

## **ABSTRACTS**

of

academic works

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*(which do not repeat the presented papers for acquiring the scientific degree  
“doctor” and those for occupying the academic position of “chief assistant  
professor”)*

### **About:**

Participation in a competition for occupying the academic position “associate professor” in professional field 3.8. Economics, scientific specialty „Economics of transport (water and air transport)“, promulgated in State Gazette, issue 44/19.05.2023

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<b>№</b>	<b>Type of publication</b>	<b>Number</b>
<b>1</b>	Monograph	1
<b>2</b>	Book, published on a defended PhD thesis	1
<b>3</b>	Studies, which are published in scientific resources, indexed and referenced in world-famous databases ( <b>Scopus and/or Web of Science</b> )	1
<b>4</b>	Studies, published in scientific journals, which are indexed in other international databases	0.5
<b>5</b>	Articles, which are published in scientific resources, indexed and referenced in world-famous databases ( <b>Scopus или Web of Science</b> )	1 (in print, a document from the editorial board of the Economic Alternatives Journal is attached)
<b>6</b>	Articles, published in scientific journals, which are indexed in other international databases	4.5
<b>7</b>	Conference papers, which are published in scientific resources, indexed and referenced in world-famous databases ( <b>Scopus или Web of Science</b> )	1
<b>8</b>	Conference papers, published in conference proceedings with scientific editing	6.5
	<b>TOTAL:</b>	<b>16.5</b>
	❖ Of which publications, indexed in <i>Scopus and Web of Science</i>	<b>3</b>

## 1. PUBLISHED MONOGRAPH

- 1.1 Koralova-Nozharova, P. (2023) "Effective forms of competitiveness protection and business environment regulation of the maritime transport in Bulgaria ", *monograph*, Academic publishing house of BAS "Prof. Marin Drinov", ISBN: 978-619-245-295-7, pp. 179, <https://plus.cobiss.net/cobiss/bg/bg/bib/58062344#full>

The monograph is based on a completed scientific project, accepted during a meeting of the Scientific Council of the Economic Research Institute at Bulgarian academy of sciences with protocol № 16/14.12.2022. It presents an in-depth analysis and assessment of the business environment conditions for functioning of the maritime transport in Bulgaria. The scientific work is one of the few types of research in this field, which main purpose is to derive a definition of the term competitiveness of the maritime transport and at the same time to compare a number of financial, economic and logistic indicators for maritime transport development with the EU member-states from the Black Sea, Baltic Sea and Adriatic Sea regions.

The relevance and the importance of the study is confirmed by the positive opinion, expressed by the Bulgarian Maritime Association (document № 100/19.01.2023), which consists of representatives of both infrastructure and transport operators in the field of freight and passenger carriages by sea, as well as shippers and forwarders.

Two main issues are intertwined in the monograph: deriving the effective forms for competitiveness protection in maritime transport and assessment of the business environment for its functioning. They are identified the endogenous factors which influence the dynamics of trade relations carried out by sea (inefficiency of the national regulations, business environment failures and etc.) The influence of various exogenous factors such as health pandemics (Covid-19), military conflicts with regional and international significance (the war in Ukraine), sharp changes in international regulations (EU, UN, IMO) and others is also studied.

The purpose of the monograph is to be identified and assessed the possibilities for increasing the competitiveness of maritime transport in Bulgaria for the period 2016-2021. An object of research is the maritime transport of Bulgaria, and its subject is the forms for competitiveness protection of the maritime transport.

In order the purpose and tasks of the research to be fulfilled, a rich set of scientific instruments, including econometric techniques and statistical analysis, qualitative and comparative analysis are applied.

Based on an in-depth literature review of the nature and characteristics of competitiveness of separate economic sectors, in separate regions and because of the new realities, it is derived a definition of the term competitiveness of the maritime transport in Bulgaria, taking into account the specifics and economic development of the country.

The monograph finds that the institutional environment, in which the maritime transport is functioning, is not particularly favorable. There are some gaps in the strategic framework for development of the maritime transport in Bulgaria, as well as concrete measures for increasing the energy efficiency, productivity and environmental friendliness of infrastructure and transport operators is missing.

Maritime ports for public transport with national significance (Varna and Burgas) are still lagging behind and lose competitive positions in comparison to the maritime ports, located on the Baltic, Adriatic and Black Sea (Constanta) in terms of their affirmation as green multimodal hubs and “smart ports”. On the other hand, having in mind the values of the financial and exploitation indicators (especially the labor productivity, investment policy and volume of containers), port of Burgas is competitive to the ports of Tallinn and port of Thessaloniki.

In the conclusion, the main recommendations are presented, which draw attention to the necessity of revision of the strategic framework of the maritime transport in Bulgaria, assessment of the readiness of Bulgarian maritime transport for reaching climate neutrality till 2050, active participation of the country in the Three Seas Initiative, Blue economy, digitalization of the transshipment operations through implementation of block chain technologies, artificial intelligence, augmented reality, digital twins.

The monograph has a total of 179 pages, and it is structured in three chapters, conclusion and list of references.

## **2. BOOK, PUBLISHED ON A DEFENDED PHD THESIS**

- 2.1 Koralova-Nozharova, P. (2019) "Inland waterway transport of Bulgaria and the multimodal transport network – integration and perspectives for development", *book*, Publishing house of Todor Kableshkov Higher school of transport, ISBN 978-954-12-0263-0, Sofia, pp. 108, <https://plus.cobiss.net/cobiss/bg/bg/bib/1291147236#full>

The study is done as a result of a defended PhD thesis on topic „Opportunities for increasing the effectiveness of river freight transportation services “in 2013 at Department of “Economics of transport”, faculty of „Economics of infrastructure“ at UNWE.

The research is an in-depth analysis of the inland waterway transport of Bulgaria and the accent is put on the possibilities for its integration to the multimodal transport network. The relevance of the study is determined by the necessity of sustainable transportation services operation in order the European initiatives for low-carbon and circular economy to be achieved by combining the advantages of the relevant transport modes.

The purpose of the study is to be explored the opportunities for integration of the inland waterway transport of Bulgaria to the multimodal transport network. An object of research is the inland waterway transport of Bulgaria with a focus on the navigation conditions and the status quo of the port infrastructure and its subject is the interaction amongst transport modes in operational, information and technical interoperability.

Qualitative and quantitative analysis, as well as statistical techniques are used for processing and summarizing a survey amongst stakeholders.

As a result of the critical analysis done in the field of inland waterway transport and multimodal transportation services, it is confirmed the need to ease freight traffic from road transport network and use the free capacity of inland waterway transport network, as well as the railway transport network. In terms of the implemented strategic framework in this field, measures for construction and development of tri-modal terminals and for development of the separate transport modes in relation to the decarbonization and digitalization of the sector are not envisaged.

The analysis of the financial, economic and exploitation indicators of the inland ports show that their current state is an obstacle for integration of the inland waterway transport to the multimodal transport network, as most of the transshipment facilities are outdated (their average age is between 38 and 56 years); the railway and road network links needs to be renovated and in many cases it is out of use, while the cargo turnover of inland ports in most of the EU member-states is increasing, in Bulgarian riverports, it is decreasing; the cargo handling activities and the marine-technical services are non-productive.

It is proved that the Bulgarian section of the river Danube meets the European requirements for inland waterway of class A (it allows the operation of multimodal transportation services), only if the navigation conditions of the section are developed in order safe and secure navigation in 343 days in the year to be achieved, the bottlenecks to be overcome and more projects with

national and European funding to be implemented in order the productiveness and effectiveness of inland infra- and superstructure to be developed.

A significant contribution of the research is the conducted survey amongst respondents (including state authorities, infrastructure and logistics operators, production and trade companies and scientific organizations). According to the opinion of the respondents, the most significant obstacles for integration of the inland waterway transport to the multimodal transport network are impact of the climate changes and conditions, the technological backwardness of the sector and the legislative framework.

In the conclusion, they are summarized the main guidelines for integration of the inland waterway transport of Bulgaria in the multimodal transport network, which need to be oriented towards technical renovation of the available infrastructure, implementation of the “synchro-modality” initiative (interoperability in technical, digital, financial and legislative parameters, concerning the separate transport modes, participating in the multimodal transportation network); working regime of the handling facilities at ports of 24/7.

The study is a total of 108 pages, and it is structured in introduction, three chapters, conclusion, and list of references.

### **3. STUDIES, WHICH ARE PUBLISHED IN SCINTIFIC RESOURCES, INDEXED AND REFERENCED IN WORLD-FAMOUS DATABASE WITH SCIENTIFIC INFORMATION (*Scopus and/or Web of Science*)**

- 3.1 Koralova, P. (2017) "Specifics of the Danube fleet management (trends and perspectives for development)", *Economic studies journal*, issue 6, pp. 118-152, ISSN 0205-3292, <https://www.scopus.com/authid/detail.uri?authorId=57200646446>

In the last years the main objective of most of the European strategic documents concerns establishment of sustainable and competitive transport system while promoting the development of secure, safe, reliable, energy effective and environmentally friendly transport modes such as inland waterway transport. The free capacity of European inland waterways provides opportunities for transportation with no traffic jams in the living areas; oversized and bulk cargoes, less green house gas emissions, compared to the road transport. Thanks to the development of the information and communication technologies (ICT) much more innovative vessels, which are economically efficient and environmentally friendly are used. Improving the technical specifications of Danube river fleet is of great importance for the development of the

transport sector in the separate countries in the region. This fact is also proved by the growth rate of the inland waterway modal split during the last 5 years in the West-European countries such as Germany (12.6%), France (4.3%), United Kingdom (13.4%), Austria (5.1%), the Netherlands (39.1%) (EUROSTAT, 2016) compared to the road and rail transport. In this regard the main objective of the current study is to analyze, as an example of Bulgaria, the development trends of Danube river fleet and as a result the specifics of its management will be revealed. The following economic indicators are analyzed: Danube fleet performance, number and capacity of vessels, coefficient of capacity usage and average stay of ships at ports for handling activities. These indicators allow the strengths and weaknesses, as well as the threats and opportunities of river fleet to be assessed and also measures for its development to be proposed. The proposed model for analysis could be successfully used for studying the specifics of river fleet of other countries with transitional economies.

#### **4. STUDIES, PUBLISHED IN SCIENTIFIC JOURNALS, WHICH ARE INDEXED IN OTHER INTERNATIONAL DATABASES WITH SCIENTIFIC INFORMATION**

4.1 **Koralova-Nozharova, P.;** Nozharov, Sht. (2022). The Digitalization of Transport Infrastructure and its Impact on Human Resource Management. *Economic Archive*, (3), c. 48-70. ISSN 0323-9004, <https://nsarhiv.uni-svishtov.bg/title.asp?title=2769>

The article aims to analyze the effects of the pandemic related to COVID-19 on the process of digitalization of human resources in the management of infrastructure sites in the field of transport sector. It also discusses the dilemma between goal #8 of the UN SDG for high employment of the population and digitalization of the processes and human resource management. They will require using only highly qualified personnel and less human factor. Those processes can increase labour productivity and economic growth at the cost of negative effects on total demand, social inequality, and employment.

#### **5. ARTICLES, WHICH ARE PUBLISHED IN SCIENTIFIC JOURNALS, INDEXED AND REFERENCED IN WORLD-FAMOUS DATABASES WITH SCIENTIFIC INFORMATION (*Scopus and/or Web of Science*)**

5.1 Koralova – Nozharova, P. (2023). Effects of Digitalization on Labor Market

Development in Transport Sector in Post-Covid Environment. *Economic Alternatives Journal*, vol 29, issue 3, ISSN (online): 2367-9409 (in print)

The development of digitalization processes in post-pandemic environment has potential to seriously affect the labor market in transport sector in South-Eastern European countries, which sector is not prepared for such a transformation. An increasing number of transport companies will face the dilemma of keeping their workforce or replacing it with digital devices and robots. The consequences of COVID-19 pandemic, which led to many small and medium-sized enterprises bankruptcies in the sector, will make it even more difficult for transport companies to remain competitive both on the national and European transport market. Based on statistical and descriptive analysis, the article aims to forecast the emerging trends in the sector and to give recommendations for a smooth transition, considering the specifics of the transport sector in terms of social and technological sustainability. The study identifies the problems, related to digitalization of the transport sector and reveals the possibilities for their overcoming in regard to road passenger carriages in intercity lines in developing countries with transition economies like Bulgaria.

## **6. ARTICLES, WHICH ARE PUBLISHED IN JOURNALS, INDEXED IN OTHER INTERNATIONAL DATABASES WITH SCIENTIFIC INFORMATION**

6.1 Koralova-Nozharova, P. (2023) „Financial Performance of Air Transport Operators in the Conditions of Digital Transformation Processes“. *Journal of Finance, Accounting and Business Analysis (FABA)*, vol. 5 issue (1) 49-59.  
<https://faba.bg/index.php/faba/article/view/152>

The study aims to examine the financial performance of air passenger carriers in the case of a developing country with transition economy like Bulgaria. It also examines both the main trends in the digital transformation processes of the aviation sector and the obstacles that hinder the widespread implementation of information and communication technologies in the sector. Through regression modelling, it is identified which financial performance indicators most strongly influence the digital transformation process of air passenger carriers. The results of the study show that Bulgarian aviation operators are not capable to cover their short-term liabilities and are strongly dependent on their creditors, especially in terms of exogenous shocks like



COVID-19 pandemics, political crisis, ongoing military conflicts in Ukraine and uncertain business environment. The country ranks on last place according to the values of DESI index in comparison to EU average levels in terms of digital skills of transport workers, e-commerce, and deployment of ICT. The implications of the study could serve as basis for future research in the field of financial performance of other modes of transport or to be used for examining the air transport of countries with similar political and economic characteristics like Bulgaria.

- 6.2 Nozharov, Sht., **Koralova-Nozharova, P.** (2023) "Economic policy under the health and military crisis' pressure – mastering the exogenic shocks". *Industrial relations and public development Journal*. vol. 1/2023, pp. 25-35 ISSN 2683-0167 [online] <https://www.ceeol.com/search/article-detail?id=1110022>

Since 2020, exogenic (external) shocks began alternating, which fact influences both the business cycle and the economic growth rate. After the continuous COVID-19 pandemic, which devastated the national economies, a military conflict in Europe. This imposes that the Bulgarian economic policy needs to be urgently reconsidered and the main accent to be put over its respond to exogenously caused crises and achievement of catching-up economic growth.

- 6.3 **Koralova-Nozharova, P.**, Nozharov, Sht. (2022) „Effects of the institutional environment on the maritime transport development in Bulgaria“, *Trakia Journal of Sciences* 20(1):11-18, DOI: 10.15547/tjs.2022.s.01.002, [http://tru.unisz.bg/tsj/Volume%2020,%202022,%20Supplement%201,%20Series%20Social%20Sciences/2\\_P.Koralova.pdf](http://tru.unisz.bg/tsj/Volume%2020,%202022,%20Supplement%201,%20Series%20Social%20Sciences/2_P.Koralova.pdf)

In the last years, the national economies have been subject to sporadic lockdowns, introduction of recurrent regulations for mobility control, supply chain disruptions, liquidation of the economic activity of many sectors. These circumstances have also affected the normal functioning of the transport sector and especially the maritime transport. Dealing with the COVID-19 pandemic and the military conflict in Ukraine, the maritime operators should also meet the requirements of the European green deal, the European emissions trading scheme, digitalizing and maintaining the seafarers' employment in the sector. In the case of Bulgaria, these challenges are very difficult to overcome because of the institutional environment conditions, therefore, their evaluation is of great importance for the development of the subsector.

- 6.4 Koralova - Nozharova, P. (2021) "European Green Deal and transport sector development - opportunities or restrictions", *SHS Web of Conferences* 120:04004, 6th International Scientific Conference "Business and Regional development", DOI: 10.1051/shsconf/202112004004, [https://www.shs-conferences.org/articles/shsconf/abs/2021/31/shsconf\\_brd2021\\_04004/shsconf\\_brd2021\\_04004.html](https://www.shs-conferences.org/articles/shsconf/abs/2021/31/shsconf_brd2021_04004/shsconf_brd2021_04004.html)

The study is focused on the possibilities and restrictions for the development of the transport sector of EU member-states with GDP per head significantly lower than the EU average levels, because of the introduction of the European Green Deal. For the purposes of the research, there are used the methods of quantitative and qualitative analysis, as well as statistical analysis. In the publication, it is examined also the status quo of the European transport system in accordance with the provisions of the European Green Deal and the European policies for the development of the transport sector till 2030 and 2050. Special attention is paid to the energy dependence of the transport modes on fossil fuels, as well as the level of digitalization of the transport sector, the obstacles for operation of sustainable multimodal transportation services and the danger of imperfect market structures emergence in the field of transport in the less developed regions in EU.

- 6.5 Koralova-Nozharova, P. (2021) "The impact of railroad transport on Bulgaria's regional development", *Economic Archive Journal*, (2), pp. 41-58, ISSN 0323-9004, <https://nsarhiv.uni-svishtov.bg/title.asp?title=1622>

The article presents a study on the impact of freight railroad transport on the development of Bulgaria's regions assessed through sectoral and econometric analyses. The analyses are based on indices such as revenues from transport activity of the licensed railway operators by regions, number of staff in the companies, development of the transport infrastructure, and migration growth rate. Most of the publications in this field address the relationship between air and/or water transport and regional development while this study focuses on improving energy-efficient and environmentally friendly modes of transport, such as freight railway transport. Its importance is corroborated through a regression analysis, which shows that the internal migration in the country depends on the development and modernization of its railway infrastructure.

- 6.6 Nozharov Sht. and **Koralova P.** (2018) "Transaction costs and institutional change of trade litigations in Bulgaria", *Research papers of UNWE*, issue 3, pp. 123-133, ISSN 2534-8957 (online), [https://unwe-research-papers.org/uploads/ResearchPapers/Research%20Papers\\_vol3\\_2018\\_No07\\_Nozharov,%20Nozharova.pdf](https://unwe-research-papers.org/uploads/ResearchPapers/Research%20Papers_vol3_2018_No07_Nozharov,%20Nozharova.pdf)

The methods of new institutional economics for identifying the transaction costs of trade litigations in Bulgaria are used in the current paper. For the needs of the research, an indicative model, measuring this type of costs on microeconomic level, is applied in the study. The main purpose of the model is to forecast the rational behavior of trade litigation parties in accordance with the transaction costs in the process of enforcing the execution of the signed commercial contract. The application of the model is related to the more accurate measurement of the transaction costs on microeconomic level, which fact could lead to better prediction and management of these costs in order market efficiency and economic growth to be achieved. In addition, it is made an attempt to be analysed the efficiency of the institutional change of the commercial justice system and the impact of the reform of the judicial system over the economic turnover. The augmentation or lack of reduction of the transaction costs in trade litigations would mean inefficiency of the reform of the judicial system.

## **7. CONFERENCE PAPERS, WHICH ARE PUBLISHED IN SCIENTIFIC RESOURCES, INDEXED AND REFERENCED IN WORLD-FAMOUS DATABASES WITH SCIENTIFIC INFORMATION (*Scopus and/or Web of Science*)**

- 7.1 Koralova - Nozharova, P. (2019) "Effects over the forestry-based industries as a result of the digitalization of the transportation services on the Danube", In: *Conference proceedings of 12th International Scientific Conference "Digitalisation and Circular Economy: Forestry and forestry based industry implications"*, Varna, Bulgaria, ISBN 978-954-397-042-1, <https://www.scopus.com/authid/detail.uri?authorId=57200646446>

The main purpose of the paper is to assess the digitalization process impact over the forestry-based products. The analysis will be done as a result of studying the cargo flows of forestry products on Danube inland waterways. Econometric models will be used in the research. Based on regression analysis, there will be determined the correlations between key

indicators of the forestry-based industries and indicators, marking the dynamics of the cargo flows of forestry products as a result of the digitalization process. It will help to be highlighted the benefits of the speeded up process of electronic data exchange amongst various stakeholders. The current paper will contribute to the following: First of all, there will be identified the correlations between forestry-based industries and digitalization. Secondly, it will be examined if a relationship between the cargo flows of forestry products and forestry-based industries in the Danube region exist. Thirdly, there will be outlined the problems that impede the digitalization of the transportation services of forestry products. Lastly, there will be proposed some ideas how the researchers could develop the studies in this field in the future.

## **8. CONFERENCE PAPERS, PUBLISHED IN CONFERENCE PROCEEDINGS WITH SCIENTIFIC EDITING**

8.1 Koralova-Nozharova, P. (2023) „Possibilities for corporate social responsibility concept implementation in the transport sector: problems and solutions“. In: *conference proceedings of the Jubilee scientific conference "Labor and social protection in the conditions of global, public, economic and social changes"*. Publishing house of UNWE. pp. 451-462., ISBN 978-619-232-731-6

The corporate social responsibility (CSR) concept is still not widely used by transport and infrastructure operators, especially in EU member-states with transition economies and high share of shadow economy. In this regard, the purpose of the present paper is to identify the problems that hinder CSR principles application in the relative transport modes, while also searching for solutions to overcome them. The CSR concept could be examined as a prerequisite for insuring sustainable competitive advantage for transport companies in regard higher rate of labor productiveness, better relationships with customers, producers, and suppliers, as well as responsible attitude towards the environment to be achieved.

8.2 **Koralova-Nozharova, P.,** Nozharov, Sht. (2021) "Recovery and resilience plan of Republic of Bulgaria – changing the priorities in the transport sector", In: *conference proceedings of the International conference "Sustainable development and socio-economic cohesion in XXI century – trends and perspectives"*, dedicated to the 85 years of the establishment of Dimitar Tsenov Academy of Economics, volume 2, pp. 651 - 658,

ISBN 978-954-23-2070-8 (online), <https://dlib.unisvistov.bg/handle/10610/4505?show=full>

The purpose of the current paper is to examine at what extent the proposed measures for development of the transport sector in the Recovery and resilience plan of Republic of Bulgaria are appropriate for recovery from the COVID-19 pandemic and for transformation of the national economy in the long-run. There will also be evaluated the contribution of the separate modes of transport in the process of ensuring connectivity and mobility of the country, as well as its importance for reaching low-carbon, energy efficient and intelligent national economy. In the conclusion, they are identified the possibilities of the national transport system to contribute for the development and extension of the trans-European transport network and the establishment of European terminals for multimodal transportation services. The National recovery and resilience plan is one of the possibilities to be achieved the long-delayed strategic debate for transformation of the Bulgarian economy. Instead, the strategic debate was replaced by the willingness of absorbing high financial resources from the EU funds. Concerning the presented structural reforms in transport sector, they do not entirely respond to the priorities of the Recovery and resilience facility for development of sustainable transport.

8.3 Nozharov, St., **Koralova-Nozharova, P.** (2020) "Circular economy as an opportunity for the development of inland waterway transport (the case of Danube river)", In: *Conference proceedings of the International Scientific Conference, dedicated the 70th Anniversary of the Economic Research Institute at BAS, "Economic development and policies: realities and prospects"*, conference proceedings, Prof. Marin Drinov Publishing House of BAS, Sofia, pp 682-689, ISBN 978-619-245-039-7, [https://www.iki.bas.bg/files/Economic\\_Development\\_0.pdf](https://www.iki.bas.bg/files/Economic_Development_0.pdf)

As a result of the theoretical overview and the empirical analysis in the scope of the present study, it is assumed that the Danube inland waterway transport could be integrated to the circular economy. Due to the limited pages of the current research, some issues, related to the importance of the future development of the IWT in accordance with the main components of the circular economy concept are not analyzed. In this regard, there will be proposed ideas, which could be used as the basis for the conduction of research papers or ideas, which could be developed by researchers who have expertise in this field. Consequently, the full integration of the Danube inland waterway transport to the circular economy in the future could be achieved

by, firstly, the harmonization of the information and communication technologies in the separate transport modes in the multimodal transportation services. Secondly, it is necessary to examine in depth the contribution and significance of inland ports to the development of the circular economy concept. Thirdly, it would be better to analyze the possibilities for reuse of the vessels and propose measures to prolong the rolling stock's life cycle as well as the possibilities for its recycling. On the last place, it is necessary to outline the perspectives for development of the corporate social responsibility concept in the transport companies operating on the Danube.

8.4 Nozharov Sht. and **Koralova P.** (2017) "Failures of the national policy for sustainable development of Bulgaria – economic dimensions". In: *Conference proceedings of conference, dedicated to the Economic and social development of Slovakia - School of Economics and Management of Public Administration in Bratislava*, 2017, pp.193-205, ISBN 978-80-89654-39-0, <https://deliverypdf.ssrn.com/delivery.php?ID=787119070001117025000118029094066068125005068013093026075075124088100082100102114085029055063104039010060025124009011094000101019036075005000011110016026121064104005018033044105069113016026099009119103122076070097003101105026092069064011092022090102093&EXT=pdf&INDEX=TRUE>

Bulgaria is a member of the EU since 2007. The country has issues with its economic policy, which issues could have negative impact over the EU's policies as a whole. When the economic policy of a Member State is blemished by a systematic strategic misconceptions, it is necessary this to be analyzed in depth. The debate, about the future of the EU after BREXIT and the concept about multi-speeded Europe is consequence of the efficiency of the economic and political systems in each individual Member States. Economic challenges arising by the failure of Bulgarian's national policy for sustainable development for the period 2000-2015, are examined in this publication. In terms of the economic globalization and energy and ecological regulations, remedies for the identified strategic misconceptions are proposed. The term "sustainable development" is neither a trivial concept that should be formally written in strategic documents, nor it is lacking economic sense. Conversely, until its crucial meaning for the economic policy of Bulgaria is not realized in the right way, the country will continue to lag behind the global economic processes. That is why it is necessary strategic documents, such as the National Development Program of Bulgaria 2020 to be substantially revised in order it to go beyond a framework of mechanical compilation of trivial terms and clichés. The main goals

of a strategic document should be both realistic and ambitious and not limited to the framework “business as usual”. Moreover, these goals should be synchronized one to another but not excluding each other.

- 8.5 Koralova, P. (2016) "Sustainable development of maritime transport in Bulgaria – perspectives and challenges for development", In: *conference proceedings of the International scientific conference: Migration, globalization, sustainability, policies*", Publishing House of UNWE pp. 173-179, ISBN 978-954-644-986-3, [https://www.researchgate.net/publication/320508158\\_USTOJCIVOTO\\_RAZVITIE\\_N\\_A\\_MORSKIA\\_TRANSPORT\\_V\\_BLGARIA\\_-\\_PREDIZVIKATELSTVA\\_I\\_VZMOZNOSTI](https://www.researchgate.net/publication/320508158_USTOJCIVOTO_RAZVITIE_N_A_MORSKIA_TRANSPORT_V_BLGARIA_-_PREDIZVIKATELSTVA_I_VZMOZNOSTI)

Approximately 80% of the world trade is operated by sea, which fact determined maritime transport as the “backbone” of the trade relations amongst countries. Because of this, the main priority areas of the European transport policy are oriented towards the promotion of using this mode of transport, having in mind its advantages in terms of environmental-friendliness, energy-efficiency, safety and security and high freight operation rate.

In the last years, Bulgaria is lagging in the development of the maritime transport. The measures taken to improve the status quo of ports and their superstructure have not led to a significant rise in the cargo turnovers. In this regard the purpose of the current study is to explore the possibilities and to outline the challenges for sustainable development of the maritime transport of Bulgaria in the context of the European transport policy.

- 8.6 Koralova, P. (2016) "Human resources management at Bulgarian sea ports - problems and perspectives for development", In: *Conference proceedings of II Annual Conference of Monetary and Economic Research Center*, ISSN 2534-9600 (online), [https://mrcenter.info/Doc/ConferencePapers/2016/11.%20PKoralova\\_final\\_Full%20paper\\_EN.pdf](https://mrcenter.info/Doc/ConferencePapers/2016/11.%20PKoralova_final_Full%20paper_EN.pdf)

The organization and management of human resources in maritime transport have their characteristics as they are an integral part both of the transportation process and the efficient and productive carrying out of the main and secondary services at ports. In this regard the main objective of the current paper is to examine the human resources management at Bulgarian sea ports Varna and Burgas in order their specifics to be revealed, the main problems to be outlined

and measures to be proposed. The proposed model for analysis could be successfully applied in studying the human resources management system in the other transport modes or in other countries with transition economies.

8.7 Koralova, P. (2016) "Problems and perspectives for the development of labor market in transport sector ", In: *conference proceedings of the XIV International scientific conference "Management and engineering" 16*, Sozopol, Bulgaria, volume 1, ISSN 1310-3946, pp. 252-262, [http://iscme.tu-iiim.org/uploads/2016/ISME\\_2016\\_VOL1.pdf](http://iscme.tu-iiim.org/uploads/2016/ISME_2016_VOL1.pdf)

The observed trend of aging population in the recent years as well as the decline of production volumes in many economic sectors adversely affects the labor market in the country. Such development could also be noticed in the transport sector, dealing with decline in the number of passengers and volumes of cargoes carried by transport operators. This trend has negative impact on the supply and demand of working force in the sector. In this regard the main objective of the research is to reveal the reasons that cause variations in the labor market and to outline the measures to overcome them. The object of the study is the labor market at transport sector and the subject is a system of indicators to expand the problems and bring out prospects for its development. As a result of the research, the most important perspectives for labor market development in the transport sector are summarized.

8.8 Koralova, P. (2016) "Restrictions of the economic freedom in inland waterway transportation services", In: *conference proceedings of VII International scientific conference - Economic (non) freedom*, Ravda, Bulgaria, Publishing house of UNWE, pp. 221-228, ISBN 978-954-644-932-0, [https://www.researchgate.net/publication/314118936\\_OGRANICENIA\\_PRED\\_IK\\_ONOMICESKATA\\_SVOBODA\\_PRI\\_OSSESTVAVANETO\\_NA\\_TOVARNI\\_PRE\\_VOZI\\_S\\_RECEN\\_TRANSPORT](https://www.researchgate.net/publication/314118936_OGRANICENIA_PRED_IK_ONOMICESKATA_SVOBODA_PRI_OSSESTVAVANETO_NA_TOVARNI_PRE_VOZI_S_RECEN_TRANSPORT)

The main problems that hinder river freight transportation will be discussed in the paper. By means of econometric analysis a system of indices will be examined, such as: gross added value of an employee; freight transportation in tkm; total revenues of freight transportation; coefficient of vessels' capacity usage. The main objective of the research is to determine to what extent these indices impact the development of river freight transportation and to reveal the



opportunities for a strategic policy to overcome the problems that have the most important influence.