





Sustainable Transport and Tourism along the Danube

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PRE-FEASABILITY STUDY FOR DEVELOPMENT OF TRAILS/CYCLE TRACKS IN DANUBE DELTA

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More information about TRANSDANUBE and the project activities &results are available at www.transdanube.eu







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1 EXECUTIVE SUMMARY

The European network of biking trails aims to providing the necessary safety conditions and at the same develops cycle tourism as a form of ecotourism for sightseeing of the respective countries. Romania is on two of the EuroVelo tracks.

Recommendations on building new routes / biking trails are based on the most famous historical monuments in Tulcea County, such as: Orgame / Argamum – Jurilovca, Enisala, Aegyssus -Tulcea or Noviodunum - Isaccea. Worth mentioning are the pagan basilicas of IV-VII centuries AD from Halmyris - Murighiol, where remnants of two Christian martyrs, Epictetus and Astion were discovered, or that of Niculitel, the crypt of the martyrs Zoticos, Athalia, Camassis and Philip, or Church of Saint Athanasius (sec. XIV AD). From these viewpoints, Tulcea County ranks third in Romania, Constanta and Hunedoara counties after.

The proposal of this study focuses on two areas:

- 1. Babadag- Enisala- Cape Doloşman
- 2. Tudor Vladimirescu Chilia Periprava, Letea, C.A. Rosetti, Sulina, Sfântu Gheorghe, Portita

After going through the area, taking into account the manual for developing new trails designed within the project TRANSDANUBE, the study team proposes the following new optimal biking paths:

- A. Proposed route 1: Babadag- Visterna Vişina- Jurilovca- Cape Doloşman- Argamum Fortress- Enisala- Enisala Fortress- Babadag. (with two alternative routes)
- B. Proposed route 2: Babadag- Enisala- Enisala Fortress- Argamum Fortress- Jurilovca- Enisala- Babadag

Elaboration of terms of reference for the FEASIBILITY STUDY for the development of trails / biking trails in the Danube Delta

Technical documentation for feasibility study phase for the development of trails / biking trails in the Danube Delta, according to GO no.28 / 09.01.2008 - approving the content - of the technical-economic framework related to public investment, as well as the structure and methodology elaboration of the general estimate for investment objectives and intervention works' supplemented and amended, shall include the this pre-feasability study.







2 PREAMBLE

Sustainable tourism is an important part of the strategy of the European Union for the following years. Adaptation to the climate change, energy efficiency and economical trends all bring the decision-makers of the continent to support the ways of growing this part of the tourism sector, in accordance with the energy and economical strategies of the European Union. In the following sections, we will count the most important programs and projects shaping this feasibility study and the area taken into consideration.

2.1 The SEE Program

The SEE Transnational Programme supports projects which have a clear transnational focus, high quality partnerships and with appropriate transferable outputs/outcomes.

The SEE Programme is fully integrated within the Objective 3 of the Cohesion Policy, strongly concentrated on the achievement of the Lisbon and Gothenburg objectives. Therefore, projects are approved which clearly consider the following aims:

- contribution to sustainable territorial development;
- leverage effect on investment, development perspectives and policy development;
- facilitation of innovation, entrepreneurship, knowledge economy and information society by concrete cooperation action and visible results (creation of new products, services, development of new markets and the improvement of human resources based on the principles of sustainability);
- contribution to integration by supporting balanced capacities for transnational territorial cooperation at all levels (systems building and governance).

The orientation on research, technology and innovation involves a significant entrepreneurial development aspect. Hence pure academic research activities cannot be supported under this programme.

Activities could include networking and exchange of information, but not as stand alone purely networking activities, as these are not supported.

Detailed information can be found on http://www.southeast-europe.net.

2.2 The Transdanube Project

Transdanube is focusing on useful, applicable and transferable outputs, preparing investment and demonstrating the efficiency of the developed sustainable transport offers, methodologies and strategies decided at transnational level and of their reproducible character. Special emphasis will be given to visible outputs highlighting the benefits of soft mobility offers to the tourists and the regions.







According to the needs of the partners and the stage of the planning process, activities can be assigned to a matrix consisting of the means of transport (multimodal transport offers, bus, train, cycling and shipping/river lines) and the stage in the planning process (feasibility, realization concept and demonstration).

The regional action plans include a catalogue of feasible development measures to be implemented along with the activities of the Transdanube project. Feasibility studies will verify whether the proposed project is well-founded and is likely to meet the needs of its intended target groups / beneficiaries. The feasibility study for short-listed projects will be a compromise between simplicity, clarity and thoroughness. For the most suitable (in terms of their importance and reliability) projects, realization concepts (=business cases) including further information necessary for project financing (including tender documentation) will be carried out.

For the development of the necessary sustainable transport offers the requirements of our target group, the tourists, always have to be taken into account. These are:

- Safe and reliable: Punctuality, no detours, port security
- Comfortable / convenience mobility/transport services Take into account specific customer needs of different target groups, e.g. Accessible for the mobility impaired, easy interchanges, simple bookability mobility (Ticketing and Reservation), attractive and targeted information system
- Attractive: Direct arrival and departure transport service, no long waiting times, but attractive waiting time reduction, attractive design of the infrastructure (stations, airports, transport)
- Socially equitable / affordable mobility: getting there and back again by sustainable means of transport has to be affordable in order to compete with private car usage.
- Sustainable: Environmental (CO2, ecological footprint, "carbon neutral vacation" ...), economic (tourism as a major source of income, at the same time decreasing subsidies for transport, ...), as well as social (accessible for all, ...)
- Information Availability: Mobility information already at planning a trip, on-site and at the right time and take into account modern communication media such as Internet, smartphone applications, e.g. with augmented reality information, Ipad, Google navigation, etc.
- It is an idealistic list for the development of new sustainable transport offers. Depending on the current situation and the existing possibilities minor deviations from those ideal conditions have to be accepted.
- It is the objective of the project to develop sustainable mobility along the Danube including train, bus, bike and shipping traffic to improve accessibility and facilitate the concept of sustainable tourism in the whole Danube region.

Activities being implemented by the partners differ in scope and the level of detailedness. In order to guarantee the joint action implementation, the partners developed a common soft mobility vision, summarizing their approach for the development of sustainable mobility offers and packages in a common vision.

Based on this common vision, the partners developed or updated regional action plans for sustainable mobility development and implementation. These action plans will be the guideline for action implementation in the project and beyond. The action plans will be based on the SoA analysis (including recommendations) developed in Act. 4.2 and will follow the principles laid down in the common methodology (Act. 3.1).







The regional action plans will be the framework for the development of specific sustainable transport offers. Depending on the status quo of the sustainable transport system, the solutions to improve accessibility in the participating regions differ in scope and detailedness. The activities cover the whole range from basic feasibility studies to detailed business cases and demonstrations of selected pilot actions, always taking into account the commonly defined principles of sustainable mobility in the SEE region.

The experiences gained during the implementation of the activities on the transnational as well as on the regional level will be summarized in manuals. These manuals will guarantee the transferability of project outputs to other regions interested in further development and implementation of sustainable mobility offers. The experiences gained during the implementation of the activities on the transnational as well as on the regional level will be summarized in manuals. These manuals will guarantee the transferability of project outputs to other regions interested in further development and implementation of sustainable mobility offers.







3 INTRODUCTIONS

With the declaration/designation of the Danube Delta as Biosphere Reserve, tourism in the Danube Delta has become an economic activity designed to provide both recreational function and the knowledge of this area, the Danube Delta is one of the most natural areas in Europe and world with a rich and particular flora and fauna.

The Danube Delta Biosphere Reservation is an area known for its tourism potential and tourism product unique to our country, thanks to its geographical, biological and ecological features. Also, both within DDBR and especially within the perimeter bordering the reserve, there are many relics and monuments attesting the stages of continuous habitation of this region, from ancient times to the present. At the same time, the population of DDBR localities or its neighboring is the holder of certain elements of ethnography and folklore of special value, elements which stand as arguments in favor of DDBR capitalization through tourism. All these features determine the forms of tourism that is practiced in this area, the specificity of tourism services offered by tour operators and travel agencies in the country and abroad, and not least, the type of accommodation and board units and transport.

Natural and cultural values of the Danube Delta represent the DDBR natural and anthropic aesthetic (tourism) resources, which can be capitalized through tourism. These values are at the same time tourist attractions which create the DDBR tourism product.

3.1 Landscape

Natural aestethic resoruces

The nearly 400 lakes of various sizes, canals, reed, oak and ash forests, sand dunes, beaches on deltaic marine coast confers diversity and spatial variety.

Vegetation, and especially *acquatic vegetation*, confer the deltaic landscape a great esthetic, scientific and ecological value. Also, *terrestrial vegetation* on Caraorman and Letea (levees (forests of oak, poplar, ash, with species of climbing plants that give the forest on Cararoman and Letea strandplains an exotic, subtropical look: the silk vine, common hops, travelers' joy, wild ivy) is a natural tourist resource that generates strong motivations for both tourist trips for recreational purposes and for *scientific tourism*.

The fauna of Delta consists of a wide variety of aquatic and terrestrial species, sedentary or migratory; in particular avi-fauna aspect is notices (varied with a number of 325 species of birds), because the Danube Delta is the optimum habitat for many bird species, many of which are endangered and protected. A number of faunal elements are natural tourism resources for practicing certain forms of tourism; ichthyofauna generates sport fishing tourism and ornithofauna attracts amateur and professional bird watchers. Also, all fauna species belonging to all taxa classifications are of interest for scientific tourism, DDBR representing a true laboratory for studying wildlife.

Climate

The climate creates ambience for tourist activity, but is also a natural cure factor important for prophylactic purposes. Climatic conditions favorable to tourism activities are given by: the long







duration of sunshine hours (2 300-2 500 hours per year), high number of sunny days per year (150-160), high thermal regime, with an average annual temperature of 11 - 11,6 0C, low quantitative rainfall (350-450 mm / year). The delta and especially the coastline bioclimate (Sulina, Sf. Gheorghe, Gura Portiţei), present some additional features compared to the general plain bioclimate of Romania and even compared to the southern coast bioclimate.

Aesthetic anthropic resources

In the Danube Delta Biosphere Reserve, especially in the surrounding continental area, there are many relics, monuments, museums, proving stages of the stages of continuous habitation of this region, from ancient times to the present. Also, the population of delta itself is the holder of certain traditions - houses, costumes, and customs of particular value.

Archaeological remains and ruins of castles

On the territory of Danube Delta Biosphere Reserve and Tulcea county there is a whole range of artifacts and archaeological sites, which are all tourist attractions, namely:

- □ Vestiges of Neolithic culture, of which the most important are: collection of potery that belong to Hamangia culture and vestiges of Babadag and Nalbant, all of which can be seen in History and Archeology Department of the for Eco-Museum Research Institute, Tulcea
- □ Relics and ruins of fortresses show traces of habitation and population stages of the Danube Delta and Dobrogea Plateau area of contact (of strategic military and economic importance): *Argamum* fortress ruins at Dolosman Cape (Jurilovca), ruins of Byzantine church in Bisericuta Island in Lake Razim, fortress ruins in Beştepe Mahmudia (traces of the fortification system dating from 4th cent. BC), ruins of *Dinogeţia* settlement, traces of Genoese fortress dating from the 12th-14th century (the last period of Byzantine rule) of Enisala or the ruins of *Noviodunum* fortress near Isaccea, dating back to pre-Roman Getic period.

<u>Historical, Architectural and Orthodox Religious Art Monuments</u> *Orthodox:*

- Cocos, Celic Dere, Saun monasteries
- Paleo-Christian monument in Niculițel, which is the trefoil oldest church known on the Romania territory
- Saint Nicholas church in Chilia an architectural monument, built in the late nineteenth and early twentieth century and rebuilt after the bombing in 1941, with the main characteristic a mixture of architectural styles: Slavic, Gothic, and Romanian.

Roman-catholic:

- The Catholic Church in Malcoci built in Gothic style, with a tower 33 m high, built between 1873 and 1881
- the church in Sulina dating from the period in which European Danube Commission had its seat, an imposing building with interior valuable paintings from artistic and spiritual point of view, stained glass windows and a bell tower with three bronze bells.

Muslim:

- Ali-Gazi-Pasha mosque in Babadag, the oldest monument of Muslim architecture in Romania
- Tombs of Ali-Pasha Gazi and the Bab-Sari-Saltic-Dede
- Panagia House, Babadag
- -"Azzizzie" Mosque in Tulcea

Museums and memorial houses

The **Danube Delta Museum** with four sections: natural sciences, ethnography, art and archeology; **museum** (**exhibition**) **of oriental art** of Babadag which houses a valuable collection including costumes, fabrics, embroideries and ceramics; **Peasant Household Museum in Enisala**, located in the







center of Enisala village represents the prototype of Dobrogea homestead from the early twentieth century; here you can see objects of the inventory of common households of farmers and folk art objects for rooms decoration (wool rugs, bedspreads, towels of silk). In Delta, Sulina distinguishes as a museum, the house in which the writer Eugen Botez (with the pseudonym Jean Bart), author of the novel *Europolis*, lived in.

Elements of Ethnography and Folklore

The architecture of traditional Lipovans households is to be noticed: houses with thatched ridged roof, narrow porch on two sides, tympanum decorated with floral, zoomorphic and geometric motifs. These villages can be visited in the villages Mila 23, Sfiştofca, Periprava, Chilia Veche, in the delta or Jurilovca, Sarichioi, near Lake Razim. Other specific Lipovan household's elements are "*lejanca*" and "*bania*". Folk artistic creation (folk costume, literary, musical and choreographic folklore), traditional folk events (fisherman's feast) and other manifestations and forms of popular culture have disappeared almost entirely due to complex social causes. However, tourists can witness or participate in the performance of dance formations and vocal groups at Sulina (Romanian and Lipovan), Sf. Gheorghe and Crisan (Ukrainian), and the surrounding areas in Murighiol, Dunavatu de Jos (Ukrainian) Jurilovca and Sarichioi (Lipovan).

3.2 Human settlements

The specificity and uniqueness of these settlements and the specific architecture are also special attractions and can be included as tourist attractions in the DDBR's offer. Based on the types of potential touristic value they hold, the villages in the Danube Delta can be divided into: **rural landscape villages** relying on certain tourism functions: spas like in Sf. Gheorghe, or the **fishery villages** as all the villages in the delta, especially Mila 23 village, **cultural and historical interest villages** (monuments, museums, relics, located mainly at the western limit of the Dobrogea Plateau): Nufăru, Enisala, Mahmudia, Malcoci or Istria, **villages of ethno folk interest** (of artistic and crafts creation): Jurilovca, Mila 23, Partizani Mahmudia, Murighiol, Beștepe, Nufăru.

Tourism zoning

After the designation of the Danube Delta as a Biosphere Reserve, the DDBR Administration and DDDRNI researchers began a process of reorientation and reorganization of tourist activity, envisioning protection and sustainable capitalization of natural and cultural resources of DDBR. Based on the pattern of other protected areas in the context of the 90's, in DDBR, there were established in 9 tourist areas, for the delimitation of which evaluation criteria relating to: accessibility in the area, tourism resources, material and technical basis, natural non-degraded environment and planning and future development opportunities, were used:

- i) Canal Mila 35- Mila 23 village:
- ii) Matiţa-Merhei;
- iii) Letea-C.A.Rosetti;
- iv) Gorgova-Uzlina;
- v) Roşu-Puiu;
- vi) Litoral Sulina-Sfântu-Gheorghe;
- vii) Dranov-Razim;
- viii) Lupilor- Chituc levees and
- ix) Chilia-Pardina.







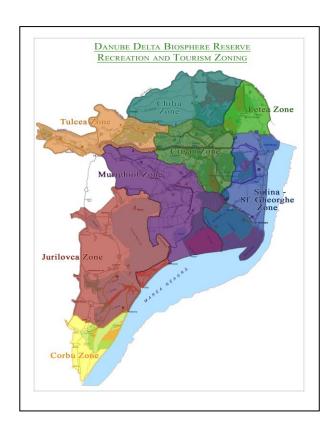
This tourism zoning allowed the identification, description and approval of the first tourist trails (7) on whose routes tourism activities should take place in an orderly manner.

In the context of accelerated tourism development in DDBR, DDBRA requested in 2008 that a new tourism zoning in DDBR territory to assist visitor management and the development of a strategy for visiting. This study was conducted by the Association for Ecotourism in Romania, in collaboration with Detente a consulting firm in France, DDBRA DDDRNI Tulcea, Tulcea County Council and SOR. According to this study, the new zoning for tourism and recreation takes primarily into account current visitors' prevailing behavior and experiences and promotes a vision on development, including those objectives that maintain local specificity and provide better opportunities for both environmental conservation and for sustainable development [4, 5].

Thus, for sustainable use of resources aesthetic DDBR and ensuring an efficient management of visitors, on the DDBR territory 8 zones were delineated **for tourism and recreation** (**Fig.1**), based on concepts used for the first time in DDBR:

- i) access points and existing central and potential points;
- ii) structure and types of visitors / tourists (slow or fast experience).

According to this study, **Crisan area is the area where tourism is practiced mainly based on slow experience type** (bird watching and culture for foreign tourists and fishing for Romanian tourists) while in **Murighiol, a fast type experience based tourism is practiced** (weekend tourism using individual boats, building holiday homes), thus requiring increased attention in terms of tourism management of the area - effective control of tourism activities taking place in this area and passing through reorientation offer tourism experience type from fast to one type slow.









The study revealed, however, the areas where natural and cultural tourism resources are not used to their capacity, such as Letea area, the vision for this area is to develop it as a key experience the Delta with two unique items promotion: ethnic diversity, oak woods and dunes.

Tourist trails

Until 2001, the DDBR Administration had made available for tour operators and travel agents 7 tourist trails for tourism activities performed within DDBR. Over the years these trails have proven to serve the purpose for which they were made, ensuring the organization and development of tourism activities within the limits of the protection status of the Danube Delta. These routes were initially identified to designate areas where tourist activity is allowed and to reduce the negative effects that this activity could produce and maintain control over it.

The emergence of many travel agents and tour operators that operate on DDBR territory and the diversification of categories of tourists visiting the delta, required reconsideration DDBRA contribution and involvement in the organization and control of tourism activities in DDBR. Numerous requests from travel agents and tour operators to include in their offer areas and routes that are not included in those approved by DDBR led to the identification of new trails or tours to ensure the success of the tourism experience during their visit in DDBR.

Thus, in 2002, 12 new tourist aquatic trails and 7 and 12 tourist land trails were identified and approved. For a better use of aesthetics resources, for the first time, land trails (hiking), were identified and proposed, as an alternative to spend leisure time.

In 2009, DDBR analyzed and submitted for approval by the Scientific Council of DDBR modification of tourist trails in the context of reducing the negative impact on deltaic environment. The route no. 14: Jurilovca - Lake Goloviţa - Canal V - Lake Sinoe - Periboina fishery - Histria fortress - Canal II - Lake Zmeica - Lake Goloviţa - Jurilovca was abandoned, because it passed near the colonies of *Pelecanus crispus*, Ceaplace and Prundul cu Pasari, Island with Birds, proposed to be declared as under full protection regime and the route no. 10: St. Gheorghe - Zaton Canal - Buhaz Canal - Palade Canal - Crasnicol Canal - Sf. Gheorghe Arm - Sf. Gheorghe village was replaced by route Sf. Gheorghe village - Turkish Brook, up to the entrance in Melea, at the arbor. Currently, 15 visiting waterway and 9 visiting land routes approved compared (**Fig. 2**).

Still as a measure to reduce the negative impact of tourism on the deltaic environment, as of 2011 DDBRA banned camping in the DDBR's perimeter, except for authorized campsites, properly equipped and designed in terms of hygiene and health. Currently, five campgrounds authorized by DDBRA are in use: Dolphin Complex, Sf. Gheorghe, 'La Eden' Holiday Village, Gura Portiţei, Tatanir Tourist Complex, Chilia, Sulina, Sulina Camping Holiday and Campoeuroclug Camping in Partizani.

In the tourist pressure exerted on these trails, tourist route no. 1, remains the most visited tourist route, especially by tourists accommodated in Tulcea or come for a day DDBR.







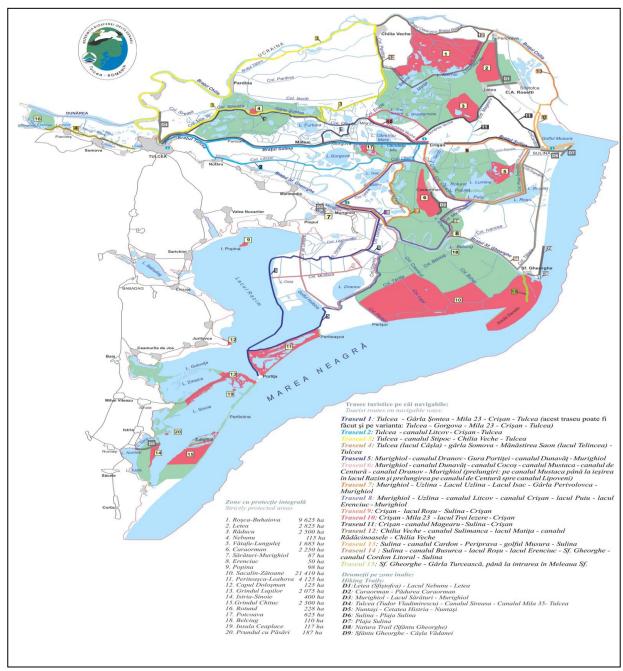


Fig. 2 Map of tourist trails as approved by DDBRA

Tourist offer

A key element in capitalizing on DDBR aesthetic resource is the infrastructure / tourism offer: accommodation and public food capacity, transport, means and facilities designed to ensure practicing of specific leisure activities in the Danube Delta, while ensuring tourism offer for DDBR. The tourist offer is made available to potential tourists by tour operators, travel agencies and owners of guesthouses in particular through tourism portals or through their web pages.







Natural and anthropic tourism resources of DDBR allow practicing a wide variety of forms of tourism:

- > stay for rest, practiced through travel agencies in one of the hotels / floating hotels on the reserve territory
- ➤ Itinerant tourism, on the waterway approved tourist routes, with water craft hotels type, floating river boats or boats with accommodation possibilities
- > Tourism for recreational fishing tourism purposes
- > Tourism for water sports tourism purposes
- > Specialized tourism (bird watching)
- Scientific tourism (research, information)
- ➤ Helio-marine cure on Sulina, Sf. Gheorghe and Gura Portiţei beaches

Depending on these forms of tourism that can be practiced in DDBR, travel agencies, tour operators and guesthouses owners make available to tourists and visitors a variety of tourist packages / programs or tourism services in DDBR. In recent years, diversification of tourism offers and a move towards an active tourism and recreational or knowledge activities which takes place in the natural environment of DDBR, have been noticed.

Tourism packages offer include:

<u>Variable duration holidays with accommodation in hotels</u>, hostels or floating hotels, in which are included in the price: accommodation, meals, trips into the delta and transport to and from accommodation place. Such offers usually show a daily detailed stay program, offering tourists the opportunity to choose recreation means or areas they wish to visit. Some packages provide services such as traditional fishermen dinner, picnic, campfire or artistic or traditional local lunch.

<u>Weekend and national or religious tourist packages such as</u>: Easter, May 1st Pentecost, Christmas or New Year.

<u>Tourism packages for special events</u>: festivals, athletic competitions, artistic venues. Noteworthy is that in recent years, such events organized in DDBR are becoming more frequent and varied, many of which are related to the culture and traditions of local communities in the delta. For example, in 2013 tourist packages are offered for festival fish soup from Crisan, September 6th to 9th (gourmet contests based on traditional recipes for chefs teams throughout DDBR; guests also have the opportunity to participate in the competition in a special section).

<u>Tourist packages for recreational activities</u>: the delta circuit in canoe or kayak, initiation in performing canoe or kayak sport, travel / photo tours (including tourism offers for winter season), birdwatching, fishing, fishing initiation (offers in the company of a professional fisherman delta), sport fishing competitions, training and teambuilding, horse riding.

<u>Tourism offers / packages for tourist attractions</u>: the Royal Court Winery in Macin (wine tasting and Dobrogea style lunch), Dobrogea monasteries tour, archaeological monuments tour. Tourism offers / packages for corporate events: conferences, workshops







Special tourist packages / programs: Safari Enisala Academy is a program offered by Enisala Holiday Safari Village in Enisala (Safari Village 5 *) and includes 3 tourism and educational packages for children, pupils and students:

- Summer Academy for learning English a tourism package for a week, for children between 9 and 14 years designed for learning English with two English students from Cambridge and Oxford Universities and two Romanian students at Oxford through interactive activities:
- ii) interactive camp for children that include recreational and educational activities and
- iii) Safari School holiday package intended for pupils, students and teachers to supplement the knowledge acquired in the classroom.

Tourism services offer include:

- <u>accommodation and food services</u>: accommodation and food services are offered by hotels, resorts, hostels and camping that do not organize tourist programs for tourists. They usually prefer to spend their free time in individual activities such as fishing or sunbathing.
- <u>accommodation services</u>: some hostels / holiday houses offer only accommodation, offering guests all the necessary facilities so that the guests be able to prepare their own meals. A new type of tourist offer appeared in Sulina, based on which accommodation apartments that can be rented during the entire stay, are made available.
- <u>transport and leisure services</u>: this type of service is found in most tourist offers and is usually distinct from the accommodation offer with or without meals and provide the necessary means of transport for tourists making trips or boat rides around the accommodation area. Such services are paid for separately, depending on the tourists' options for the duration or travel route.
- <u>rental of sports equipment services</u>: recreational fishing equipment, boats for water sports (kayak or canoe).
- <u>guiding and interpretation services</u>: These services are offered on request in individual tourism and included in most tourism packages.
- services camping with tent or trailer: This type of services is offered by some guesthouses and resorts and offer tourists, besides the land on which they may camp their tents or park their caravans, services such as access to kitchen, fridge, showers, connection to the mains for caravans. In Murighiol area such services are mainly developed, many foreign tourists prefer this type of itinerary tourism using the caravan.

In parallel with these offers, DDBRA stepped in with a tourist offer on its own tourism product in the Danube Delta Biosphere Reserve, at the same time with the organization and control of tourist activity on DDBR territory.

The offer consists of:

- ➤ 15 waterway trails
- ➤ 9 land trails
- > recreational fishing areas
- > tourism facilities: bird watching towers, signs, information boards
- > Information centers currently in use 8 Information Centres for Information on DDBR: Crisan, Sulina, Sf. Gheorghe, Uzlina, Murighiol, Chilia Veche and Gura Portitei







As shown in DDBR environmental status report for 2012, Murighiol Information Center recorded the highest number of visitors (in 2012), with 3186 visitors and 1055 Romanian foreign visitors.

Tourism and ecological information materials

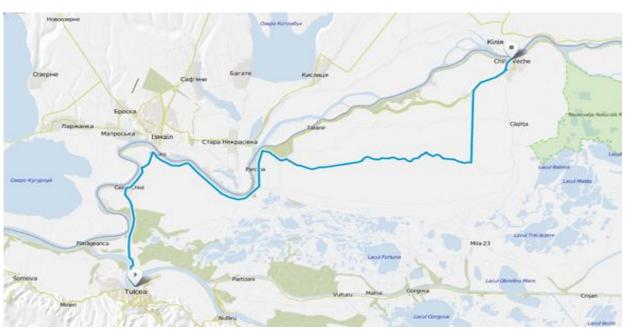
4 CURRENT SITUATION ANALYSIS

4.1 Description of trails / biking trails to and within the Delta (on the administrative territory of Tulcea county)

Cycling tourism in the Danube Delta and in Tulcea County has a relatively new history. In recent years this type of tourism began to develop as a result of tourists' need to spend as much time in nature and to move. Tourists cycling enthusiasts have tried to explore the Delta by bicycle, discovering biking routes which they then recommended and promoted through the Internet.

Currently, there are **NO** tracks designed for cycling in the Danube Delta, but only cycling routes recommended by cycling associations or other organizations of its kind. Inside Delta the most popular biking routes are:

A. TULCEA - PARDINA - CHILIA VECHE











Distance: 74 Km Level difference: 10 hm Surface: non-asphalted

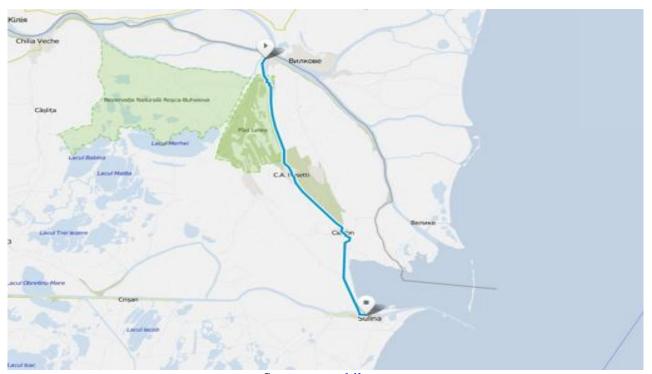
Accomodation: Pardina – 2 guesthouses / 29 places Chilia Veche – 8 guesthouses / 114 places

Points of tourist interest:

The orhthodox church in the village, 52 m high, a construction that combines three architectural styles – Gothis, Slavic and Romanian, built in 35 years on the location of a former Wooden church.



B. PERIPRAVA - C.A.ROSETTI - SULINA









Distance: 31 Km Level difference: 10 hm Surface: non-asphalted

Accomodation:

Periprava – 5 guesthouse + 1 hotel / 138

places

Letea – 1 guesthouse / 16 places

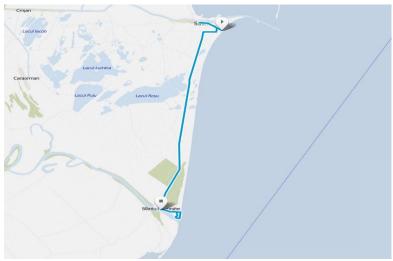
Sulina –902 places



Points of touristic interes: Letea and Letea forest levees Nebunu Lake Matiţa Lake Merhei Lake Sulina city Sulina beach



C. SULINA - SF. GHEORGHE









Distance: 43 Km Difference level: -Surface: non-asphalted

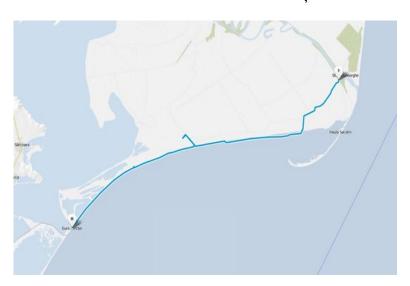
Accomodation:
Sulina –902 places
Sf. Gheorghe – 757 places



Points of touristic interes: Sf. Gheorghe beach Leakes Roşu and Puiu



D. SF. GHEORGHE – GURA PORTIȚEI









Distance: 62 Km Level difference: -Surface: Gravel/sand

Accomodation:

Gura Portiței – Touristic complex / 310 place

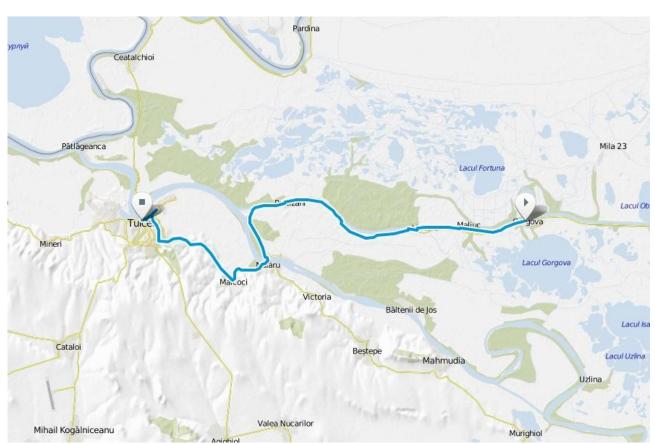


Points of touristic interes:

Gura Portiței beach

Depending on cyclists' experience and length of stay, these four biking trails can be combined into one with four crossings by boat / ferry: Tulcea - Tudor Vladimirescu Chilia -Periprava. Sulina, from the left bank to right bank of the city and Sf. Gheorghe - Perisor.

E. TULCEA - GORGOVA









Distance: 42 Km

Level difference: 130 hm

Surface: Paved / non-asphalted / gravel

Accomodation: Gorgova – 189 places

Points of touristic interes: Sulina arm Maliuc



To cycle on these routes, experienced cyclists recommend using bicycles **mountain bike type**, because of rocky terrain and sand. They also recommended equipping for specific conditions in the delta:

- Cans of water or backpack with water tank and hose
- High protection sunscreen cream
- Helmet
- Eye protection against dust and insects
- Raincoat
- Sealed bags and camera phone
- Energy bars or power gels
- Special cycling jerseys / moisture proof sports and sponge pants

In general, these routes are appreciated by tourists who have cycled on them due to quite low degree of difficulty and landscape. Negative aspect had to do with the presence of dogs, some of them very aggressive on Tulcea - Padina - Chilia Veche route and costs quite high of boat crossings.

In the adjacent area of the Danube Delta, possibility of seeing them by riding the bike are much higher

Examples of recommended routes:

- Tulcea Agighiol Sabangia Sarichioi Lacul Razim Enisala Cetatea Enisala Sălcioara Jurilovca Argamum fortress Jurilovca
- ➤ Jurilovca Sălcioara Enisala
- Jurilovca Vişina







- Jurilovca Vişina Pădurea Babadag
- ➤ Jurilovca Ceamurlia de Jos Două Cantoane Slava Rusă
- Jurilovca Cetatea Histria Vadu Mamaia Constanța

Biking trails that connect Tulcea with the Danube Delta can be considered all national and county roads linking the town of the other cities and towns.

European route that connects with Tulcea is International Danube Cyclepath from Donaueschingen to the Black Sea, part of Eurovelo 6.



Sursa: www.bikemap.net

In our country route is combined with extensions on Bulgarian territory and includes: Drobeta Turnu Severin, Calarasi, Cernavoda, Braila, Galati, Tulcea, Babadag and Constanța.









Source: www.bikemap.net

4.2 Description of the connection to the Eurovelo 6 Network

EuroVelo is a project of the European Cyclists' Federation (ECF) in cooperation with the national coordination centers EuroVelo to achieve a network of high cyclotouristic quality routes linking all European countries. It can be used by tourists who go cycling long distances and the locals who commute daily. The project started back in 1995 and is intended to supplement the network at ECF standards, by 2020.

European Cyclists' Federation, through EuroVelo project:

- > Promote sustainable tourism from economic, social and environmental point of view
- ➤ Improves the quality of EuroVelo routes in all participating European countries
- Promotes uniform marking EuroVelo routes in accordance with published standards
- ➤ Provides information across Europe on EuroVelo routes and national cycle tourism routes
- > Support the development of national coordination centers for EuroVelo routes and national routes
- ➤ Encourage the exchange of experiences and best practices between European countries and regions, stimulating strategies and high quality cycle tourism infrastructure.

At the moment there are 14 EuroVelo routes: 8 of these routes crosse Europe from North to South, crossing the continent from east to west and two circuits. The total length of the network is about 70,000 km.

EuroVelo routes meet or must meet the following criteria:

- ➤ Routes based on existing or future national or regional countries involved
- > At least two countries are involved







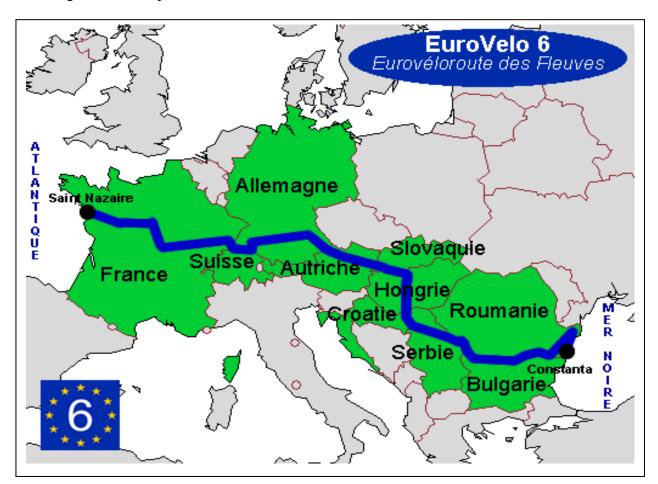
- ➤ Length of the route is at least 1000 km
- Easy to communicate identity and internationally recognized name (potential for promotion
- Established implementation plans (project plan, business plan, partners)
- ➤ Marking the route in accordance with the regulations of states and / or regions concerned, continuous and two-way marking
- ➤ Marking completed with EuroVelo logo system, in accordance with the UNECE recommendations and ECF cylo-touristic marking manual.

Romania is included in two routes: Route no. 13 - Iron Curtain - from the Barents Sea to the Black Sea and the **Route no. 6 - From the Atlantic to the Black Sea**.

EuroVelo 6

EuroVelo Route 6 is known as the "rivers route" because it follows the course of three rivers: the Loire, the Rhine and the Danube. With a length of approximately 4,000 km, the route crosses Europe from the Atlantic to the Black Sea through 10 countries: France, Switzerland, Germany, Austria, Slovakia, Hungary, Serbia, Croatia, Romania and Bulgaria. In our country the route enters at Baziaş and ends at Constanta.

In the long run, this route should be completely labeled, arranged to ensure the safety of cyclists and equipped with the necessary tourism infrastructure to accommodate tourists. From the information presented on the official website of the route Romania and Bulgaria are the most delayed in terms of in furnishing the national portion EuroVelo 6 route.



EuroVelo 6 Map







Through Romania-Bulgaria Cross Border Cooperation Program, Romania has participated in partnership with Bulgaria in a project called the Danube-Velo-Route route intended to promote and identify current tourism infrastructure along the Danube in the two countries. The project has its own website where localities crossed by this route are shown and provide information about the possibilities for accommodation, meals, sights, etc.(www.danube-bike.eu)



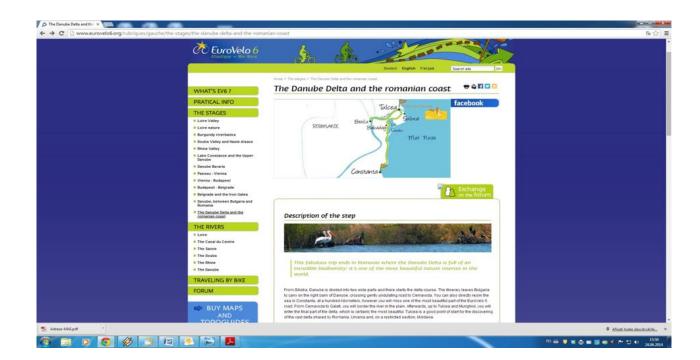
At national level, Napoca Cyclo Tourism Club proposed to the authorities, in 1999, to establish, in Romania, a national network of bike pathes marked and a uniform system of planning, approval, implementation and maintenance of cyclo-touristic markings. Club proposal was taken into consideration only in 2011, when the Ministry of Sustainable Development and Tourism prepared a draft of a Government Decision on the establishment of a National Bike Path Networks, a project that was publicly debated in 2012 (ANNEX 1). The draft of G.D. has not received the approval of the Ministry of Administration and Interior arguing that inadequate infrastructure does not meet European safety requirements, with the risk that the bike path network is of no interest to users (ANNEX 2).

In absence of national regulations, possibilities of connecting new bike paths to the EuroVelo 6 network are very low. Under current conditions, promoting cyclo-touristic routes is made by tour operators portals that facilitate this type of tourism sau or through various national projects or in cooperation.















4.3 Recommendations on building new routes / biking trails/-BABADAG- ENISALA- CAPE DOLOŞMAN ROUTE

Cycling enthusiasts consider that the arrangement of paths or bicycle lanes is an excellent idea.

Following discussions held with these cycling organizations recommend national and local authorities to find a way of renting bikes to those who want to spend their time outdoors.

Although the mountain is the first choice when it comes to cycling, in Romania there are a lot of other places just as beautiful waiting to be discovered at the speed of a bicycle.

Although Danube Delta does not seem, at first glance, a suitable destination for a bike ride, due to water surfaces and to the fact that the land is flat, there are good waterways among lakes and channels on which boats and ships normally circulate and opportunities of crossing wetlands are endless and make the route also more attractive.

There are several options for cycling in the Danube Delta, especially since the roads are not very highly circulated. Moreover, in Northern Dobrogea, Tulcea county, there are over 500 archaeological sites listed in National List of Historical Monuments. There are also hundreds of mounds, "tumuli" that dot the northern Dobrogea, hiding treasures of archeology. In such a tumulus many years ago, the thesaurus from Agighiol was discovered, which is extremely valuable to the scientific world.

Recommendations on building new routes / biking trails are based on the most famous historical monuments in Tulcea County, such as: Orgame / Argamum – Jurilovca, Enisala, Aegyssus -Tulcea or Noviodunum - Isaccea. Worth mentioning are the pagan basilicas of IV-VII centuries AD from Halmyris - Murighiol, where remnants of two Christian martyrs, Epictetus and Astion were discovered, or that of Niculițel, the crypt of the martyrs Zoticos, Athalia, Camassis and Philip, or Church of Saint Athanasius (sec. XIV AD). From these viewpoints, Tulcea County ranks third in Romania, Constanta and Hunedoara counties after.

The proposal of this study focuses on two areas:

- 1. Babadag- Enisala- Cape Doloşman
- 2. Tudor Vladimirescu Chilia Periprava, Letea, C.A. Rosetti, Sulina, Sfântu Gheorghe, Portita

BABADAG- ENISALA- CAPE DOLOŞMAN ROUTE DESCRIPTION

The area is considered advantageous due to the following factors:

- It is surrounded by a special wildlife;
- It is in the vicinity of the Danube Delta in an area with an impressive historical past (Enisala Fortress, Argamum Fortress)
- The route goes through areas ranging from forest to wetlands and fields, revealing specifics unique flora and fauna.
- Beneficiaries will be not only passionate cyclists, but all inhabitants, as the main mode of transport for residents is the bicycle (as shown in the images below).











Main means of transport of the inhabitants in Jurilovca, Enisala, Vișina

As mentioned, establishing routes was made jointly with representatives of the municipality and academic environment, NGOs, to achieve a complete standard of the infrastructure for bicycles. Also, their choice to take into account accessibility, infrastructure, landmarks, planning opportunities, cyclist safety, comfort, consistency.

The strategic objective for arranging biking trails in the Delta and its surroundings consists in integrating the European easy transport system – a particular cycling route that crosses a unique area in terms of tourism and landscape.

Target groups are identified by:

- Tourists interested in the Delta and adjacent area
- Cycling enthusiasts
- Residents of localities crossed by the route: Babadag, Visterna, Enisala Jurilovca Vişina; Businesses and public institutions that operate in the area

The difficulty of routes varies on different portions, addressing both the beginners and those with secondary education, which places them within the types of cycling, such as: recreational rides, adult sports, cycling or walking tour type and commuting type. It also offers a variety of opportunities for objectives diversity: historical (the two fortresses Enisala, Argamum), landscape (proposed routes pass through both forest and wetlands lake Razim and also facilities may be important fisheries area attractions for cyclists- or specific Dobrogea landscape areas), biodiversity, or cultural (through the specific architecture of area or cultural venues in Babadag, Enisala, Jurilovca Vişina).

Enisala Fortress is located near the village bearing the same name, in the area of lakes Babadag and Razelm. Access to the city can be done from Babadag town, to Enisala, where indicator signals indicate the fortress direction. Traces of habitation in this area seem to date back to 9th-7th centuries BC. The fortress belonged to the Roman Empire - the first fortress was built by the Genoese, and later taken over by the Byzantine Empire. The largest Getic cemeteries in the country can be found in this area.

Argamum Fortress (after the Latin name; after Orgame ancient Greek name, in Byzantine sources -Argamon in Genoese sources - Orgame) is an archaeological site located in the east of Tulcea county, on the territory of Jurilovca commune at a place called Cape Dolosman, located at the contact of Babadag Plateau and Lake Razelm which in ancient times was an open bay of the Black Sea (Bay Argamon). Argamon is the oldest settlement on the Romanian territory attested in an ancient spring dating from the sixth century BC: Hecateu of Miletus. It was founded by Greek colonists from Asia Minor by mid- 7th century BC, and then set on the Black Sea, today Razelm lagoon shore. In the first century AD, the city came under Roman rule, called back then Argamum and being a seafarers' port of call on the Byzantium -Tyras route. For five centuries, the city continued to thrive and develop. A







legend says that it was one of the places where Argonauts stopped on their way home after finding the Golden Fleece, chased by the fleet of King Aetes (Sparrowhawk), father of Medea.





Enisala and Argamum fortresses, the main tourist attraction of the proposed route

Cape Dolosman is a protected area of national interest corresponding to I- IUCN category (i.e. scientific avifauna, flora and fauna reserve type). It has an area of 125 ha. It was declared protected area by Law No.5 of March 6, 2000. The reserve shelters and provide food and nesting conditions for migratory, passage or sedentary birds, with species of: common pied wheatear (*Oenanthe pleschanka*) the common swift (*Apus apus*) Eurasian stone-curlew (*Burhinus oedicnemus*), cliff swallow (*Hirundoru pestris*) or lark of Bărăgan (*Melano coryphacalandra*) In the reserve area the presence of a mammal is reported: marbled polecat (*Vormela peregusna*) and several species of reptiles (turtles, lizards, snakes) and frogs. Vegetation consists of floral elements with rare plant species (southern continental and xeromesophile), including: (*Centaurea jankae* – listed in the IUCN Red List and Centaurea tenuiflora), spreading bedstraw (*Galium humifusum*), Dianthus (*Dianthus pseudarmeria*), inflated milk vetch (*Astragalus vesicarius*), tansies (*Tanacetum millefolium*).





Centaurea jankae and its distribution ib Cape Doloşman area (Mihai Doroftei)

Access from Tulcea to the proposed area can be approached in three ways: Tulcea -Agighiol-Sarichioi- Enisala or Tulcea- Babadag-Enisala.









Access can be made from Tulcea by two alternative routes: Sarichioi or Babadag

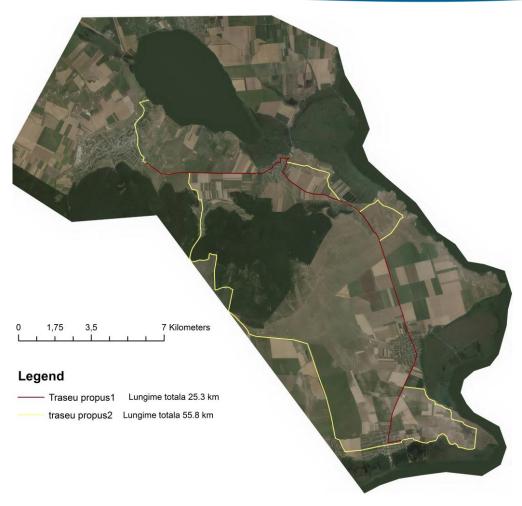
After going through the area, taking into account the manual for developing new trails designed within the project TRANSDANUBE, the study team proposes the following new optimal biking paths:

- C. Proposed route 1: Babadag- Visterna Vişina- Jurilovca- Cape Doloşman- Argamum Fortress- Enisala- Enisala Fortress- Babadag. (with two alternative routes)
- D. Proposed route 2: Babadag- Enisala- Enisala Fortress- Argamum Fortress- Jurilovca- Enisala- Babadag









Proposals on variants of routes BABADAG- ENISALA- CAPE DOLOŞMAN

Primarily, to identify alternatives routes Orthophotoplan images have been used, as shown in figure above. Subsequently, covering selected variants was done by car and discovered routes have been identified as being in good condition, highly available and with a significant cultural and landscape value. Crossing routes involved also identification of options for signaling pathways, bike parking and rental points.

At the routes ends, currently, there are guesthouses and accommodation, based on board and lodging opportunities offered by the locals.

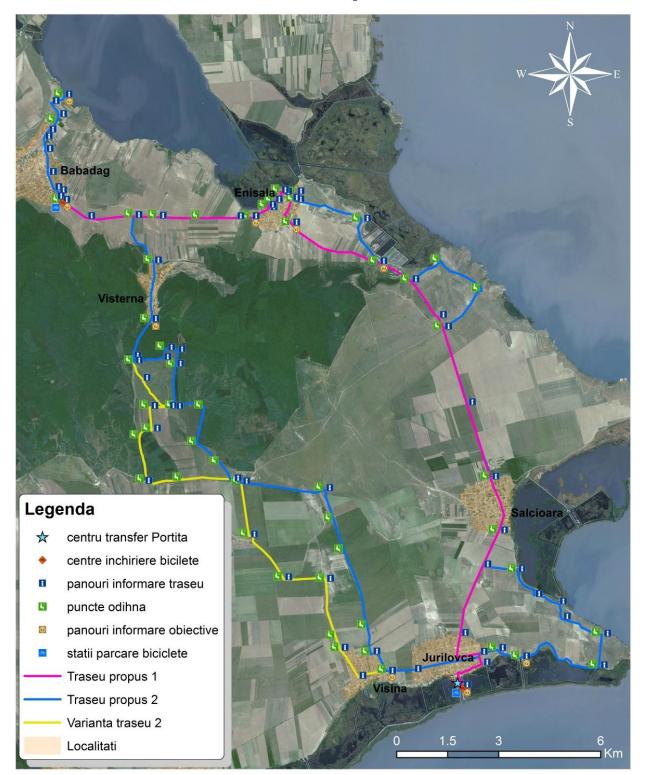
After careful observation of the route, according to the TRANSDANUBE Manual on the assessment of possible links between EuroVelo 6 and the main points of tourist attraction a number of 51 stations for cyclists' rest areas, 70 information boards and signs, 8 panels of information on attractions area, 2 new bike rental centers, 2 bicycle parking stations and a center "rent-a-boat" or transfer by boat to the port, have been proposed. Thus, the proposed route connects the **Danube to the Black Sea, completing EuroVelo 6 network in an integrated and attractive way for cycling enthusiasts**.







Recomandari trasee pentru biciclisti



The three route options, with all proposed points, according to the Manual of approaching EuroVelo 6routes

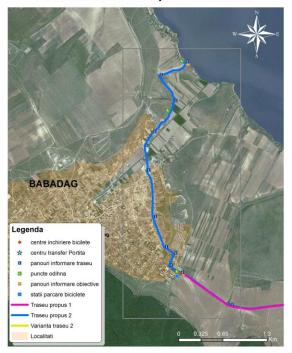
For detailed analysis of the proposed route variants, it has been divided into 10 sections:







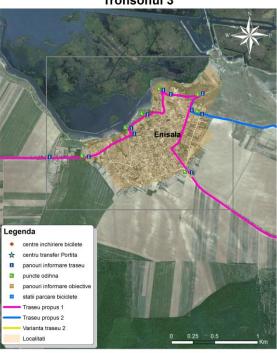
Recomandari trasee pentru biciclisti



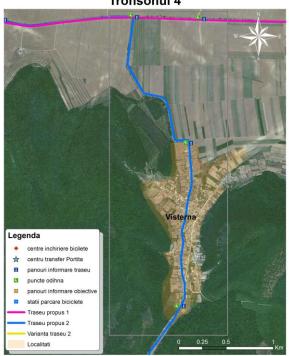
Recomandari trasee pentru biciclisti Tronsonul 2



Recomandari trasee pentru biciclisti Tronsonul 3



Recomandari trasee pentru biciclisti Tronsonul 4

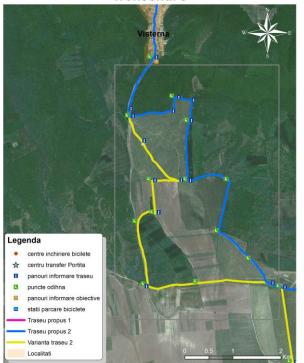




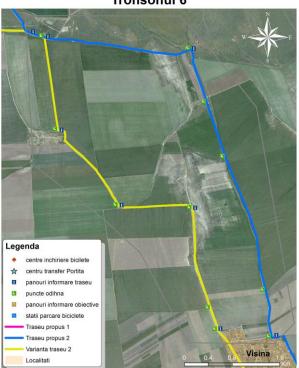




Recomandari trasee pentru biciclisti Tronsonul 5



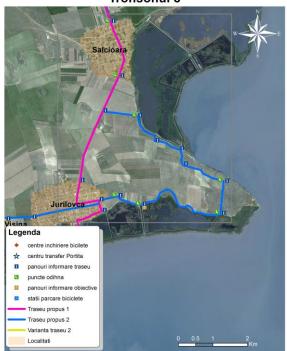
Recomandari trasee pentru biciclisti Tronsonul 6



Recomandari trasee pentru biciclisti Tronsonul 7



Recomandari trasee pentru biciclisti Tronsonul 8









Recomandari trasee pentru biciclisti Tronsonul 9

Recomandari trasee pentru biciclisti Tronsonul 10



The first road section links Babadag Lake to Babadag town. The route was chosen because of the unique landscape that Lake Babadag offers, but also because of proposed investments for the development of a tourist complex at the end of the section. The route through the town of Babadag leads cyclists through traffic areas and with access to shops, restaurants and accommodation unit. The main objectives of this section are related to the sights of the village Babadag Babadag Lake and the diverse culture of the population in the area, an ethnic mosaic, with strong tourism potential.

Road section 2 links Babadag town to Enisala village, but in the area, there is also the branch connecting to route 2 to Visterna village, marked with indicator, a place of rest.

Road section 3 contains both proposed route 1 and proposed route 2 and passes through Enisala village, with main objectives: Enisala fortress, Enisala acquaculture and access to shops and accommodation.

Road section 4 is part of route 2 only and it links Babadag-Enisala road to Visterna, where cyclists can supply themselves.

Road section 5 provides two variants of route 2 and is unique for the whole area, because it crosses the Babadag forest, a forest hills specific to the area, which complements the deltaic appearance of area.











Proposals on the location of rest points on road section 5

Road Section 6 crosses Poiana Cânciu, the two alternatives proposed bypassing Vişina hill. Since the section takes place in the plains, resting places proposed will be provided with shelters and rest area.

Road section 7 crosses Visina and Jurilovca localities and represents the gate to routes to the transfer to Gura Portiței. Besides access to supply stores or multiple accommodation opportunities in Jurilovca, it has been proposed building a bike rental center and bicycle parking stations. This infrastructure also comes in support of the locals, as the main mode of transport in the localities and between localities is the bicycle.

Road section 8, Cape Dolosman, offers cyclists a unique experience through the beautiful landscape of the protected area, completed with Argamum, a source of historical cultural source of value.



Deltaic landscape on route 8, Cape Doloșman

Road sections 9 and 10 are sections linking Enisala and Săcele villages and offer the opportunity of visiting fisheries facilities, and the beautiful landscape of Lake Razim.

The general characteristics of the major points of the suggested routes are presented in detail below:

• Each **rest station** (resting points) will be equipped with: a shelter and a bank for a minimum of 4 people. Every 3 rest stations are proposed for installation of table for meal breaks. For their making using traditional materials such as wood and reeds is proposed. Objects that will furnish







the areas designed for rest will be the elements that use traditional architecture deltaic style or by reinterpreting the traditional way of using materials in a contemporary manner.

For rest stools made of driftwood may be used. This embodiment provides simplicity in the choice of material, with the possibility of a game or use of colors used by modular elements which can be assembled and rearranged as required.

Reed, as traditional material, can be used to build both banks and shade shelters, where, necessary.











Proposals for the furniture layout for the proposed routes

• **Information boards on area attractions** (information panels on the objective) will display information on the flora and fauna on the trails, the historical, cultural objectives (information on the architectural and traditions preserved in the area or traditional occupations).











Touristic attractions information boards

• **Signage** (**route information boards**) which is designed to maintain focus on the track and will be mounted in areas where route changes direction, and in the rest points to mark them visibly.

Besides the role of guidance, they may also include information on the distances to the following important points (as modeled by Croatia or Austria).







• **Bicycles rental centers (2) and bicycle parking racks** will help tourists who are interested in developing a combined circuit: bicycle- boat-car. To develop and integrate this route in EuroVelo 6 network building parking racks at the standards set out in the manual were proposed, as follows:



Proposed bicycles stations/racks design







Recommendations on upgrading trails / existing biking trails

Regarding this chapter we mention the necessity of signaling the proposed pathways for bicycles, in all intersections and areas of access to these trails, including the installation of information boards presenting the trails neighboring areas, specifying and indicating the stopovers on the route; the tourist objectives of the transited area; existing tourist information points, etc.

Recommendations on building new trails / biking trails

In the areas studied, the proposed bicycle routes will use mainly existing road structure.

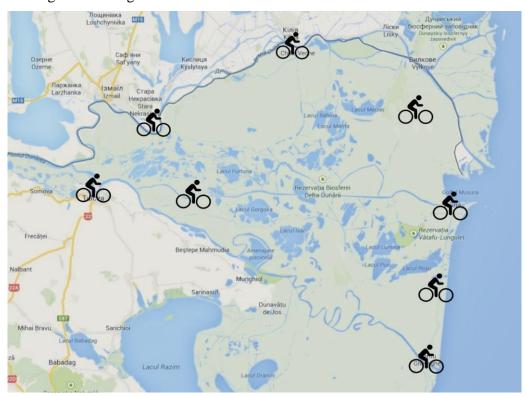
The vast majority of routes proposed for bicycles, the carriageway is: partially on natural land; sand; gravel.

It is recommended that the existing structure of the routes be preserved, possibly improving with crushed stone the trails likely to be vulnerable to the rains.

4.4 Analysis of tourism activities generating traffic (flows of tourists) throughout the year

Prioritization POIs in the area and assess the tourism potential of the sub-areas and how it can be supported by sustainable transport.

Inside the **Danube Delta** areas of interest for tourists who choose to visit the Danube Delta on bike (as it appeared in the routes traveled by cyclists) are: Chilia Veche, Letea forest, Letea, Rosetti, Sulina, Sf. Gheorghe and Gorgova.









4.4.1 Pardina – Chilia Veche Area

Chilia Veche area can be accessed by cyclists on the road DC1. By Chilia Old the road crosses the villalges Pătlăgeanca, Sălceni, Ceatalchioi, Plauru and Padina. Chilia Veche is the most populated locality in the Danube Delta, with over 3,000 inhabitants.

In terms of the natural environment, close to the village there is a strictly protected area: Rosca Buhaiova and a series of lakes and canals that make tourism potential of this area high.

In terms of cultural values, the locality is characterized by the Orthodox Church dedicated to the Holy Kings with a height of 52 meters which makes it the second church as high in the country after the Black Church in Brasov. The church has architecture similar to the one at the springs of the Danube. Near the village there is the Monastery Stipoc (St. Athanasius Hermitage) that can provide accommodation to potential tourism.





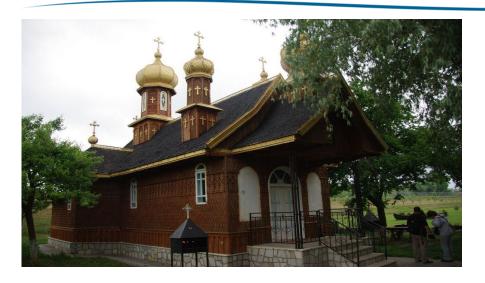


Church in Chilia Veche









Tourist activities in the area: fishing, boat trips, photosafari

Images on TULCEA - PARDINA - CHILIA route



Passing to Tudor Vladimirescu









Deltaic landscape on proposed route



Area proposed for building a rest point near the road (the road between Chile Tudor Vladimirescu stone roads, good quality)









Supply store for cyclists



Former pumping station, proposed for rehabilitation, to be transformed in rest station









the main means of transport between the localitites along Chilia arm is the bicycle.









Deltaic landscape on the proposed route



Alternative to stone road at the base of the dam, or on the Danube bank









Traditional architeture Chilia Veche



Ferry cross in Pardina, for locals'activity.







4.4.2 Letea – C.A.Rosetti area

Cyclists can visit the Letea- C.A. Rosetti crossing by boat from Chilia Veche to Periprava or coming from Sulina. In terms of tourist attraction, Letea strandplain is one of the most interesting natural environments in Romania. It arose from duplication and adjoining of sand spits, formed as a result of prolonged action of sea waves. The terrain is sandy, with barren dunes, some of considerable height, alternating with depression areas, flooded in spring and forest patches giving rise to Letea forest.

In terms of biodiversity, Letea hosts over 500 species of plants and about 3,000 animal species, more than half of which are insects. Of great interest to visitors is the tropical appearance of Forest Letea especially given by the presence of numerous climbing plants: wild vine, liana, traveller's joy, hops, ivy and field bindweed. Although most of the Forest Letea was fenced to protect it, these species can be found in the remaining areas outside the fence. The area also hosts a number of medicinal plants from which people know how to prepare medicines and cure teas.

The presence of wetlands near the forest, meadows whose breadth and variety of flora is impressive, ensures the presence of a rich fauna. Here can be found, for example, the famous Praying Mantis (*Mantis religiosa*). A common presence in this area is the rabbits and deer.

The dike that protects villages Letea, Rosetti and Sfiştofca against floods over a relatively short distance, a variety of habitats (sand, steppe vegetation, low hollows and salty waters) can be observed, currently with a large number of species of specific plants and animals.

The area is a hotspot for **birdwatching**; here many and varied species of birds, can be seen, from the largest ones such as pelican, summer swan, the eagle, to smaller shore species that live in rush-beds, as entish plover and Great reed warbler.

Also a common presence are whiskered tern gulls, wagtail, common tarling, northern lapwing, stilt or avosetele. Continuing the route to Cardon, on telegraph wires or flying some of the most colorful birds in the delta can be seen: the bee eater and roller.

In terms of cultural values, the area is characterized by the presence of different ethnics, the ethnographic character of villages being given the predominant ethnic group: such villages are Periprava and Sfiştofca Lippovan Russian villages, Letea Ukrainian village and C.A. Rosetti Romanian village. Visitors can see and admire traditional architecture and taste dishes of the specific cuisine.















Tourist activities in the area: birdwatching, photosafari (during winter), boat trips

4.4.3 Sulina area

Sulina is accessible by bicycle or coming on Periprava - Letea - Cardon route (crossing from the left bank to right bank of the city), or coming from Sf. Gheorghe. The city is famous for its tourist attractions especially for its opening to the Black Sea.

Proximity of lakes Roşu, Roşuleţ, Puiu and Lumina confers the area an outstanding natural touristic potential. Tourists can make boat trips on these lakes where a wide variety of bird species can be seen or participating in fishing can be also considered. Along the beach, tourists can see two plant species unique in the world (endemic species) included in the Red Book of the Danube Delta Biosphere Reserve: sand bindweed (Convolvulus persicus) and cronflowers (Centaurea pontica).

In terms of potential of cultural tourism, Sulina distinguishes by its history, the name of the settlement Solina appearing for the first time in the work of Constantin Porfiregenetul in 950, *De Administrando Imperio* ("On the Governance of the Empire"). The city bears the mark of rural deltaic architecture, as the inhabitants of neighboring villages settled here and due to the inherent relationship between their knowledge and constructive traditions. During the development period of Sulina and after the establishment of Danube European Commission (1856) and its functioning as a free port, the first two floors dwellings were first built (with housing program at both levels, or exceptionally shop or workshop at the ground floor) which have made the transition between rural and urban architecture. Also during the office of the European Commission of the Danube in Sulina the international maritime cemetery was built which is unique in Romania and even in Europe, which is a great attraction for tourists. Specific to Sulina is advancing of land into the sea, by alluvial deposit at the mouth of the Sulina branch, proof standing the lighthouse built in 1802, which remained in the city and now is used as a tourist attraction.















Touristic activities in the area: sun bathes, boat trips, photosafari (also during winter)

4.4.4 Sf. Gheorghe Area

Sf. Gheorghe can be accessed by bike coming from Sulina, on the protection dike between Sulina and Sf. Gheorghe. Sf. Gheorghe Area / town have a great tourism potential due to its opening to the Black Sea and the presence of traditional architecture specific to the delta. Sf. Gheorghe area is recognized as one of the most attractive areas of the delta, especially for those tourists who come for both the beach and to admire and enjoy the specific Delta environment.

Just as Sulina, Red-Puiu complex proximity gives the village Sf. Gheorghe the opportunity to attract a variety of tourists and offer a wide range of recreation services. Generally tourists prefer to accommodate at locals, as locals' households preserve the authenticity of the Delta.

The tourism potential of the village Sf. Gheorghe has developed in recent years by the construction of luxury hotels and guesthouses, the mini port and by holding the annual Film Festival "Anonymous". Although the town could become a tourist resort, it still retains its authenticity and traditions; the main occupation is still fishing.















Touristic activities in the area: sun bathes, boat trips, photosafari (also during winter)

4.4.5 Gorgova Area

The farthest locality on the shores of Sulina arm that can be accessed by land is Gorgova. Gorgova village can be accessed by bike on the road DC2, on the route Tulcea - Malcoci - Nufărul - Ilganii de Jos - Partizani - Maliuc - Vulturu - Gorgova. All localities along the road are provided with guesthouses and boats offering accommodation for tourists and leisure services.

Touristic attractions in Gorgova area are represented by akes Gorgova and Fortuna and the Dendrological Park in Maliuc. Lakes Fortuna and Gorgova offer visitors the opportunity to observe colonies of pelicans, cormorants and other birds and wild amateur fishermen - ideal places for fishing. In Nufăru, Proslavita Fortress can be visited as well.















Touristic activities in the area: fishing, boat trips, photosafari

For areas bordering the **Danube Delta**, interesting tourist areas for bicyclists are Enisala Fortress (Enisala), Argamum Fortress (Cape Dolosman) and Jurilovca (Portiței). These points of interest can be achieved by the following routes:

- Tulcea Agighiol Sabangia Sarichioi Lake Razim Enisala Enisala Fortress Sălcioara Jurilovca Argamum Fortress Jurilovca
- ➤ Babadag Enisala Sălcioara Jurilovca Cape Doloşman
- Jurilovca Sălcioara Enisala

In Jurilovca - bicycle is the primary means of local transportation for citizens:















5 ELABORATION OF TERMS OF REFERENCE FOR THE FEASIBILITY STUDY FOR THE DEVELOPMENT OF TRAILS / BIKING TRAILS IN THE DANUBE DELTA

Technical documentation for feasibility study phase for the development of trails / biking trails in the Danube Delta, according to GO no.28 / 09.01.2008 - approving the content - of the technical-economic framework related to public investment, as well as the structure and methodology elaboration of the general estimate for investment objectives and intervention works' supplemented and amended, shall include the following chapters:

A.WRITTEN PARTS

CHAPTER 1 - GENERAL INFORMATION

- 1.1 Name of investment objective
- 1.2 Site
- 1.3 Holder of Investment
- 1.4 Investment beneficiary
- 1.5 Study elaborator

CHAPTER 2 - GENERAL INFORMATION ON THE PROJECT

- 2.1. Current situation and information on the entity responsible for the implementation of the project
- 2.2 Description of investment
- 2.2.1. Prefeasibility study findings
- 2.2.2. Technical and economic scenarios
 - a) The proposed scenarios (minimum two)
 - b) The scenario proposed by developer
 - c) Advantages of recommended scenario
- 2.2.3. Constructive, functional and technological description, as appropriate

2.3. Technical data of investment

- 2.3.1. Area and location
- 2.3.2. The legal status of the land to be occupied
- 2.3.3. Permanent occupations of land status: total area representing incorporated / unincorporated land
- 2.3.4. Land studies
- 2.3.4.1. Topographic studies
- 2.3.4.2. Geotechnical studies







- 2.3.4.3. Other specialized studies, as appropriate
- 2.3.5. Main characteristics of construction of investment objective specific to the field of activity and constructive variants of performing the investment, the optimum recommendation for approval
- 2.3.6. Current situation of utilities
- 2.3.6.1. Utility requirements for the version proposed
- 2.3.6.2. Technical solutions to ensure utilities
- 2.3.7. Environmental impact assessment findings
- 2.4. Duration of achievement and works stages; investment performance chart

CHAPTER. 3 – INVESTMENT COSTS ESTIMATES

- 3.1. The total general estimate detailing the costs estimates
- 3.2. Staggering costs in conjunction with achieving the investment chart

Chapter 4. - COST - BENEFIT ANALYSIS

- 4.1.- Investment identification and definition of objectives, including specification of the reference period
- 4.2.- Analysis of options
- 4.3. Financial analysis
- 4.4. Economic analysis
- 4.5. Sensitivity analysis
- 4.6. Risk analysis

CHAPTER 5. - SOURCES OF INVESTMENT FINANCING

CHAPTER 6. - ESTIMATES OF LABOR FORCE BY ACCOMPLISHING THE INVESTMENT

- 6.1. Number of jobs created in the execution phase
- 6.2. Number of jobs created in the operating phase

Chapter 7 – THE MAIN TECHNICAL-ECONOMIC INVESTMENT INDICATORS

- 7.1. The total value of investment
- 7.2. Staggering investment
- 7.3. Duration of achievement
- 7.4. Capacities (in physical and value units)
- 7.5. Other indicators specific to the field of activity in which the investment is made, if applicable

CHAPTER 8. - APPROVALS AND AGREEMENTS OF PRINCIPLE

B. DRAWN PARTS

- 1. Location plan (Sc.1: 25000-1: 5000)
- 2. General plan (Sc.1: 2000-1: 500)







- 3. Plans and general sections
- 4. Special plans, longitudinal profiles, cross sections, as appropriate

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6 OVERALL CONCLUSIONS

6.1 Investment appropriateness

Cycling tourism is a recreational tourist activity in which movement and visiting touristic objective is done on the bike. The distances vary considerably depending on the chosen route, from several hours to a couple days. Depending on the physical condition, speed and number of stops, tourists can cycle between 50 and 150 km in one day. Although a bike tour can span several days, the most popular are a day Mountainbike bike tours in which participants are guided by a person familiar with places to visit certain goals that they want to see.

Cycling tourism generates annual revenues of 44 billion euros at the European level, and Romania could become an attractive destination for bike tourism. In addition, travel enthusiasts at low speed or cyclotourists prefer active holidays, ecotourism, and accommodation in tents or in rural guesthouses away from commercial areas and consider meetings with local craftsmen.

At European level, the interests of cyclists are represented by the European Cyclists' Federation (ECF). The Federation advocates practicing cycling and cycle tourism as a form of clean mobility, benefitting health and of visiting objectives or slow type destinations. Cycling produces a long list of environmental, economic and social co-benefits. Some of these co-benefits can be quantified in monetary terms, and the figures are impressive: the benefits from cycling represent more than \in 200 billion per year for the EU. Also, the cost-benefit of cycling investment is very low in comparison with other transport infrastructures.

At present, about 250 million Europeans use the bicycle as a means of transport, of which 61 million - at least once a day, 86 million - several times a week and 101 million - several times a month or less. The increased interest of Europeans in cycling as a means of daily transport or leisure activity, led to the creation of a European network called the EuroVelo Bike Path that ensure the cyclists necessary amenities such as marking, information, sights, etc.

It is not mandatory that these routes be located on a bicycle specific transport infrastructure but, under appropriate conditions (traffic and low speeds), these paths can be signalized on public roads. At European level, 70% of the network is located on public roads and 14% on trails or bicycle lanes.

The European network of biking trails aims to providing the necessary safety conditions and at the same develops cycle tourism as a form of ecotourism for sightseeing of the respective countries. Romania is on two of the EuroVelo tracks.

At national level, the growing interest of Romanians for the use of bicycle as a form of travel has attracted attention of local authorities to facilitate this type of transport and the safety assurance required. Thus, in many cities of Romania special tracks for their tourists to streamline traffic were arranged.

In Timisoara for example, 60 km of trails for cyclists on the roadway or on the sidewalk, were built. Timisoara is also called the Capital of Bicyclists; the highest number of bicycles in the country is recorded here: 15,000 bicycles.

The project is under European grant amounting to 2,346,495 euros under IPA Romania - Serbia Cross Border Cooperation Programme and is due for completion March 28, 2015.







In Tulcea County there is only one trail for cyclists, namely in Tulcea, around Lake Ciuperca.

Growing interest of the local population but also of the tourists who access our district (both land area and the Danube Delta), tourism operators, triggers commissioning a larger number of such tracks, which in addition to that they generate revenue, present a number range of benefits:

- ✓ To the local economy
- **✓** The development of tourism
- **✓** Improve environmental factors (reduction of environmental pollution)
- **✓** On reducing accidents
- **✓** On improving health and reducing mortality

In the current context of global and European trend of using bicycles as a means of public transportation or leisure activity, we believe appropriate (taking into account as specified above) development and facilitating of environmentally friendly forms of transport infrastructure through specific investment such as cycling tracks specially designed for cyclists or construction of trails for cyclists (especially in the Danube Delta, and the terrace area) appropriately arranged and marked.

Regarding the development cycle tourism in the Danube Delta, we believe that this form of tourism is a form of ecological tourism, environmentally friendly and which can provide a slow type experience that benefits both deltaic environment and local communities.

At the moment there are some unofficial Bike Path recommended on specialized sites by those who have ridden on them and include only areas accessible by bicycle in the Danube Delta. According to the duration of stay tourists can visit on the bike: Chilia Veche, Letea, Rosetti, Sulina, Sf. Gheorghe and Gura Portiţei. These routes are advertised in international portals cyclists dedicated thereby increasing the chances that they are known and chosen also by foreign tourists.

To promote this type of tourism in the Danube Delta, we deem necessary including these biking trails in the list of tourist routes as approved by the Danube Delta Biosphere Reserve Administration, thus becoming tourist trails intended for for cyclists. Promoting this type of tourism will show interest of local authorities in developing this type of environmentally friendly transport and offering a recreation alternative that combines movement with nature. An advantage in promoting the success of this type of tourism is the inclusion of Tulcea county into route EuroVelo 6 - From the Atlantic to the Black Sea.

In recent years there is a cyclists 'growing interest in promoting the Romanian route EurVelo 6. Thus, in 2013 a group of cyclist volunteers explored by riding bikes the first part of the EurVelo route from Oravita to Calarasi and in 2014 the route from Calarasi to from Tulcea. They sought the most picturesque places, have investigated the possibilities for accommodation and inventoried objectives and tourist attractions. All information on biking trails for the Romanian portion of EuroVelo 6 will be included in a portal called **Cycling Romania**>. Expedition investigation was conducted in <mirror> with a group of Bulgarian volunteers who gathered the same information for the Bulgarian portion of the route EuroVelo 6.

Linking in existing cyclotourists routes or in progress with EuroVelo network is a process that requires the support of the ministry to regulate the establishment at a national level of a network of Bike Paths with a unique marking scheme, designed as per the requisite of such routes and in accordance with EuroVelo requirements and promoted nationally and internationally.







In this sense, we consider very important to involve local authorities (eg. County Council) in promoting the investments in this transport and recreation means, in order to ensure the safety of cyclists in urban areas and the development of a type of ecological tourism at rural and suburban level. Promoting investment in trails for cyclists in the Danube Delta and Tulcea county territory will ensure opening the delta to niche tourism as one of the cyclists, the diversification of tourism and ecological tourism development with minimal environmental impact and economic and social benefits for local communities.

Among the reasons for promoting cycling propose and support we mention:

✓ Bicycle is flexible and requires comparisons to promote cycling

Promoting cycling contributes to global climate change, if these modes are used, can save the climate change compared with other motor vehicle.

Promoting cycling also has extensive local effects, can strengthen community and also economically. Consistent promoting of cycling has a positive effect on health and social issues, contributing to the reduction of greenhouse gas emissions, the car traffic congestion and thus improving air quality

- ✓ Bicycle is flexible and needs -compared to motorized traffic- a small space.
- ✓ While a single vehicle lane is typically 3.25 m wide, for cycling it needs 1.50 m width Also a car parking space occupies for up to six bike with all the accessories to a comfortable stabling.
- ✓ Cycling infrastructure in comparison with the private, public and public transport is much cheaper to maintain
- ✓ Several cycling routes ensure accessibility and mobility for all road users.
- ✓ The bicycle is a means of transport low cost (low-cost), though not excluding almost any person in terms of mobility

Even without a driving license or availability of cars, children and senior citizens use bicycles to extend its action links.

- ✓ Promoting cycling is an important component in reducing traffic noise and air pollution. Less traffic noise and less pollution (clean air) –trigger reducing economic costs, health symptoms resulting from stress-related diseases and respiratory diseases.
- ✓ Cycling completes movement, starts easy on the joints and strengthens the cardiovascular system and immune system.

It also encourages motor skills and ability to concentrate and not only in children

- ✓ For companies when many workers ride their bikes to work, they may dispense with more parking spaces and so the staff can use this land for other purposes. People who ride bicycles rarely get sick and are more efficient.
- ✓ Road cyclists take part directly in traffic, contributing to increased social control of public space.

Romanian state commitments on this program

By Decision no. 529/2013 approving the National Strategy on Climate Change of Romania, 2013-2020

In combating climate change, currently considered, in specialized international forums as a as a threat to society and potentially irreversible to our planet, taking measures to reduce emissions of greenhouse gases, observing the objectives and principles of United Nations Framework Convention on Climate Change and the Kyoto Protocol, is a fundamental component of national policy on climate change.







The impact of global warming and climate system are considered in the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, published in 2007, as unequivocal as confirmed by an increase in global average temperatures of 0.9° C compared to the pre-industrial era average temperature increased over the past 50 years, sea and ocean level rise is also more pronounced in recent years: 3.1 mm / year in the period 1993-2003 as compared to 1.8 mm / year in the period 1961-2003 accelerated glaciers melting, of glacial ice caps, increased intensity and frequency of extreme weather phenomena and others like.

The same report refers to an increase of about 80% in CO2 emissions between 1970 and 2004 and 28% between 1990 and 2004. The largest increase in GHG emissions between 1970 and 2004 was recorded in the energy sector 145 %, followed by transport sector by 120%.

GHG emissions also contribute to improving air quality, human health, energy security and provides diversification of opportunities related to new energy markets and beyond.

Given the importance of Decision no. 406/2009 / EC on the reduction of GHG emissions at European and national level, Romania should provide the basis and comply with all technical and institutional aspects related to the implementation of this Decision in our country.

Reduction objectives and measures included in the European policy regarding the time horizon of 2020, expressed at national level, require a substantial strengthening of the institutional structure in our country through the active participation of all ministries and other authorities of local public administration in the effort of planning and control of emissions of greenhouse gases and respect for the obligations of limitation and reduction of emissions in accordance with the obligations assumed.

It is strictly necessary to create and strengthen the institutional structure provided by the Memorandum entitled: *Action Plan for preparing Romania's entry into force and implementation of the package "Energy - Climate Change"*, signed by the Romanian Government in 2009, which aimed at creating their own structures ministries responsible for climate change.

If the participation of economic operators in an effort to reduce emissions in the EU ETS application is governed by rules established at European level to meet annual emission allocation established by Decision no. 406/2009 / EC, for the period 2013-2020, the authorities in Romania will have to adopt appropriate policies and measures to comply with the annual emission allocation under the aforementioned decision.

Promoting these policies and measures should be the responsibility of the relevant local public administration in cooperation and under the central authority for environmental protection will ensure that the annual emission allocation at national level.

Transport

Transport activity plays an important role in supporting economic development of Romania, being in close correlation with energy / fuel and emissions of greenhouse gases.

The evolution of this sector of the economic activity indicates a significant increase in the number of vehicles registered in Romania. It is therefore necessary to adopt appropriate measures leading to decoupling of GHG emissions from the transport sector compared to growth in order to ensure sustainable development.

The significant increase in the last 20 years of emissions of greenhouse gases from transport emphasizes the need to implement policies and measures that lead to increase efficiency in freight and passengers transport, to promote alternative modes of transport, environmentally friendly.

EU General Objective:







In the year 2030 it is expected 20% reduction of GHG emissions compared to 2008 levels and by 60% in 2050 compared to emission levels of 1990, according to 2050 White Paper on Transport, a document called "Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system" developed by the European Commission.

Strategic Objectives

- A. Developing a sector strategy on reducing emissions of greenhouse gases
- B. Reducing emissions in the road transport
- C. Use of environmentally friendly vehicles

Given the commitments of the Romanian state, the entry into force and implementation of the legislative package "Energy - Climate Change" and overall objectives at EU level, developing and implementing such a project fully meet these commitments of Romania and overall objectives at EU level.

Information and awareness

An important component of reducing emissions of greenhouse gases in the transport sector is intended for public information and awareness. Information and awareness programs will address the end user in order to facilitate the introduction in this sector of vehicles less polluting and limiting road transport.

Awareness and information will be made at the level of industrial companies or industrial sites and tourism operators.

It is necessary to inform on the amenities made available for proposed routes, rental / bike parking centres; service, etc. For example on the route Tulcea - Babadag - Enisala - Visterna - Jurilovca:

* charming route that can provide tourists meeting with welcoming people telling interesting stories and discovering many public places less known but worth visiting. Just a few examples: clusters of the vine, the mosque of Babadag, the master of Sălcioara, the museum in Visina, Enisala fortress, Cape Dolosman or cyclotourists friendly camping of Partizani, in the heart of the Danube Delta and culinary delights such as the traditional fish soup.

Information and awareness can have great effects in implementing the program, which will have as effects improving climate factors; positive influence on the health of those who use these means of transportation and the development of private initiatives to facilitate various services proposed routes for cyclists.

Need for stops / resting spots proposed for bicycle routes

Regarding the modernization of existing routes / biking trails we mention the need of signaling pathways (that can be used as cycle routes) proposed for bicycle in all intersections and areas of access to these routes, including the installation of information boards presenting routes adjacent areas, with indicators of sto/rest areas on the route; the objectives of touristic interest in the transited area; existing tourist information centers, etc.

In the areas studied, the proposed bicycle routes will use mainly the existing road structure. The vast majority of the viewed routes proposed for bicycles, the carriageway is partly natural earth; sand; gravel. It is recommended to maintain the existing structure of the routes, possibly improving the stone vulnerable routes in case of rain.







On these trails arrangement of resting points is proposed (where cyclists can rest, enjoy a glass of water or juice, etc.); service for bicycles; centers of bike rental with the possibility of returning to a place other than where they borrowed (e.g. rent the bike in Babadag and return the bike to Visterna, Enisala or Jurilovca), through the collaboration of investors with businesses operators in the area.

2. Funding opportunities

The Regulation of the European Parliament and the European Council shall provide coordination mechanisms among the CSF Funds (Common Strategic Framework).

Thus, among such mechanisms as novelty for the next financial planning period are encouraging integrated approaches.

Therefore, it is possible that EU Member state combine CSF Funds in integrated packages at local, regional or national level, which are designed to meet specific needs in support of the objectives of the Europe 2020 national objectives. The forms that follow the principle of integrated approaches promoted of new financial planning are:

- A. Local development under the community's responsibility;
- B. Integrated Territorial Investments (ITI);
- C. Integrated operations;

Integrated Territorial Investment (ITI), uses place-based approach, stimulating the development of integrated and cross-sectoral cooperation at sub-regional level, leading to synergies between ESI funds and other funding sources (e.g. national or local budget) and avoiding divergent and disparate project financing.

ITI is a tool that promotes integrated use of funds and has the potential to lead to a better overall result in the same amount of public investment.

Romania uses the ITI instrument as a priority in the Danube Delta Biosphere Reserve (a unique territory, with very special characteristics: rare and isolated population, economic specialization and vulnerability, limited access to services, etc.); integrated development strategy for this area began with the World Bank's expertise with local authorities.

The strategy will be implemented through an action plan developed also with the World Bank expertise, which will include the proposed interventions and mechanisms for implementation, using all European Structural Funds Investment ESIF (European Regional Development Fund, the Ministry of European Funds, European Agricultural Fund for Rural Development, the European Fund for Fishery, the Cohesion Fund).

Financial instruments are an efficient way represent an efficient way of using resources for the implementation of cohesion policy in order to achieve the Europe 2020 objectives.

Targeting projects with potential economic viability, financial instruments provide support for investment through loans, guarantees, equity and other risk-bearing mechanisms, possibly combined with technical support, interest subsidies or guarantee fee subsidies within the same operation.

Besides the obvious advantages of long-term use of funds, financial instruments help to mobilize additional public or private co-investment, in order to prevent market failures in line with Europe 2020 Strategy and cohesion policy priorities.







Their structures delivery of involve additional expertise and know-how, which helps increase the efficiency and effectiveness of public resource allocation. Moreover, these tools provide a variety of incentives for better performance, including greater financial discipline for the supported projects.

Given the current economic situation and the growing shortage of public resources, it is expected that financial instruments play a stronger role in cohesion policy 2014-2020.

Danube Transnational Programme 2014-2020

On 6 October 2011, the European Commission adopted a draft legislative package for the Cohesion Policy for the funding period 2014 - 2020. According to the bill, European territorial cooperation will continue and will be strengthened. Existing networks of cross-border, transnational and interregional cooperation will be maintained.

Under the proposal, the European Commission proposed that this area subject to the South-East Europe Transnational Programme (South East Europe Programme) to be covered in the next programming period 2014-2020 by two transnational programs: Danube and South East Gate (later renamed the Adriatic-Ionian region). These two new programs will support the development and implementation of two regional strategies: the Danube and the Adriatic Ionian Region.

The thematic priorities of the Danube program will be defined in accordance with the bill, national priorities of partner countries, and reflect the needs of the program area.

The topics to be addressed by the program priorities may include many of the traditional topics of transnational cooperation, such as innovation, **transport**, environment, etc.

Implementation of the program will be coordinated by the joint structures set up in Budapest, Hungary. The structures implementing the program are designed in a new institutional system, taking into account simplification and trans nationality as guiding principles. Objectives, priorities and the amount of funding allocated for future transnational cooperation program for the period 2014-2020 are still under negotiation.

Drawing of projects and making initiatives is essential to the success of the EU Strategy for the Danube Region (EUSDR). **START** - Projects Fund for the Danube Region is a new pilot EUSDR initiative and provides money for the development and implementation of projects in the Danube region. "Seed Money" means that beneficiaries receive a pre-financing at the beginning of the year to cover the project from the beginning. This helps organizations, especially small ones with limited resources for their START projects. START is coordinated by CAP 10 (Priority Area Coordination EUSDR 10) of Vienna, involving all priority areas. EuroVienna ensure the operational implementation of the facility.

ROP Regional Operational Programme 2014-2020 aims to ensure continuity of strategic vision on regional development in Romania, by completing and developing guidelines and priorities of regional development contained in the National Development Plan (NDP) and the National Strategic Reference Framework (NSRF) 2007 - 2013 and implemented by the Regional Operational Programme 2007-2013, as well as other national programs.

Romania coping, in the 320 cities and municipalities with an insufficient number of pedestrian spaces and green spaces, and cycling as a means of locomotion (not recreational) is still perceived as being in the early stages. Development of road infrastructure that is bicycle user-friendly is an ambitious goal, given the constraints implied by the existing situation in major cities, but in line with European guidelines, changing mentalities is the main challenge to promote bicycle use as a daily means of transport, not just as a means of recreation. Ensuring accessibility for factors generating traffic must be ensured by the option facilities and environmentally friendly means of transport: walking, cycling and public transport highlighting priority for public transport in the urban transport system through







integrated interventions addressed to each type of vehicle and category of beneficiaries. Thus, the idea of submitting a project on constructing new cycle paths to suit the objectives of ROP 2014-2020.

INTERREG Europe aims to improve the implementation of policies and regional development programs, particularly the investments for economic growth and labor force occupancy and has an axis specializing in the protection and development of natural and cultural heritage.

Regional stakeholders need to protect vulnerable ecosystems and landscapes and prevent loss of biodiversity and land degradation in their territory, to prevent degradation (continuous) of these natural assets. Management and sustainable exploitation of the natural environment can also foster, sustainable regional development, based on the so-called eco system services. A similar logic applies to conservation and capitalization of regional natural heritage. Regional stakeholders in the management of natural and cultural heritage should define strategies and actions based on location, coordinated by a balance between conservation measures with sustainable exploitation of these assets. This may include the improvement of biodiversity protection, sustainable use of NATURA 2000 network or other protected areas, increasing knowledge and awareness actors.

As previously mentioned programs support such projects it is appropriate to access to funds through these programs in order to achieve and promote the proposed project

3. Recommendations on the authorities to initiate the project

A project on building bicycle paths can be submitted by anyone who meets the criteria set out in the Framework Implementation Program for each area of intervention programs above. Also eligible are those that meet any specific requirements established by the Managing Authority when launching "call for projects" or Applicant's Guide.

From this point of view, the beneficiaries may include authorities of central and local public administration (local councils Administrative territorial units in the area, Tulcea County Council, Ministry of Regional Development and Public Administration, Ministry of Transport, Ministry of Interior through local structures), Ministry Environment and Climate Change; Danube Delta Biosphere Reserve, NGOs (Pelicam Bike), or partnerships between these entities.

4. Legal status of land in the proposed routes

All proposed routes for bicycle lanes will be on land, legally framed - as public domain land.

Done,

Eng. Sbarcea Vasilica







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