

**Interreg**  
**Greece-Bulgaria**



## **COOPERATION PROGRAMME INTERREG V-A GREECE - BULGARIA 2014 - 2020**

**Project: Aiming at improving cross-border accessibility**  
**Project Acronym: CrossBo**

### **D 3.1.2: Construction of the new road Dimario -GR-BG Borders**

**LP: EGNATIA ODOS SA**

The project is co-funded by the European Regional Development Fund (ERDF) and by national funds of the countries participating in the Cooperation Programme Interreg V-A "Greece - Bulgaria 2014-2020"

Link to the project website:

<https://www.crossbo.eu>

### **D 3.1.2: Construction of the new road Dimario -GR-BG Borders**

The tender and award of the project followed national and EU legislation. An open international tender was launched with the award criterion being the most economically advantageous tender. The company AKTOR SA was selected as the lower bidder (average discount of 50,73%). The initial contractual cost for the entirety of the project was 24,5 mil € (incl.VAT), and for the sub-section funded through Crossbo-project was 12,8 mil € (incl.VAT).

The project is located on the Vertical Axis “Xanthi – Echinós – GR/BG Borders”, which links the Egnatia Motorway with the Greek-Bulgarian Borders at the position of the new border station Dimario-Rudozem. It is part of the Trans-European Road Network and connects the cities of Smolyan and Rudozem in Bulgaria with Xanthi and by extension with the Egnatia Motorway.

The project concerns the construction of the last section of the above axis from Dimario to the borderline, of a length of 7,5 km approximately, which starts to the north of the settlement of Dimario and running through the national park of the Rodopi Mountain Range ends at the new border station. The technical scope of the project (Dimario-Borders) is divided into two distinct parts depending on the corresponding funding sources.

□ Part A: it contains the first 3,26 km (ch. 8+172-ch. 12+820) of the road and it is funded by the OP Transport Infrastructure, Environment and Sustainable Development

□ Part B: it contains the northern section of 4,25km (ch.11+420 -ch.15+675)of the road up to the Greek-Bulgarian borders and it is funded by the INTERREG V-A “Greece-Bulgaria” Programme through CrossBo project.

Regarding the technical features of the project, it is a mountainous road section of a 7.50/10.50m wide cross-section (1 traffic lane per direction 3.75m + 1,50m shoulder at both sides), and of a 40–50km/h design speed due to the intensely mountainous terrain and the large number of structures involved.

The northern 4,25km long section (Part B, funded by Interreg GR-BG) contains two tunnels (Dimario and Petra tunnels) of total length 645,00m., five (5) bridges of a total length 483,60m., and others big structures (construction of cuts and reinforced embankments).

During the construction phase additional stabilization measures were required for two cuts, O20 and O25 (ch.13+500-ch.15+675,00). Due to the high cost for these measures, the construction of the above 2 cuts, as well as the remaining works along the road section between these cuts (approximately of 2,2 km length), were excluded from the technical scope of the initial contract and were implemented under a new construction contract (supplementary contract) funded by company’s own resources. This contract was signed on 25.10.2023 with current date of completion the 30rd of August 2025. The completion of the last 2,2 km is essential to the project’s functionality. The works under the supplementary contract were finished in January 2025 except the completion of the Cut O20. However, in order to make the entire project complete and operational, a bypass of 200m. length downstream of the trench O20 has been completed.

The EOAE invited (letter on 8-10-2024) the Region Eastern Macedonia & Thrace to proceed with the administrative acceptance of the road for opening to traffic. Additionally, a Joint Ministerial Decision has been issued (December 2024) to designate the Dimario-Xanthi border point as an entry/exit point from the country.

The strategic significance of the project is to improve infrastructure in the cross border area between Greece and Bulgaria and to complete the results of the significant investments in TEN-T, made in this region in the past. The project will also provide:

- Enhancement of the region’s natural and cultural wealth, development of closer relations between the residents of the cross-border region and the protection and development of the natural environment.
- The development and improvement of the quality of life of the residents in the cross-border region.

- Further improvement and enhancement of the overall economic and social development of the cross-border and broader region.
- A multiplied effect on further development of the region's economic structure.

In general, improving and enhancing the transport infrastructure of the cross border area contributes to the promotion of its sustainable development and cohesion, mitigating regional disparities, and providing equal opportunities for all. The establishment of new infrastructure will undoubtedly support the competitiveness and viable growth of the broader border area.

Population of the districts of Smolyan, Haskovo and Kardjali on the Bulgarian territory and of the Region of East Macedonia & Thrace on the Greek territory where the project is located, transit travellers/tourists and business organizations will benefit from the upgraded road infrastructure and the new BCCP by faster, safer and more comfortable travelling.

Especially the operation of the border checkpoint Rudozem - Xanthi is crucial for the population on both sides of the border. It ensures more efficient access to Greek summer resorts and to ski resort Pamporovo (BG).

BEFORE WORKS



The exciting road Dimario -Borderline





DURING WORKS



Pier construction in the Bridge G7 (CH 11+200)



Pier construction in the Bridge G7 (CH 11+200)



Drilling of Tunnel Front S1 (CH 11+300)



HUAWEI Mate 10 Pro  
NEW LEICA DUAL CAMERA



## AFTER WORKS



**Photo 1:** Deviation in Cut O20 (ch. 13+300,00 – ch.13+690,00)



Photo 2: End of the deviation (Cut O20 c.h.. 13+690)



Photo 3: Cut O22 (ch. 14+050)



Photo 4: Cut O23 (ch. 14+900)



Photo 5: Cut O25 (Ch. 15+600)



Photo 6: End of the road-GR-BG Borders



