vehicles.

For the sea transportation is enforced the commercial shipping-code. Besides the regulation of the legal ties between the different modes of transport, the code regulates the Bulgarian affiliation of the sea boats.

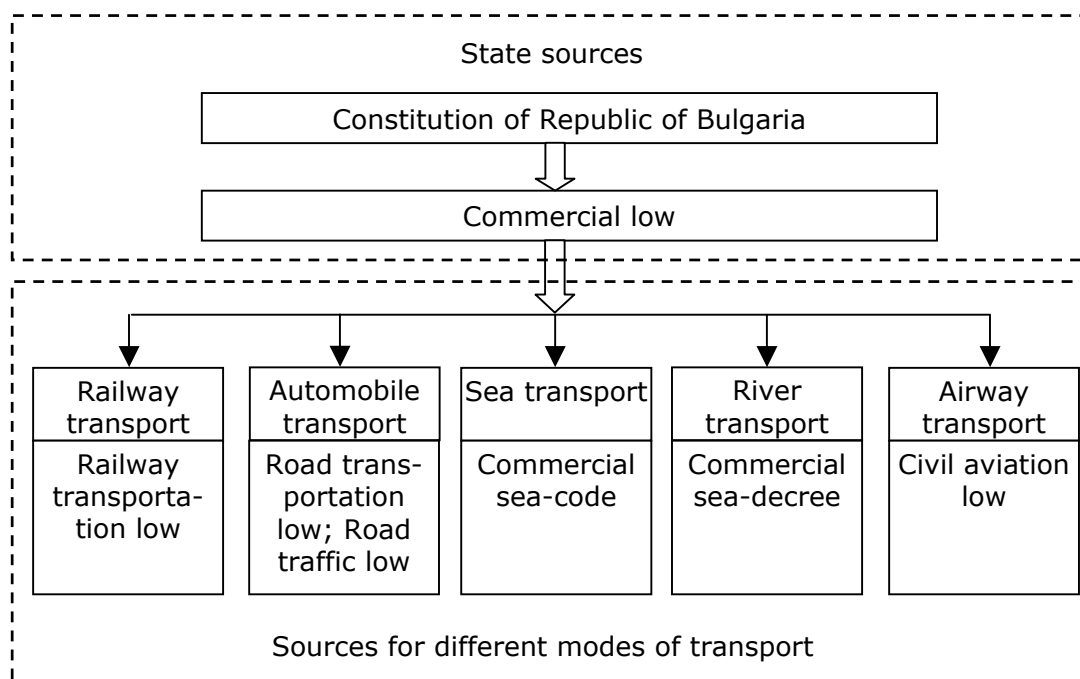


Figure 1. Transport legislation sources in Republic of Bulgaria for organization of the public transport

For the river transportation was enforced the commercial navigation-decree of Republic of Bulgaria from 1953 year. Nowadays that decree regulates only the move along river Danube.

For the air transportation is enforced the civil aviation law. The law regulates the civil aviation in Republic of Bulgaria. The main purpose of that law is to assure safety and security to the passengers. Chapter 6 is devoted to the agreement for passengers' transportation.

On figure 1 is shown the hierarchy structure of the normative organization in Republic of Bulgaria, which arranges the transport relations.

3. GENERAL CHARACTERIZATION OF THE QUALITY OF THE TRANSPORT SERVICES AT THE PASANGER TRANSPORT

The main transport used for passenger transportation in Bulgaria is the bus transport. The changes in this sector and its deregulation are of big importance for the general remodeling of the United Transport System in Bulgaria. The removing of the approved rout schemes and price barriers was made possible by the deregulation. Premises for better combination of the needs for public transport with the quality of the transport services were created.

The modes of transportation by automobile transport and the hierarchy structure of Republic of Bulgaria [4] are shown on figure 2. (chapter 3 "internal transportation")

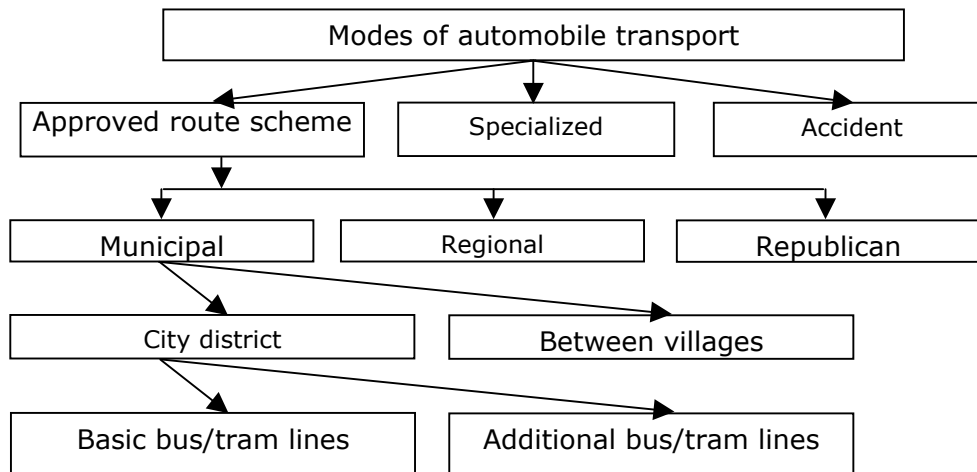


Figure 2. Hierarchy structure of the modes of transportation by automobile transport in Republic of Bulgaria

The organization and the required documents for each transportation of passengers by bus transport on the territory of Republic of Bulgaria are reported in chapters 5, decree №33 [9] that regulates the public transportation of passengers and chapter 6 decree, №2 that regulates the fulfillment of the public transportation by buses and automobiles.

It is obvious from figure 2 that the transportation by using approved route schemes can be classified on: municipal, regional and republican. The municipal transport scheme is divided on: city transport and transport between villages. The city transport scheme includes: basic transport lines and additional transport lines. The additional transport lines ensure possibility, if a passenger wants, for stopping, getting off and getting into the bus on permit places. The additional lines supplement the basic transport lines without doubling them completely.

The transportation by using approved route schemes is assigned by competition:

- ❑ from the city council – for the lines from the municipal transport schemes;
- ❑ from the city councils of two municipalities on which territory are located the last stations of the bus– for the lines from the regional and the republic transport schemes.

The criterion and the method for assessment specified from the city council contain: requirements for protection of the environment from the noxious gases separated from the vehicles; the price of the transport and the additional services; social relief.

The mentioned above shows that the normative organization in the field of the road transport is well arranged and allows regulation of the quality of the transport services on the part of the state.

The management of the transport's system and in particular the management of the transport processes serves as basis of the transport's service quality.

The assessment of the management quality of the transport process as a rule has to be made by using at the same time several independent criterions. The most important person is the one that takes decisions. A scheme that explains the management of the transport process is shown on figure 3.

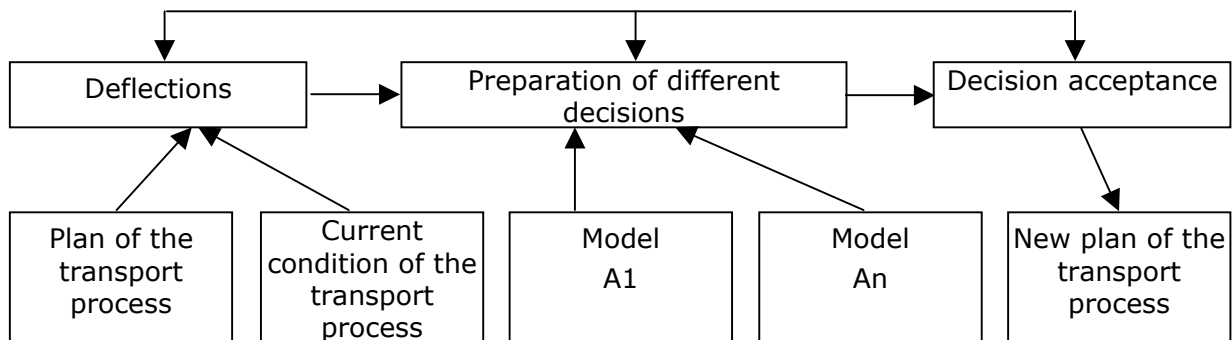


Figure 3. Scheme of the continuous management of the transport process

The analysis of the deflections of the transport process according to their current condition is shown on figure 3 with position 1. After the analyze has been made, one of the models has to be perceived in accordance to the adopt criterions. This can be seen from position №2. The final decision (position №3) represents a plan of the transport process.

4. CONCLUSION

1. The analyze of the normative organization in the field of the public transport in Republic of Bulgaria shows that there are some juridical premises for accomplishment of transport services with high quality. The normative base is continuously updated in accordance to the markets globalization and the technology changes in the different modes of transport.
2. The market analyze for passengers transportation in Republic of Bulgaria shows that a significant part from it is taken from the bus transport. The presented hierarchy structure shows the functioning levels of this system.
3. The quality of the transport service depends from the continuous management of the transport processes. In every single moment the influence of the accidental factors upon the system is apparent.

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