



***Common Strategy for Sustainable Territorial
Development of the Cross-Border Area Romania-
Bulgaria
Project***

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CHAPTER 1:

INTRODUCTION

1.1. Analysis of the programme theme

This Strategy was developed under the project “Common strategy for sustainable territorial development of the cross-border area Romania-Bulgaria” (SPATIAL), implemented under the Programme for Cross-Border Territorial Cooperation between Romania-Bulgaria 2007 – 2013, financed by the state budget and by the local budgets and co-financed by the European Regional Development Fund.

The counties and districts which are part of the Romania-Bulgaria cross-border area are separated by the border between the two states as well as by a natural barrier – the Danube River, which covers more than 75% of the border line between Romania and Bulgaria. Romania-Bulgaria cross-border area is affected by numerous challenges and disparities which require the development of integrated territorial actions.

One of the challenges is the number of large cities in the territorial structure of the cross-border area: in 71,390 km² there are only two cities with more than 300,000 inhabitants: Craiova and Constanța. Another problem related to the city network is the decline of the urban centres – many of them monofunctional cities, especially those located along the Danube, due to the industrial decline. This caused a massive loss of population – a demographic change, as a significant share of the young work force migrated to the larger cities of Romania and Bulgaria or even to other countries.

The lack of connectivity is another major problem of the area, as there are only two bridges over the Danube and a lack of adequate transport infrastructure. The management of climate changes causing important flooding (especially on the Romanian side) and the desertification of agricultural land due to the lack of irrigation infrastructure are also major problems of the area.

The Danube is also an important opportunity for tourism, as well as for other economic activities. The area studied also includes an important development corridor Bucharest-Giurgiu-Ruse-Veliko Tarnovo which should be valorised. On both sides of the Danube there are twin cities: Vidin-Calafat, Bechet-Oreahovo, Turnu Măgurele-Nikopole, Călărași-Silistra, which may cooperate to bring a

significant contribution to the regional development objectives, following the mature cooperation example of Giurgiu-Ruse. The cultural and territorial diversity is another added value element of the area.

At European level, the Territorial Agenda of European Union and the Green Paper on Territorial Cohesion support transnational and cross-border cooperation with a view to diminishing regional disparities, by cooperation in specific areas, using the functional rather than the administrative border areas.

Another important document at European level whose principles and objectives were taken into consideration when developing this strategy is the ***European Regional/Spatial Planning Charter – the Torremolinos Charter, adopted on May 20, 1983 (Spain)***. This refers to the **frontier areas** as an area which should benefit from unitary treatment and an integrated approach, as *areas which, more than all others, need a policy of co-ordination between states; the purpose of such a policy is to open up the frontiers and institute transfrontier consultation and co-operation and joint use of infrastructure facilities; states should facilitate direct contacts between the regions and localities concerned in accordance with the European Outline Convention on transfrontier co-operation between territorial authorities in order to promote increasingly close contacts between the populations concerned; in the frontier areas, no project which could have harmful consequences for the environment of neighbouring countries should be carried out without previous consultation of those states*. The Strategy will consider, under the cross-border cooperation between Romania and Bulgaria, the development of a polycentric network of localities, the protection and conservation of the natural heritage areas and the rehabilitation and preservation of the tangible cultural heritage.

Having regard to all these aspects and to the opportunity presented by the EU Strategy for the Danube Region, it became necessary to develop and adopt a territorial development strategy for the cross-border area as a result of multi-level cooperation to ensure a coherent approach on both riversides of the Danube.

The project *“Common strategy for sustainable territorial development of the cross-border area Romania-Bulgaria”* (SPATIAL) is implemented by a partnership including the Romanian Ministry of Regional Development and Public Administration of Romania as lead partner, the Bulgarian Ministry of Development and Public Works and 10 other Romanian and Bulgarian partners.

The project envisages the following objectives:

- ⇒ To develop a comprehensive evaluation of the social, economic and territorial cohesion and economic competitiveness of the Romanian-Bulgarian Cross-Border area
- ⇒ To develop the Territorial Development Strategy for the sustainable spatial and economic development of the Romanian-Bulgarian Cross-Border area
- ⇒ To set up a comprehensive and operational territorial database for the Romanian-Bulgarian Cross-Border area
- ⇒ To develop and implement efficient and sustainable territorial monitoring instruments
- ⇒ To develop and implement the relevant pilot projects as a major input for further sustainable implementation
- ⇒ To raise awareness in the Romanian-Bulgarian Cross-Border area on common problems and sustainable solutions in the area and on the efficient promotion of the region.

The project includes six work packages, as follows:

Work package 1: Management and communication
<ul style="list-style-type: none"> • Coordination of the project implementation process • Communication, dissemination and promotion • Development of a regional brand and of a marketing plan
Work package 2: Development of a common methodology and of a monitoring system for territorial development
<ul style="list-style-type: none"> • Development of a common methodology for territorial analysis and diagnosis • Development of a common methodology for strategic planning and monitoring • Trainings and workshops on the efficient use of the cross-border area methodology • Preparation of complementary instruments for territorial development and monitoring.
Work package 3: Development of common resources for the analysis of territorial planning and for the Strategy
<ul style="list-style-type: none"> • Assessment of training needs and of necessary internal equipments to develop the database • Procurement of the necessary hardware and software required for territorial databases • Development of a harmonised common database for the Romania-Bulgaria cross-border area.
Work package 4: Analysis and diagnosis of the current situation in the cross-border area
<ul style="list-style-type: none"> • Development of a common and harmonized cartographic support for the entire cross-border area • Territorial analysis and data collection • Development of specialized thematic studies • Identification of territorial problems and disparities • Identification of needs and potential in relevant areas of the cross-border area.
Work package 5: Development of a Common Strategy for the sustainable territorial development of the cross-border area Romania – Bulgaria and of policy recommendations
<ul style="list-style-type: none"> • Development of common strategy for sustainable territorial development • Building partnerships to implement the strategy • Organizing public consultations and environmental assessment of the Strategy • Development of a Work Plan • Development of a Green Paper for the common cross-border area • Approval of the Strategy.
Work package 6: Development and implementation of pilot projects in the cross-border area Romania - Bulgaria
<ul style="list-style-type: none"> • Development of integrated pilot projects at county / district or municipality levels • Development and implementation of thematic / sectoral pilot projects.

The project provides an integrated common approach for the entire Romania-Bulgaria cross-border area and it targets a potential functional area beyond the constraints imposed by national barriers. The project defines and builds the cooperation framework with a view to using/valorising the

territorial capital to facilitate competitiveness and innovation for the entire cross-border area, with a focus on environmental protection.

The Common strategy for sustainable territorial development of the cross-border area Romania-Bulgaria will be developed under work package 5 and is the main instrument to substantiate the territorial development policies in the Romania-Bulgaria cross-border area, covering three approaches: short-term (1-6 years), medium-term (7-15 years) and long-term (16-30 years).

The implementation of the measures identified by this Strategy aims at turning the cross-border area Romania-Bulgaria into an attractive, functional and cohesive region, a real access gate to South-East Europe. The Strategy provides the vision of an integrated spatial development of the cross-border area, with a focus on the particularities of the area: the peripheral character, the cultural and historical heritage, the environmental aspects and the transport networks.

The Strategy aims at highlighting and valorising the regional identity, not only by placing emphasis on the common values, but also by stressing the cooperation and exchange between the two states. Therefore the strategy approaches the twin cities on both sides of the Danube as territorial drivers, the role of development corridor of the Danube and the role of the Black Sea.

The presence and the potential of the main urban centres in the area is optimised in connection with the European transport corridors, emphasizing the endogenous potential of the cross-border area Romania-Bulgaria, and the added value brought by the Danube and the Black Sea.

The geographic positioning of the cross-border area between the capitals of the two states may be the premises for identifying and supporting development axes, just as the unequal distribution of natural resources may be the basis of cooperation to valorise the local potential.

Another element to be approached by the Strategy is the development of the specific territorial elements, namely:

- ⇒ Specific integrated measures for the various types of areas: rural, urban, coastal, mountain, disadvantaged areas;
- ⇒ Proposals on territorial development models: punctiform (cross-border territorial urban poles – twin cities), linear (urban development axes: Constanța-Bucharest-Craiova/Sofia-Veliko Târnovo-Varna, Constanța-Varna, Bucharest-Giurgiu-Ruse-Veliko Târnovo, Craiova-Calafat-Vidin-Sofia) or area-based (coastal area, Danube Meadow area etc.).

The strategy was designed to harmonize the national perspectives of the two countries involved on territorial development policies and to identify technical instruments agreed by both parties (areas of interest, implementation stages, analysis indicators, details of the development/cooperation provisions).

In order to ensure funding sources for the measures, action plan and projects, the strategy should be interoperable with the types of plans within the national spatial planning systems.

Moreover, there is a special focus on the institutional aspects, on identifying the central, regional and local bodies with support/consultancy/endorsement role in the development process and on identifying the most appropriate strategy implementation scheme. This horizontal and vertical cooperation process should be comparable in the two countries, to reach an overall balance.

1.2. Themes analysed

The Common strategy for sustainable territorial development of the cross-border area Romania-Bulgaria was developed having regard to the *Common methodology for territorial planning*, developed under work package 2 of the project “*Common strategy for sustainable territorial development of the cross-border area Romania-Bulgaria*” (SPAȚIAL).

The strategy was developed based on the problems identified and on the priorities set during the previous project implementation stages, more precisely under work package 4.

The strategy identifies the necessary actions and measures to meet the priority requirements for each target field analysed, providing a coherent response to the obstacles and weaknesses identified in the analysis stage.

The development of the Strategy considered:

- ⇒ Analysis of materials and documents developed during the previous stages of the project;
- ⇒ Defining the strategic vision on the cross-border area;
- ⇒ Defining the overall strategic objectives and the action lines;
- ⇒ Defining the specific objectives and the action lines;
- ⇒ Formulating the action plan – policies (actions) to achieve the objectives of the *Common strategy for sustainable territorial development of the cross-border area Romania-Bulgaria*;

⇒ List of strategic projects.

Analysis of materials and documents developed during the previous stages of the project

Based on the materials and documents developed under work package 3: Development of common resources for the analysis of territorial planning and for the Strategy, the following documents were developed:

- Field-based diagnosis
- Prospective diagnosis
- Overall diagnosis of the cross-border area Romania-Bulgaria.

The territorial diagnosis (chapter 2) was mainly based on the following documents: Territorial Analysis of the Romania – Bulgaria Cross-Border Area (Detente Consultants-2013) and Territorial Analysis of the Romania – Bulgaria Cross-Border Area (INCD URBAN INCERC-2014).

Defining the strategic vision on the cross-border area

In order to establish the strategic territorial vision, the following were considered:

- Identification of values, starting from those stated in the Operational Programme for Cross-Border Cooperation Romania-Bulgaria;
- Indication of requirements and contents of the development vision;
- Establishing the territorial development vision on the on the cross-border area;
- Formulating the overall strategic objectives of the vision.

The vision should provide the cross-border area a sense of development underpinning strategic development objectives.

Defining the overall strategic objectives

The overall strategic objectives bring together in a concise manner the sectoral and spatial development directions encompassing socio-economic, infrastructure, cultural, historical, environmental and human resources aspects, as well as issues related to public administration development.

The overall strategic objectives are correlated with the basic land planning principles, with the provisions of other approved strategic documents, with the main objectives of the medium- and long-term national and regional development policies and programmes.

Defining the specific objectives and the action lines

The action lines are sets of activities aimed at achieving the overall strategic objectives.

The specific objectives defined to achieve the overall strategic objectives aim at diminishing the disparities in the cross-border area, at fostering local initiatives to capitalise on the local and regional resources, and at developing cross-border cooperation.

The specific objectives were formulated taking into consideration the following aspects:

- ⇒ Development of a polycentric urban network between Bucharest and Sofia;
- ⇒ The role of tin cities as connectors in the cross-border area;
- ⇒ Territorial integration to achieve territorial cohesion;
- ⇒ Achieving competitiveness in the cross-border area by valorising the local potential;
- ⇒ Improving territorial connectivity at individual, community and business level in the cross-border area;
- ⇒ Managing and connecting the environmental, landscape and cultural values of the region.

The specific objectives were developed for the target areas and their components, with the aim to capitalize on the opportunities identified in relation with the supraterritorial contexts. The development of the specific objectives aimed at ensuring the correlation with the strategic documents approved at European and national levels, with the main objectives of the long-term national and regional development policies and programmes.

Formulating the action plan – policies (actions) to achieve the objectives of the *Common Strategy for Sustainable Territorial Development of the Cross-border Area Romania-Bulgaria*.

Development policies are formulated with a view to improve the existing situation, to mitigate/eliminate existing dysfunctionalities, to establish future development directions. The development policies are designed to solve identifiable categories of existing problems within the area.

Development programmes are designed for each development policy defined, put into practice by groups of projects which lead, through the Action Plan, to the implementation of the development policies and, implicitly, of the strategic objectives.

The action plan is a coherent and correlated set of actions for the development/spatial, economic and social planning of the cross-border area, structured by stages and responsibilities, in compliance with legal provisions, which lead to achieving the specific development objectives of the area.

The actions are correlated with a specific objective and will generate development programmes and projects for the cross-border area Romania-Bulgaria.

List of strategic projects

A list of strategic projects to be implemented in the next 10 years was identified in order to implement the Strategy.

1.3. Data on the area under survey: Location and geography

Geographically, the cross-border area includes the northern bank of the Danube (Romania), between the Mehedinți Plateau, Romanian Plane, Danube Delta and the Black Sea and the southern bank of the Danube (Bulgaria), from Stara Planina (mountain formation in the west) and the Danube Plain, down to the Black Sea. Due to its location and ease of access provided by the natural features (Black Sea and Danube), the cross-border area is a connecting hub between the Central Europe and the East.

The Romanian – Bulgarian border is limited by Priel (Romania) in the west and Vama Veche to the east and stretches for 631.3 km. The river Danube (470 km) represents 75% of the total border length and is located between the towns of Vidin (Bulgaria) and Silistra (Bulgaria) or Calafat and Călărași (Romania). The land border, between Călărași-Silistra and the Black Sea, separates County Constanta (Romania) from Oblast Silistra and Dobrich (Bulgaria), between the Danube and the Black Sea.

The cross-border region covers 71.930 Km² and is inhabited by 5.104 million person. It comprises 16 administrative level NUTS III¹ areas (counties and districts /*oblast*), that are included in six development regions of level NUTS II. The area under review comprises the following administrative-territorial units:

- Romania: seven counties (54.66% of the cross-border area /14.49 % of the national area), namely Mehedinți, Dolj, Olt, Teleorman, Giurgiu, Călărași and Constanța;
- Bulgaria: nine districts (oblast) (45.34% of the cross-border area /29.38 % of the national area), namely Vidin, Vratsa, Montana, Pleven, Veliko Turnovo, Ruse, Silistra, Dobrich and Razgrad.

¹ Information on NUTS III areas are summarized in Annex 1.

The neighbourhoods in the territory are thus:

- North – in Romania: Counties Gorj, Vâlcea, Argeş, Dâmboviţa, Ilfov, Ialomiţa, Tulcea
- West – in Romania: county Caraş Severin and Serbia
- West – in Bulgaria: Serbia
- South – in Bulgaria: Districts (*oblasti*) Sofia, Lovech, Gabrovo, Stara Zagora, Sliven, Shumen, Varna
- East – Black Sea.

The cross-border area is under the influence of four major cities: the Romanian Capital – Bucureşti, the Bulgarian Capital - Sofia, the Serbian Capital - Belgrade and Istanbul – the most important commercial centre of Turkey. A specific feature of the region is the presence of seven pairs of port towns: Calafat-Vidin, Bechet-Rahova, Turnu Măgurele-Nicopole, Zimnicea-Svishtov, Giurgiu-Ruse, Olteniţa-Tutrakan, Călăraşi-Silistra.

Map 1: The Romanian – Bulgarian cross-border area



Source: Ministry of Regional Development and Public Administration, 2014

1.4. Correlation with territorial management and planning documents and social-economic development strategies

The cross-border cooperation area between Romania and Bulgaria represents the two Member States shared contribution to the European Union territorial cohesion policy for reducing economic, social and territorial disparities and also for strengthening cooperation among countries in Danube area within sectors such as river-based transport, energy, competitiveness and environment.

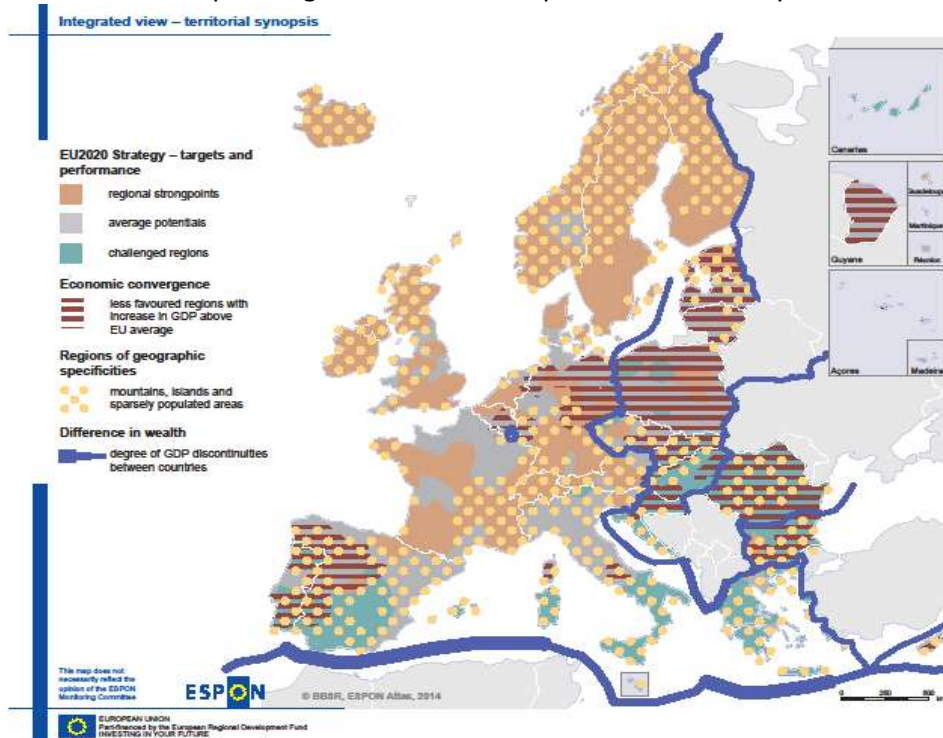
The achievement of a balanced and harmoniously developed territory represent an objective promoted through the EU 2020 Strategy and the Territorial Agenda 2020, mainstreaming economic growth and social cohesion with territorial quality. In order for territorial cohesion to improve, Europe must become an open and polycentric area.

The Romania-Bulgaria cross-border area circumscribes to the trajectory of polycentric development initiated in 1956 through the Treaty of Rome, thus contributing to the list of policies and projects that lead to the achievement of high performance, open communities, with strong institutions.

An integrated synoptic view over the entire European Union territory reveals gaps between the regions from the point of view of economic performance, of distribution of demographic data and of the disadvantaged and depopulated areas.

The Romania-Bulgaria cross-border area is shown as an area confronted with issues from the economic performance point of view, characterised through a low GDP, ranked below the European Union average, with pronounced trends of demographic decline and ageing.

Map – Integrated view on European Union territory

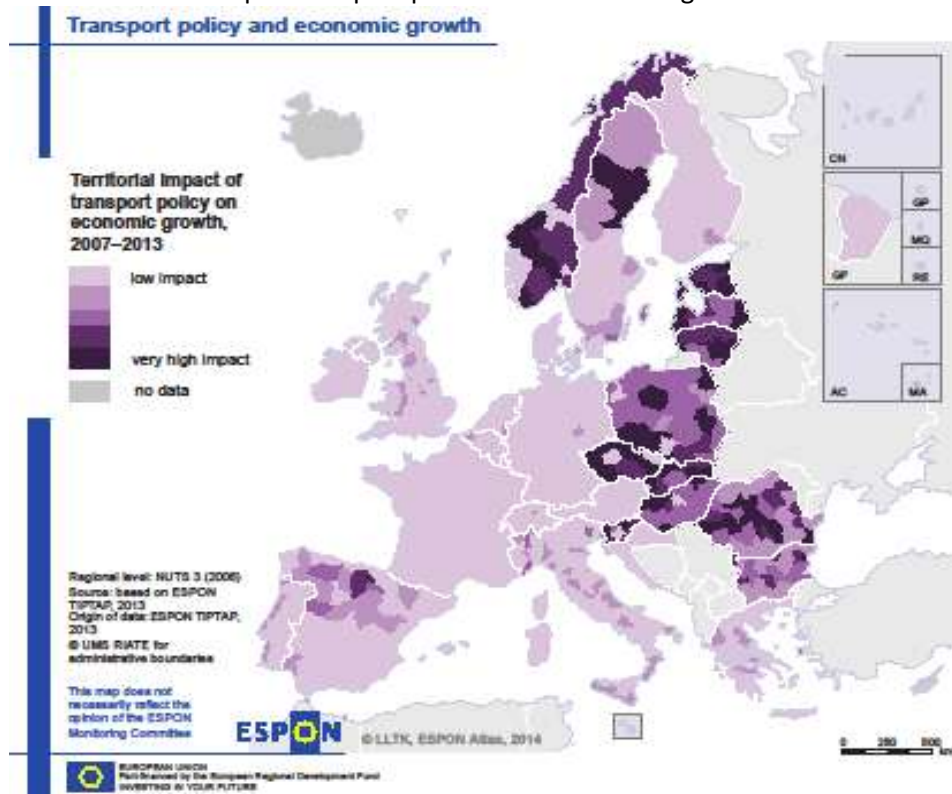


Source: ESPON Atlas, Mapping European Territorial Structures and Dynamics, November 2014

The low degree of accessibility recorded over the 2007-2013 period explains the existence of a rather modest economic growth in the cross-border area. The national territories of Romania and Bulgaria are confronted with similar situations, from the point of view of mobility and accessibility. Significant differences may be identified between the mobility within the national territory compared against the cross-border one.

Where the degree of connectivity between the urban areas is high, significant economic growths are recorded, while the cross-border area, less connected to the TEN-T network, is less developed from the economic point of view. The economic impact of the transport policy within the European Union area is presented in the map below:

Map – Transport policies and economic growth

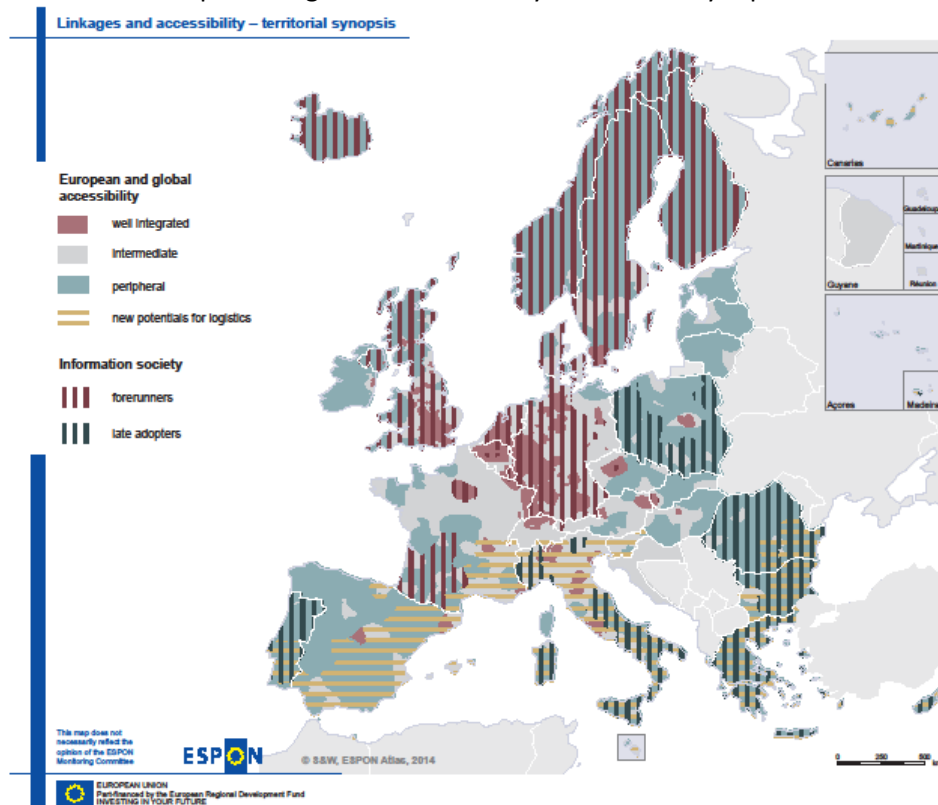


Source: ESPON Atlas, Mapping European Territorial Structures and Dynamics, November 2014

From the point of view of European and international accessibility, the cross-border area between Romania and Bulgaria registers a road, railway and waterway infrastructure gap, according to ESPO research. At the same time, areas along the river Danube and the coastal area of the Black Sea are presented as having potential for building new logistics hubs which will encourage the economic growth of the region.

The spatial development strategy for the cross-border area, aimed at mitigating this gap, coordinates its specific objectives for inter-connection of the Danube area with the European area by improving mobility and multi-modality on inner waterways and by developing road, railway and aerial connections.

Map – Linkages and accessibility – territorial synopsis



Source: ESPON Atlas, Mapping European Territorial Structures and Dynamics, November 2014

This strategy was developed in compliance with the provisions of the Green Charter of territorial cohesion for connectivity (access to quality infrastructure, reliable access to energy and taking energy efficiency measures, access to services of general economic interest and access to broadband Internet etc) and cooperation (jointly dealing with environmental issues associated with climate change, floods, loss of biodiversity, pollution etc).

This strategy was developed also based on the EU territorial development priorities as set forth in the European Union's territorial Agenda 2020 for improving territorial connections for individuals, communities and companies, encouraging integrated development in towns and rural areas, and territorial integration in cross-border and trans-national functional regions, taking into account the territorial specifics of the area under survey.

Also, this strategy is compliant with the guidelines provided in the White Paper on a single European transportation area for inland navigable waters whose potential is not fully used, but that may play on the medium and long term an important role in particular for the transportation of goods to the hinterland and for connecting European seas.

The development objectives and policies, as well as the investment programmes planned in this strategy meet the three main priorities stated in the Europe 2020 Strategy, namely:

- ⇒ Smart economic growth: developing a knowledge and innovation based economy;
- ⇒ Sustainable economic growth: promoting a more resource efficient, environmentally friendly and competitive economy;
- ⇒ Economic growth for inclusion: promoting an economy with a high employment rate, capable of ensuring economic, social and territorial cohesion.

and are aimed at contributing to achieving the 5 objectives stated in the Europe 2020 Strategy.

Furthermore, the objectives, development policies and investments provided for in this strategy are in line with the goals and targets set forth in the European Union's Strategy for the Danube Region and the interventions provided for in the SUERD Action Plan. Thus, the SUERD priority area for improving mobility and multi-modality will have corresponding interventions concerning the connection to TEN-T corridors, rehabilitation of port infrastructures and development of intermodal platforms, ensuring energy sustainability in the territory in a context of efficiency, competition and environmental compliance, improvement of communication in the cross-border area by the development of the broadband network, increasing the attractiveness and quality of living in urban and rural areas, increasing the contribution of the cultural heritage of the cross-border area in the European assembly. At the same time, the SUERD priority areas concerning the management of environmental risks and conserving biodiversity, landscapes and air quality will be associated with interventions to preserve biodiversity and improve the environment, consolidate risk management capabilities and emergency response services. As far as increasing the prosperity in the Danube area is concerned, this strategy is aimed at developing sustainable local economies, supported by qualified human resources, by increasing the local companies' contribution in the development of the cross-border area economy, developing tourist services at international quality and safety standards, providing vocational guidance and training for employment etc.

This strategy also ensures complementarity with the blue growth strategy (Blue Growth) that is focused on the sustainable development of the entire marine and maritime sector, in particular with the EU initiative for Black Sea Synergy for cooperation in transportation, energy and environment, cooperation in public education and health, research & development and information society.

Moreover, the national strategies (as approved or pending approval at the time of preparing this strategy) of the two countries under review have been taken into account for the area that is subject to the joint strategy.

Review of Results for the 2007 – 2013 Programming Period

At the end of 2013, the Romania – Bulgaria Cross-border Cooperation Operational Programme for 2007-2013 achieved an advanced implementation stage with the 204 million Euros allocated for the priority axes 1-3 fully contracted.² According to the "Annual Implementation Report 2013, Romania – Bulgaria Cross-Border Cooperation Operational Programme 2007 – 2013", 53.4% of the funds have already been invested in the Romania – Bulgaria cross-border area and reimbursed to the beneficiaries.

The available data at the end of 2013 show that the Programme has already achieved the expected outcomes in the following areas:

- Improving accessibility by reducing travelling time and developing ICT access;
- Integrated environmental protection management systems (10);
- Raising awareness on environmental protection (1.7 million persons informed);
- Preventing and rapid response to hazards (23 projects);
- Ensuring that the Danube is covered by flood joint early warning activities (50% of the Danube covered);
- Integrated tourism products (34).

At the end of 2013, the Ruse district had the highest contracting rate of ERDF (amount/number of inhabitants) followed by Pleven, Dobrich, Silistra, County Giurgiu and the City of Bucharest.

A number of joint Romanian – Bulgarian projects were implemented in the 2007 – 2013 programming period with direct impact on the Danube. The "Annual Implementation Report 2013, Romania – Bulgaria Cross-Border Cooperation Operational Programme 2007 – 2013", mentions:

- Integrated Management of the Danube Waters (WATER), a project implemented by 8 Romanian and 5 Bulgarian partners aimed at creating a joint Danube water management and quality control system in extreme conditions caused by natural and man-made disasters;
- Cross-border Danube Earthquake Warning System, a finalised project implemented by 2 Bulgarian and 2 Romanian partners and aimed at preventing natural disasters caused by earthquakes in the cross-border area by the development of an early warning communication system and by building local intervention administrative capacity;
- Sustainability, Mobility, Accessibility in the Constanța – Dobrich Cross-border Area, Transport Infrastructure. A project involving one Romanian and one Bulgarian partner and aimed at

² Annual Implementation Report 2013, Romania – Bulgaria Cross-Border Cooperation Operational Programme 2007 – 2013, cbcromaniabulgaria.eu/user/file/AIR2013.zip

improving the access and mobility in the Dobrich – Constanța cross-border area, in view of providing cohesion of the economies and communities in the region;

- Risk Monitoring in emergencies in the Danube Border Area. A project aimed at improving the emergency readiness and response capability by the development of a joint integrated system for the efficient monitoring and mitigation of the outcomes of disasters, in compliance with the EU standards and procedures.

As part of the *Priority Axis 1: Accessibility – Improving mobility and access to transport, information and communication infrastructure in the cross-border area*, joint solutions have been implemented in the area of road and river transportation and in the area of information and communication technology (TIC), with projects aimed at overcoming the impact of geographic and functional barriers to traffic and communication flows.

According to the "Annual Implementation Report 2013, Romania – Bulgaria Cross-Border Cooperation Operational Programme 2007 – 2013", at the end of 2013, most of the indicators set for measuring the objective to improve cross-border mobility had been achieved both when measured in terms of contracted projects and in terms of finalised projects, whilst the target number of projects to improve transportation accessibility in the Programme relevant area was exceeded. Also, the target time reduction for travelling between communities on either side of the border was almost achieved. In as far as objective no. 2 is concerned (Fostering efficient constant exchange of relevant cross-border information), the achievement reached slightly over half the target number of projects and persons using IT&C facilities, whilst about 30% of the target for the number of persons with access to IT&C was achieved.

As part of the investment priority, 1,145.66 km of roads were rehabilitated by the end of 2013. Also, work was carried out on pavements and sewerage systems. At the same time, five strategies were developed on regional connectivity, as well as feasibility studies for future development of projects to rehabilitate / build roads or for the development of Danube port infrastructure in the section Turnu Măgurele (Romania) – Nikopol (Bulgaria).

For *Priority Axis 2: Environment – Sustainable use and protection of the natural resources and the environment and promoting efficient risk management in the cross-border area*, the indicators for the three objectives of the Axis have been achieved to a significant extent and even surpassed at the end of 2013, both in terms of contracted projects and in terms of finalised projects.

As part of the intervention priority 1, by the end of 2013, joint environment protection management systems have been developed, management plans for natural parks and protected areas in view of raising public awareness of environmental issues. Also, GIS systems have been developed to improve

nature protection and conservation in the cross-border area and research has been carried out on environmental protection.

As part of the intervention priority 2, the implemented projects have outcomes related to the development of joint infrastructure and services for preventing natural and man-made crises, including joint emergency response services. Among other projects outcomes are worth mentioning: an early earthquake warning system, an epidemiological laboratory for joint interventions, a joint emergency training centre, monitoring and alarm systems in case of natural disasters, as well as the purchase of equipment for early warning and emergency response operations.

In *Priority Axis 3: Economic and Social Development – Economic development and social cohesion by jointly identifying and strengthening the area's competitive advantages*, the finalised projects lead to achieving and exceeding the targets set for the indicators associated to six out of the eight objectives. As part of the intervention priority 1, the contracted and finalised projects contributed to supporting cross-border cooperation and, at the same time, to promoting a strong regional image and identity. Business facilities were created aimed at facilitating cooperation between SME's, business training centres to support cross-border area entrepreneurs, as well as joint business information databases. Representative products for the cross-border area were identified in various fields. A centre was set up for the water tourism companies from the Black Sea region and partnerships were initiated between the education and training centres etc.

The contracted and finalised projects under the intervention priority 2 led to the creation of employment opportunities in the cross-border area by the provision of innovative jobs and specialised training programmes. The development of the labour market was facilitated by the development of training and mobility support services in the Olt – Plevne area. Also, a partnership agreement was made between training centres.

As part of the intervention priority 3, the contracted and finalised projects not only supported the development of the civil society and local communities, but also the improvement of local governance and the increase of educational, culture, health, youth and sports exchanges. Art exhibitions, festivals were organised and studies were carried out on the Romanian and Bulgarian traditions, and exchanges of experience took place between various public authorities etc.

Though not directly supporting the development of cross-border cooperation between the seven Romanian counties and the nine Bulgarian districts of the cross-border area subject to this strategy, it must be said that through the measures proposed all the Operational Programmes implemented in the period 2007-2013 led to obtaining results that, when added up, contribute to the economic development of the territory, to the reduction of disparities, to environmental protection, development of transport infrastructure, and human resources development. The results achieved in the cross-border area counties and districts by the implementation of projects from other

Operational Programmes operated by the two countries are of such a nature that they enhance the impact of those obtained as part of the Romania – Bulgaria Cross-border Cooperation Programme for 2007-2013.

Without making an exhaustive analysis of the results obtained by the implementation of such other operational programmes in the cross-border area, the following aspects are worth mentioning:

- Two of the county capitals from the Romanian area – Craiova and Constanța – are considered to be growth poles and hence received funding for urban development projects as part of integrated urban development plans: funding of transport infrastructure, funding of social infrastructure, funding of business infrastructure in a correlated manner, meant to ensure maximisation of outcomes;
- Road infrastructure projects were financed in both the Romanian and the Bulgarian areas, mainly county roads, that contributed to the improvement of connectivity of communities on the two banks of the Danube, thus creating the premises for their improving their development and facilitating connectivity of communities from the Romanian and Bulgarian areas;
- Projects were financed for sewerage, rehabilitation of waste-water treatment plants, and integrated waste management systems in counties of Romania and districts of Bulgaria;
- Projects were funded aimed at preserving biodiversity, development of management plans for Natura 2000 sites, protected areas on both sides of the Danube, in the cross-border area;
- Projects were financed in the area of developing educational facilities (schools, high-schools, universities), social centres, and projects to build-up the capacity of local administrations;
- Also, numerous projects were funded to develop business, both at the initiative of large companies and SME's.

In the period 2007 – 2013, the rural areas in the Romanian – Bulgarian cross-border region received funding from the National Rural Development Programmes that supported initiatives to modernise farms, improve and develop the infrastructure, set up and develop micro-businesses, encourage tourism, improve basic services, development and implementation of Local Action Groups' strategies, setting up of young farmers, vocational training etc.

The projects financed from the Fisheries Operational Programmes also contributed to the development of the cross-border area. Such projects covered: development and implementation of local groups strategies, supporting sustainable fish farming, setting up fish farms, facilities for sports fishing, facilities for environmental protection in view of supporting the development of habitats,

preservation and exploiting fishing traditions on the Danube banks, development of eco-tourism in communities located nearby the Danube etc.

All the results obtained in the 2007-2013 period set up a favourable foundation for the development and implementation of efficient and effective actions in the 2014-2020 programming period, allowing the achievement of the objectives proposed in this strategy.

Perspectives for the 2014 – 2020 Programming Period

In the period 2014-2020, the Romanian – Bulgarian cross-border area shall receive funding from the Romania – Bulgaria Cross-border Cooperation Operational Programme and from the other Operational Programmes funded by the European Funds and investment funds (FESI) in the two countries.

The Romania – Bulgaria Cross-border Cooperation Operational Programme is aimed at widening the region's horizons, achieving specific and measurable outcomes and transforming the region in one where one can live, learn, work, visit and invest. The programme is meant to support the process of developing competitive and sustainable communities by the efficient use of resources, maximisation of growth initiatives and opportunities provided by the development of transversal and horizontal flows along the Danube – Black Sea corridor.³ The vision of the Romanian – Bulgarian cross-border area in the Romania – Bulgaria Cross-border Cooperation Operational Programme 2014-2020, as a gate of the Eastern Danube / Black Sea, as a hub in a wider Black Sea – Danube – Rhine – North Sea system, is to support the development of the cross-border area by improving accessibility, promoting institutional cooperation and protecting and developing the resources of the region.

The objectives of *Priority Axis 1: A well connected region*, are:

- Improving planning, development and coordination of cross-border transport system for improved connection to TEN-T transport networks;
- Increasing river and maritime transportation safety;

Within this priority axis, for the purpose of achieving the first objective, “soft” measures shall be funded (development and implementation of strategies, exchange of know-how, tools and pilot applications for improving cross-border mobility and accessibility etc); “hard” measures (improving secondary and tertiary cross-border connections to the TEN-T infrastructure, such as improvement/development of bicycle tracks, bicycle parking lots, building and modernising the road

³ www.mdrap.ro/userfiles/OP%20final%20version.rar

infrastructure); as well as integrated measures (setting up joint traffic management systems for smart mobility in the cross-border area).

To increase river and maritime transport safety, support shall be provided for the renewal and development of port infrastructure, measures for the improvement of Danube navigability, strengthening ports intermodality, harmonisation of standards and procedures. Furthermore, measures shall be financed for Black Sea ports and navigability on the Black Sea coast.

The objectives of *Priority Axis 2: A green region*, are:

- Improving the sustainable use of natural and cultural heritage and resources;
- Developing sustainable management of ecosystems in the cross-border area.

In view of improving the sustainable use of the natural and cultural heritage and resources, "soft" measures shall be supported (development of joint studies, strategies and management plans for the common protection, development and utilisation of the natural/cultural heritage, raising awareness as to such aspects, cross-border events aimed at preserving, promoting and developing the intangible cultural heritage); "hard" measures (investment in common and sustainable tourism infrastructure, upgrading/building roads to points of interest of the natural and cultural heritage as part of a cross-border tourist product, rebuilding cultural infrastructure); and integrated measures (development of joint tourist products and services based on the cultural and natural heritage and joint promotion, development of coordinated management of nature parks, nature reserves and other protected areas).

For the sustainable development of ecosystems in the cross-border area, "soft" measures are envisaged (coordination of actions and exchanges of information for the purpose of consolidating the implementation of relevant policies – Framework Water Directive, preservation of biodiversity, know-how transfer, best practice exchange, protecting ecosystems by the use of classification, special planning, mapping and other cooperation measures for nature protection, preparing and implementing research work, studies and joint strategies for Natura 2000 sites, joint management of protected sites and species in the Natura 2000 network); as well as "hard" measures (support and promote cross-border investment in green infrastructure, protecting/preserving/monitoring ecosystems, in particular Natura 2000 sites, by the procurement of equipment, coordinated establishment/development of the cross-border infrastructure that protects/restores biodiversity/soil/promotion of ecosystems services, including in Natura 2000).

The objective of *Priority Axis 3: A safe region* is to improve joint risk management in the cross-border area.

In view of achieving this objective, "soft", "hard" and integrated measures are envisaged.

Among the "soft" measures for the 2014-2020 period are: strengthening the authorities' coordinated and efficient emergency response to natural disasters (floods, fire, heat waves, earthquakes, storms), as well as setting up joint rules/regulations on deforestation and building in areas subject to natural and man-made hazards; establishing and integrating harmonised standards and systems for improved forecasting and management of natural and man-made disasters in the cross-border area, including the preparation/updating of the risk maps; setting up harmonised, integrated tools for preventing and mitigating risks, developing small cross-border emergency response preparation infrastructure; development of joint detailed maps and databases of natural and industrial risks; exchange of knowledge and expertise.

Among the "hard" measures the following are envisaged: land improvement in high and medium risk regions (reforestation of the banks, building flood defences); supporting and promoting cross-border investment in green infrastructure that help reducing risks and mitigating disasters and the integrated measures are aimed at measuring/monitoring the environmental parameters critical for early warning measures and effective mitigation of outcomes by the joint procurement of equipment and evaluation exercises.

The objective of *Priority Axis 4: A region with trained persons and a region of inclusion* is to encourage the integration of the cross-border area in terms of employment mobility.

In view of encouraging the integration of the cross-border area in terms of employment mobility, "soft" measures are envisaged (anticipating long term employment opportunities generated on both banks by structural changes in the labour market and developing career guidance and life-long learning services for the purpose of supporting career changes; development of joint strategies, plans and studies concerning cross-border mobility; cooperation in providing employment services and setting up partnerships with educational organisations and other employment services; supplying comprehensive information on social security, employment laws and aspects related to taxation in the Romanian and Bulgarian border areas by providing training sessions and programmes; developing and providing joint vocational training programmes in sectors where low skills are found; joint training and support and exchange of best practices for improved integration on the labour

market; increasing awareness of employment opportunities in the cross-border area; provision of courses for workers and job seekers mobility); "hard" measures (setting-up / development of infrastructure directly related to workforce mobility); as well as integrated measures (development of joint strategies and measures for improved inclusion on the labour market of disadvantaged groups; development of information and advice for cross-border commuters and potential employees by setting-up and developing joint databases on workforce mobility; promoting integrated support for job seekers on both banks of the border; setting-up and developing cross-border and virtual business incubators for promoting employment of persons from the both banks of the Danube).

The objective of *Priority Axis 5: An efficient region*, are:

- Increasing the cooperation capacity and efficiency of public organisations in the context of cross-border cooperation

In view of ensuring the development of the cooperation capacity and efficiency of public organisations in the context of cross-border cooperation, the following "soft" measures are envisaged: reviewing and harmonising the regulatory framework; strengthening local / regional cross-border networks; preparing strategies for the implementation, development and transfer of best practices and solutions, developing models and decision making tools and promoting pilot projects for improved participation of all civil society groups in the decision and policy making process in the cross-border area; coordination of policies and investment in social policies, education, health, employment, transportation, environment and customs; development of models for cross-border cooperation; training for public authorities personnel in view of building their EU project implementation capacity and relevant regulations and investment management in a cross-border context; developing cross-border models for the design, testing, comparing and evaluating innovations in services of general interest, social services and public administration; raising awareness on cross-border opportunities. Integrated measures are also envisaged: supporting the modernisation of public services in areas such as customs, social policies, education, health, and employment; development of joint structures, systems and tools that support continuity in the relevant areas; promoting actions to reduce administrative burdens on citizens in a cross-border context.

Alongside the Romania – Bulgaria Cross-border Cooperation Operational Programme, the other Operational Programmes and the rural development and fisheries programmes shall also contribute to the achievement of the strategy herein. Given that at the time of this strategy being prepared the other operational programmes except the Romania – Bulgaria CBC OP were not yet adopted, in order

to illustrate their contribution to the achievement of the strategy objectives data was used from the Partnership Agreements between Romania and Bulgaria, both documents adopted by the European Commission.

The contribution of the Operational Programmes stipulated for the 2014-2020 period to the achievement of Strategy objectives													
	Strategic objective 1: Developing the connectivity between urban and metropolitan areas to favour a sustainable polycentric territorial development				Strategic objective 2: Strengthening the role of Danube cities by increasing attractiveness of the public area and providing general interest utilities and services for locals and tourists			Strategic objective 3: Strengthening the cultural and natural values network and linking it to similar networks in the Danube and Black Sea region			Strategic objective 4: Developing the institutional capacity for cooperation aiming to increase economic, social and territorial cohesion		
	Specific Objectives				Specific Objectives			Specific Objectives			Specific Objectives		
	Specific Objective 1.1:	Specific Objective 1.2:	Specific Objective 1.3:	Specific Objective 1.4:	Specific Objective 2.1:	Specific Objective 2.2:	Specific Objective 2.3:	Specific Objectives: 3.1:	Specific Objective 3.2:	Specific Objective 3.3:	Specific Objective 4.1:	Specific Objective 4.2:	Specific Objective 4.3:
	Providing infrastructure to develop passenger and freight transport	Developing a viable local economic network, backed by high performance technologies and qualified human resources	Providing the energy support of the territorial functioning, with efficiency, competition and environmental respect	Improving communication in the cross-border area by developing the broadband network	Developing human capital by providing general public interest services	Increasing the level of territorial endowment in rural and urban areas	Increasing the attractiveness and quality of living in urban and rural areas	Increasing the contribution of the cultural heritage of the cross-border area in the European cultural landscape	Preserving biodiversity and improving environmental conditions	Strengthening the risk and emergency response management capacity	Providing types of cooperation and management in joint interest areas	Coordinating public and private initiatives on general interest matters	Increasing the administration's operational capacity on managing local development
Cross-Border Cooperation Programme RO - BG	V	V			V	V		V	V	V	V	V	
Other POs in accordance with the Partnership Agreement between Romania - EC	V	V	V	V	V	V	V	V	V	V			V
Other POs in accordance with the Partnership Agreement between Bulgaria - EC	V	V	V	V	V	V	V	V	V	V			V

CHAPTER 2 :

TERRITORIAL DIAGNOSIS AND PRIORITIES

a. Diagnosis by area

a.1. Accessibility and Transport Infrastructure

The Romania – Bulgaria cross-border area is accessible due to the navigable Danube as part of the Pan European transport corridor VII that, via the Black Sea channel, connects the port of Constanta with the industrial centres of Western Europe and the port of Amsterdam. This is in turn crossed by two TEN-T corridors connecting Central and Northern Europe with the South East part of the Continent and the Middle East. Conversely, the river Danube represents a rigid border between the two countries, due to the lack of river crossing infrastructure, thus deters cross-border cooperation and the social-economic integration of the territory.

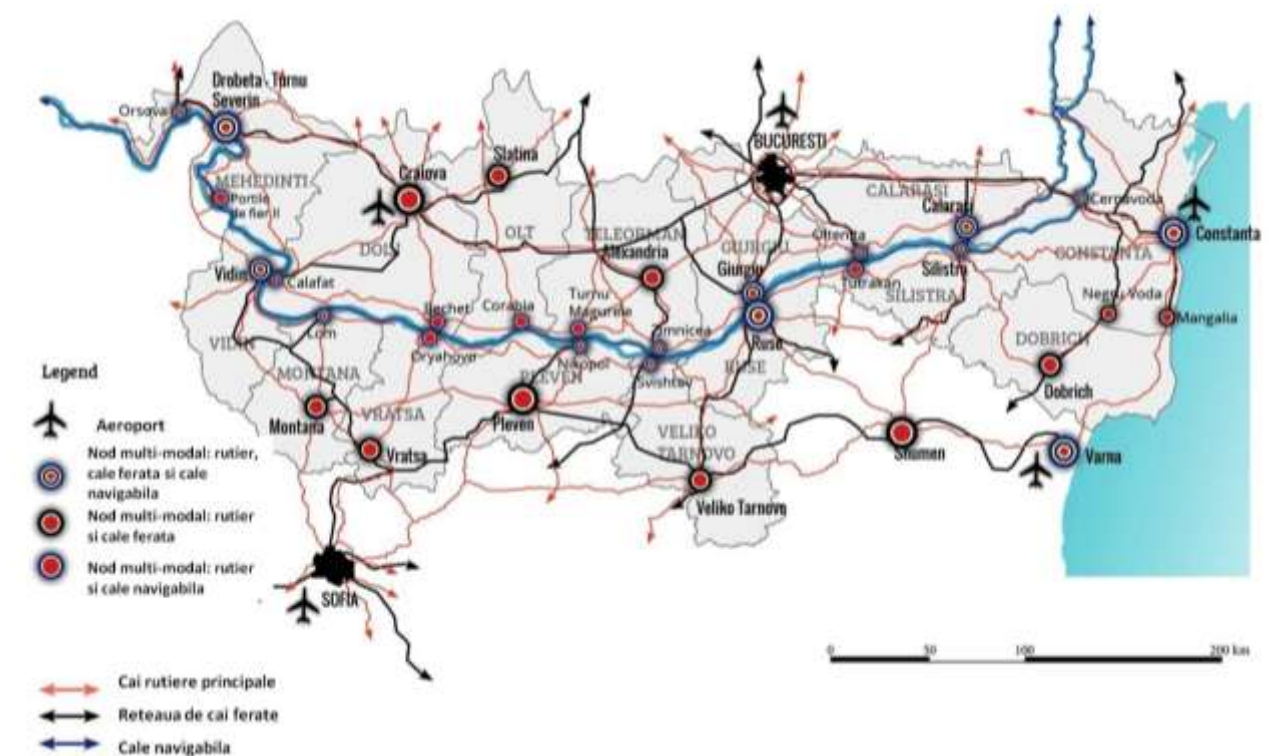
Current border crossing means include two road and railway bridges at Calafat-Vidin and Giurgiu-Ruse, a few of boat and ferryboat crossing points (Bechet-Oryahovo, Zimnicea-Svishtov, Oltenita-Tutrakan, Călărași-Silistra, Turnu-Magurele-Nikopol) and three land access points at Ostrov-Silistra, Negru Vodă-Kardam and Vama Veche-Kardam. The Memorandum signed by the European Commission and Bulgaria provides for the construction of two new road bridges, in view of improving cross-border traffic.

The main Danube ports on the Romanian – Bulgarian border are: Calafat, Turnu Magurele, Giurgiu, Oltenița, Călărași in Romania and Vidin, Lom, Oryahovo, Svishtov, Ruse, Silistra in Bulgaria. They are important for goods transportation and for the tourists who land at Giurgiu and Oltenița (for one day visits to Bucharest, Ruse, Svishtov, Veliko Tarnovo, etc.), but the existing port infrastructure needs further development. Also, year-round Danube navigability (including during droughts or severe winter) is another issue that needs attention and both countries have agreed this in a Memorandum signed in 2012.

The region is served by three international airports in Romania: Constanța (important in the summer for receiving flights from Paris, Strasbourg, Luxembourg, Bergamo, Pisa), Craiova (flights from London, Köln/Bonn, Bergamo) and București-Otopeni, located closest to the border. In Bulgaria, the nearest

airports are at Sofia and Varna, but a significant part of the population in the Bulgarian border area regularly uses the Bucharest airport.

The road and railway densities in the two countries are way lower than the European average, which is 93 km/100 sqm, thus ranking on the last two positions among the networks in the European Union. The qualitative analysis of the road and railway infrastructure and of the transportation services in both countries shows that they rank in the lower part of the European hierarchy, even though terrestrial transportation has the largest ratio both in Romania and in Bulgaria.



Map a.1.1 – Transport network (roads, railways and waterways) and existing inter-modal hubs. Source: Detente Consultants, *Territorial Analysis of the Romania – Bulgaria Cross-Border Area*

The existing transport network does not provide good connectivity between the two countries nor does it ensure easy access of border areas to the TEN T and major national corridors. Only one motorway – Bucharest-Constanța (220km) passes through the cross-border territory. This hinders the development of inter-modal hubs that would be critical for exploiting the Danube's navigation potential and for the economic development of the area.

The secondary hubs⁴ in the cross-border area are located in Romania, namely at Craiova and Constanța. The tertiary hubs⁵ are distributed along the course of the Danube and within the cross-border area – county / oblast capitals: Drobeta Turnu – Severin, Vidin, Alexandria, Turnu – Măgurele, Giurgiu, Ruse, Călărași, Silistra, Pleven, Vratsa, Veliko Tarnovo, Razgrad.

Table a.1. Key features and territorial influences

NUTS 3 counties/oblasti		Key features
RO	Mehedinți	European/national roads crossing the county: <ul style="list-style-type: none"> E 70 / DN 6 ((Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) DN 67 (Drobeta Turnu Severin – Târgu Jiu – Râmnicu Vâlcea), DN 56 A, DN 56 B, DN 56 C
	Dolj	European/national roads crossing the county: <ul style="list-style-type: none"> E70/DN 6 ((Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) E 79 / DN 66 / DN 56 (Hungary) - Oradea - Beiuș - Deva - Petroșani - Targu Jiu - Craiova - Calafat - Vidin - Vratsa - Botevgrad - Sofia - Blagoevgrad - Serai) DN 6B, DN 65, DN 65 C, DN 55, DN 55 A Harbours: Bechet, Calafat - Lower Danube water way Airports: Craiova International Airport Border crossing points: Calafat - Vidin (road and railway bridge), Rast - Lom (ferryboat), Bechet – Oryahovo (ferryboat)
	Olt	European/national roads crossing the county: <ul style="list-style-type: none"> E 70 / DN 6 ((Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) E 574 / DN 65, DN 54, DN 54A, DN 67 B Harbours: Corabia – Lower Danube water way Border crossing points: Corabia - Măgura (ship transport)
	Teleorman	European/national roads crossing the county: <ul style="list-style-type: none"> E 70 / DN 6 ((Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria – Bucharest – Giurgiu – Ruse – Razgrad – Shumen – Varna – (ferryboat to Samsun, Turkey) DN 5C, DN 6 F, DN 51 A, DN 52, DN 65 A Harbours: Turnu Măgurele, Zimnicea - Lower Danube water way Border crossing points: Turnu Măgurele - Nicopole / Somovit (ferryboat), Zimnicea – Svishtov (ferryboat)
	Giurgiu	European/national roads crossing the county: <ul style="list-style-type: none"> E 70 / DN 6: (Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) E 85 (Ukraine) - Siret - Suceava - Sabaoani - Roman - Bacau - Marașești - Tișița - Buzau - Urziceni - Bucharest - Giurgiu - Ruse - Biala - Veliko Tarnovo - Stara Zagora - Haskovo - Svilengrad – (Greece) DN 5, DN 5 A, DN 5 B, DN 5C, DN 41, DN 61 Harbours: Giurgiu - Lower Danube water way Border crossing points: Giurgiu – Ruse (road and railway bridge)

⁴ The European Commission defines secondary hubs as those intersection or branching out points located at the core of comprehensive networks, towns (of regional importance) and/or that have multi-modal connections.

⁵ The European Commission defines tertiary hubs as urban areas that go beyond the administrative limits (towns of regional or county importance etc.) where public and private entities are located (e.g. schools, health and sanitation services, employment agencies banks etc.) and/or that have multi-modal connections.

	Călărași	European/national roads crossing the county: <ul style="list-style-type: none"> • A2 / E 81 / <i>The highway of the Sun</i>: Bucharest–Constanța • DN 3, DN 3A, DN 3 B, DN 3 D, DN 4, DN 21, DN 31 Harbours: Oltenița, Cetatea - Lower Danube water way Border crossing points: Oltenița – Tutrakan (ferryboat), Călărași – Silistra (ferryboat) The county with the longest highway in the crossborder area:
	Constanța	European/national roads crossing the county: <ul style="list-style-type: none"> • E 87 ((Ukraina) - Galați - Tulcea - Constanța - Vama Veche – Durankulak - Varna - Burgas - Marinka - Malko Tarnovo – (Turkey) • A2 / A4 / E 81 / <i>The highway of the Sun</i>: Bucharest – Constanța • E 675 / DN 3 B (Agigea – Negru Vodă - Kardam) • DN 2A / E 60, DN 3, DN 3 A, DN 3 C, DN 22, DN 22 C, DN 39, DN 39 C, DN 39 D Harbours: Murfatlar, Medgidia, Cernavodă - Lower Danube water way Airport: Mihail Kogălniceanu International Airport Border crossing points: Negru Vodă - Kardam (land-based), Vama Veche – Durankulak (land-based), Ostrov – Silistra (land-based / road based transport)
BG	Vidin	European/national roads crossing the county: <ul style="list-style-type: none"> • E 79 / DN 1: ((Hungary) - Oradea - Beiuș - Deva - Petroșani - Targu Jiu - Craiova - Calafat - Vidin - Vratsa - Botevgrad - Sofia - Blagoevgrad – Serai (Turkey) • DN 12, DN 14, DN 11 Harbours: Vidin - Lower Danube water way Border crossing points: Vidin - Calafat (road and railway bridge)
	Montana	European/national roads crossing the county: <ul style="list-style-type: none"> • E 79 / DN 1: (Hungary) - Oradea - Beiuș - Deva - Petroșani - Targu Jiu - Craiova - Calafat - Vidin - Vratsa - Botevgrad - Sofia - Blagoevgrad - Serai (Turkey) • DN 11, DN 81 Harbours: Lom - Lower Danube water way Border crossing points: Lom - Rast (ferryboat)
	Vratsa	European/national roads crossing the county: <ul style="list-style-type: none"> • E 79 / DN 1: (Hungary) - Oradea - Beiuș - Deva - Petroșani - Targu Jiu - Craiova - Calafat - Vidin - Vratsa - Botevgrad - Sofia - Blagoevgrad - Serai (Turkey) • DN 11, DN 15 Harbours: Oryahovo, Kozloduy - Lower Danube water way Border crossing points: Oryahovo - Bechet (ferryboat)
	Pleven	European/national roads crossing the county: <ul style="list-style-type: none"> • DN 3 / E 83, DN 11, DN 34, D 35 Harbours: Nikopol - Lower Danube water way Border crossing points: Nicopole / Somovit - Turnu Măgurele (ferryboat), Corabia - Magura (ship transport)
	Veliko Tarnovo	European/national roads crossing the county: <ul style="list-style-type: none"> • E 85 / DN 5: (Ukraina) - Siret - Suceava - Sabaoani - Roman - Bacau - Marașești - Tișița - Buzau - Urziceni - Bucharest - Giurgiu - Ruse - Biala - Veliko Tarnovo - Stara Zagora - Haskovo - Svilengrad – (Greece) • E 83 / DN 3, E 772 / DN 4, DN 52, DN 53, DN 55 Harbours: Svishtov - Lower Danube water way Border crossing points: Svishtov - Zimnicea (ferryboat)
	Ruse	European/national roads crossing the county: <ul style="list-style-type: none"> • E 70 / DN 2 (Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severan – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shumen – Varna – (ferryboat to Samsun, Turkey) • E 85 / DN 5 (Ukraina) - Siret - Suceava - Sabaoani - Roman - Bacau - Marașești - Tișița - Buzau - Urziceni - Bucharest - Giurgiu - Ruse - Biala - Veliko Tarnovo - Stara Zagora - Haskovo - Svilengrad – (Greece) • DN 21, DN 23 Harbours: Ruse - Lower Danube water way Border crossing points: Ruse - Giurgiu (road and railway bridge)
	Razgrad	European/national roads crossing the county: <ul style="list-style-type: none"> • E 70 / DN 2 (Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severan – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) • DN 49 Tutrakan-Kubrat-Razgrad-Targovishte • DN 23 Ruse-Kubrat-Zavet-Isperih

Silistra	European/national roads crossing the county: <ul style="list-style-type: none"> DN 7, DN 21, DN 23, DN 71 Harbours: Silistra - Lower Danube water way Border crossing points: Tutrakan - Oltenița (ferryboat), Silistra - Călărași (ferryboat), Ostrov - Silistra (land-based / road based transport)
Dobrich	European/national roads crossing the county: <ul style="list-style-type: none"> E 87 / DN 9: (Ukraina) - Galați - Tulcea - Constanța - Vama Veche – Durankulak - Varna - Burgas - Marinka - Malko Tarnovo – (Turkey) E 675 / DN 29: Agigea – Negru Vodă – Kardam DN 21, DN 27, DN 71, DN 97 Border crossing points: Kardam - Negru Vodă (land-based), Durankulak - Vama Veche (land-based)

Territorial influences



Conclusions / Development Needs

The road and railway infrastructure from the cross-border area is unequally developed in Romania and Bulgaria. The road and railway density in the seven Romanian counties is almost double that in the nine Bulgarian districts. The counties' accessibility is determined by them being connected to TEN T corridors and by the continuity of the road transport network from the border to inland. The only counties connected to the national territory by high speed transport ways (motorways) are Giurgiu, Constanța and Călărași, the latter being served by the longest section of motorway: 104 km (2012). On the Bulgarian side of the cross-border area, the Hermes motorway under construction is a major project with a strong influence over connectivity and transport.

The terrestrial transport (road and railway) covers the largest percentage in both countries, both in the cross-border area and at a national level. The common set of indicators for the transport infrastructure shows that the development and upgrade of the transport sector is a priority in both countries.

The potential of the Romania – Bulgaria cross-border region to become an eastern gate of the European Union can be exploited by connecting this area with the European corridors by the development of river and maritime transportation (providing connections with the Black Sea) and providing terrestrial transport infrastructure for all urban and rural communities. Furthermore, the connection of the identified tertiary transport hubs to the TEN-T network is necessary, as well as the consolidation of existing and development of new inter-modal hubs.

a.2. Demographic Data

An analysis of the demographic development in the cross-border area shows a depopulation and ageing trend, in particular noticeable in rural areas that have negative natural increase rates, low fertility and high mortality rates. This issue is supplemented by the migration of the skilled workforce to urban areas outside the cross-border area and by a strong definitive migration trend (particularly in the Bulgarian area).

In the period 2004-2013, the population decreased by some 410,000 persons. The decline was more intense in the Bulgarian part of the region (approximately 15%) compared to the Romania one where it is approximately 5%. Moreover, the annual population decline rate was around 14% in the Bulgarian area and 4.5% in the Romanian area. The same declining trend is noticeable for urban and rural population, the latter showing a more severe decline than the urban population.

From 2004 until 2013, the Bulgarian rural population in the area under discussion went down by approximately 20% whilst the Romanian one declined by approximately 6%. The areas impacted upon by this decline are relatively evenly distributed in the territory on the Bulgarian side. However, the communities in the north-western part are more severely affected. On the Romanian side, the population decrease/increase is less evenly distributed, with significant decline (more than 55% of total population) in some communities from Counties Ilt, Giurgiu and Teleorman.

Though the percentage of urban population (54%) in the region is higher than that of rural population (46%), the population distribution by area of residence shows significant differences between the two participating States. Thus, the urban population accounts for some 65% in the Bulgarian area and for 49% in the Romanian area, this being indicative of a much lower urbanisation rate in the Romanian than in the Bulgarian areas under review.

Significant differences exist in the ratio of urban to rural population between the main urban areas, e.g. Constanța and Ruse (more than 70% urban population) and the low urbanised areas, e.g. Giurgiu and Silistra (31% and, respectively, 45% urban population). The consequences of such a distribution are important for the population employment.

Not only the low natural increase rate contributed in the population decline, but also the migration. The average rate of migration increase in 2005-2009 hovers around 1.5‰. The emigration areas (outgoing exceed incoming residents) are located in the region formed by the districts of Montana

and Vratsa, north of district Veliko Tarnovo, south of district Ruse and that formed by districts Razgrad and Silistra.

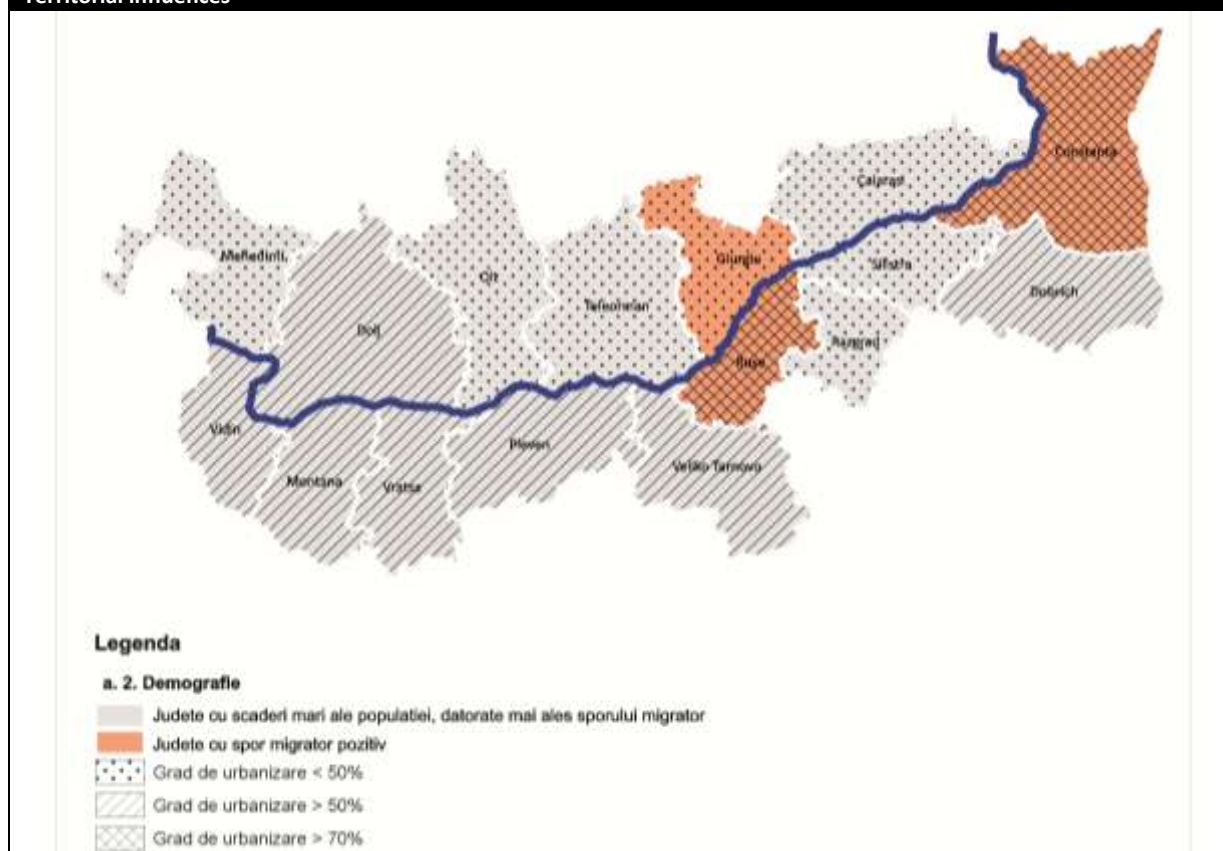
The districts of Bulgaria have an uncommon ethnic diversity, as it may be noted in oblast Montana, Ruse, Razgrad (where the ethnic Turks account for a little over 50% of the total population), Silistra or Dobrich. Among the Romania counties, only Constanța has a significant minority of ethnic Turks and Tartars.

Table a.2. Key features and territorial influences

NUTS 3 counties/oblasti		Key features
RO	Mehedinți	Population: 286 240 (2013) – downward trend for the period 2004-2013 Density: 57.97 inhabitants / km ² Level of urbanization: 48.28 % (2013) Positive migration balance: - 605 (2011)
	Dolj	Population: 692 714 (2013) – downward trend for the period 2004-2013 Density: 93.33 inhabitants / km ² Grad urbanizare: 58.39 % (2013) Positive migration balance: - 73(2011)
	Olt	Population: 452 080 (2013) – downward trend for the period 2004-2013 Density: 82.08 inhabitants / km ² Level of urbanization: 40.58 % (2013) Positive migration balance: -1170 (2011)
	Teleorman	Population: 385 969 (2013) – downward trend for the period 2004-2013 Density: 66.54 inhabitants / km ² Level of urbanization: 33.57 % (2013) Positive migration balance: -702 (2012)
	Giurgiu	Population: 279 366 (2013) – downward trend for the period 2004-2013 Density: 78.71 inhabitants / km ² Level of urbanization: 30.81 % (2013) Positive migration balance: + 776 (2012)
	Călărași	Population: 308 655 (2013) – downward trend for the period 2004-2013 Density: 60.91 inhabitants / km ² Level of urbanization: 38.49 % (2013) Positive migration balance: -122 (2012)
	Constanța	Population: 724 506 (2013) – downward trend for the period 2004-2013 Density: 102.34 inhabitants / km ² Level of urbanization: 69.08 % (2013) Positive migration balance: + 530 (2012)
BG	Vidin	Population: 95 467 (2013) – downward trend for the period 2004-2013 Density: 102.34 inhabitants / km ² Level of urbanization: 64.10 % (2013) Positive migration balance: -703 (2013)
	Montana	Population: 141 596 (2013) – downward trend for the period 2004-2013 Density: 39.02 inhabitants / km ² Level of urbanization: 64.29% (2013) Positive migration balance: -388 (2013)
	Vratsa	Population: 178 395 (2013) – downward trend for the period 2004-2013 Density: 49.23 inhabitants / km ² Level of urbanization: 59.03% (2013) Positive migration balance: -1355 (2013)
	Pleven	Population: 259 363 (2013) – downward trend for the period 2004-2013 Density: 49.23 inhabitants / km ² Level of urbanization: 66.68% (2013) Positive migration balance: -1254 (2013)
	Veliko Tarnovo	Population: 251 126 (2013) – downward trend for the period 2004-2013 Density: 53.83 inhabitants / km ² Level of urbanization: 69.87 % (2013)

		Positive migration balance: - 695 (2013)
	Ruse	Population: 229 784 (2013) – downward trend for the period 2004-2013 Density: 82.07 inhabitants / km ² Level of urbanization: 77.24 % (2013) Positive migration balance: + 57 (2013)
	Razgrad	Population: 120 594 (2013) – downward trend for the period 2004-2013 Density: 49.94 inhabitants / km ² Level of urbanization: 47.25 % (2013) Positive migration balance: -725 (2013)
	Silistra	Population: 116 038 (2013) – downward trend for the period 2004-2013 Density: 40.67 inhabitants / km ² Level of urbanization: 44.91 % (2013) Positive migration balance: -377 (2013)
	Dobrich	Population: 184 680 (2013) – downward trend for the period 2004-2013 Density: 38.24 inhabitants / km ² Level of urbanization: 69.12 % (2013) Positive migration balance: -521 (2013)

Territorial influences



Conclusions / Development Needs

A constant population decline occurs in both countries. Although the life expectancy at birth is increasing in both territories, the fertility rate is low. The depopulation is a critical issue and is accompanied by accentuated aging in the cross-border area and a death rate that is superior to the European average.

Net migration is mainly negative, with population leaving for more economically attractive areas, either outside the cross-border area or to other European Union countries. Thus, the significant population decline (more than 1000 inhabitants) have been recorded in counties Olt, Vratsa and Plevna. Positive values are found in Giurgiu, Ruse and Constanța.

In 2011, the rate of urbanisation in the cross-border area was 52.67%, below the Romanian (54.9%), Bulgarian (71%) and European Union (67%) averages. On the Romanian side, the urbanisation is 45.26%. Counties Constanța (69.5%) and Dolj (54.1%) have the highest urbanisation rates.

The urbanisation rate in the Bulgarian districts is 62.28%, much higher than the average in the Romanian counties, but below the overall average in Bulgaria. The highest rates are found in districts Ruse (76.81%), Veliko Tanovo (69.41%) and Dobrich (68.94%), but also in Vidin, Montana and Plevna where the rates exceed 60%.

For the ratio of the population of the urban centre to the total county/oblast population, only 4 out of the 16 level NUTS 3 territorial-administrative units have an urbanisation rate above 50%, each including one major urban centre – Craiova, Constanța, Ruse and Dobrich.

In order to stabilise the population in the cross-border area, actions shall be required to stimulate the economy by improving the localisation factors for businesses and by developing the existing human resources' capacity. Providing transport connections between the rural areas and the main polarisation centres (urban) shall also contribute to increasing the mobility of the workforce in the territory under review.

a.3. Economic Development

The average GDP per capita in 2011 was 3,800 Euro, whilst the average for the seven Romania counties was 4,528 Euro/capita and the average for the nine Bulgarian districts was 3,233 Euro/capita (*according to EUROSTAT – statistics for 2011*).

In absolute figures, the GDP was clearly higher in the period 2007 – 2011 in county Constanța (more than 5000 million Euro) and in county Dolj (more than 3000 Million Euro). For the Bulgarian territory, in the period 2007 – 2001, the GDP exceeded 500 million Euro in the districts of Ruse, Veliko Tarnovo, Pleven and Vratsa. The lowest GDP for the period under review was in districts Vidin, Silistra, Razgrad and Montana where the figure is below than 500 million Euro. The economies of all Romania counties are superior in money value to those of the Bulgarian districts.

The total turnover of the territorial economy in the cross-border 2012 was 38.79 billion Euro, only 0.6% less than that for 2008. The turnover for 2012 for the Romanian cross-border area accounts for 67.3% of the total turnover for the area under survey for this Strategy, with a growth trend being maintained for the entire period under scrutiny. No county in the Romanian cross-border area has turnovers lower than 1 billion Euro. The turnover in the districts of the Bulgarian cross-border area declined by some 3% in the period 2009-2011 and a 9.7% increase in 2008 compared to 2012.

In what concerns the active companies, though their number is almost double in the Romanian territory (437,232 companies in 2011) compared to the Bulgarian area (286,850 companies in 2011), the density for companies to 1000 inhabitants is superior in the districts. In all the nine districts the ratio is higher or equal to 30 companies / 1000 inhabitants.

The value of new foreign investments in the seven counties included in the Romanian cross-border area for 2011 was 106.06 million Euro and that of Romanian new investment was 480.6 million Euro.

In the Bulgarian cross-border area, the balance of cumulated DFI for 2007 was 780.9 million Euro, with constant increase until 2010 when the highest amount for the period 2007 – 2012 was recorded, namely 1282.8 million Euro. The 1270.1 million Euro of 2012 was an increase by 62.7% on 2007. The information available from the public authorities show that the Bulgarian border area has a higher level of DFI compared to the Romanian one. One possible explanation may be that the industrial and services sectors are better developed in the Bulgarian than in the Romanian border area where the agriculture is predominant and foreign investment is relatively lower in agriculture than in other sectors.

In as far as the density of companies is concerned, a significant discrepancy is visible between the two border areas: there is a higher density of companies in the Bulgarian border area – between 20 and 34 SME's for 1000 inhabitants compared to 10 to 24 SME's for 1000 inhabitants in the Romanian border area. The average for the territory under review is lower than the national average of both countries.

The SME's account for more than 99.6% of the total active companies in all the seven counties of the Romanian cross-border area. In Bulgaria, in 2008, the SME's accounted for more than 99.6% of the total number of registered companies. The competitiveness and productivity of the SME's sector is low. Though in many sectors the SME's are the majority, their contribution in percentages to the exports/imports and investments is low.

The primary sector (agriculture, forestry, fish farming): The number of active companies in agriculture, forestry and fish farming in the Romanian cross-border area for 2012 was 3084, up by 26.6% on 2008. The same growing trend in the number of active companies in the primary sector is found in the nine districts of the Bulgarian cross-border area for the period 2008-2012.

The turnover of the local companies active in the primary sector in the nine districts accounts for 45.7% of the total turnover of agriculture, fisheries and forestry in Bulgaria for 2012.

In the cross-border area, the agriculture is characterised by a small number of farms (mainly family farms). Such a structure is inefficient and the farmers do not fully benefit from the opportunities afforded by the Rural Development Programme. The number of livestock in the entire cross-border area has steadily decreased in the period 2007-2011 for almost all breeds, in both the Romanian and Bulgarian area. The area of fruit orchards and vineyards in the cross-border area has constantly decreased in the period 2008-2011.

Much of the irrigation systems was destroyed and the farming land are regularly affected by droughts. The most serious decline and lack of measures and incentives is found in vegetable farming, particularly in the Bulgarian area. Currently, the potential of growing vegetables with good crop yields and related indicators is not fully exploited. Given the natural resources (soil, climate) and the potential for irrigation, the declining trend in the production of vegetables is caused by the insolvency of the large canning companies from some regions, companies that were privatised without being first restructured or adapted to the new free market requirements.

The agriculture remains a traditional sector both in Bulgaria and in Romania and directly impacts on the social-economic processes in the two countries. The agricultural potential is significant in terms of arable land – average output per hectare, in particular for wheat, barley, corn and sun-flower – and in terms of average fruit output. In 2013, 74.18% (5,362,561 ha) of the total area of the cross-border region (7,229,089 ha) was represented by agricultural land. Most of the agricultural area (3,071,699 ha, that is 57,28%) is located in the Romanian cross-border area.

The secondary sector (industry, building): Due to the development of industry and constructions, 9,334 companies were operating in 2012 in the Romanian cross-border area, 18,4% less than in 2008. The turnover of the companies from the seven counties was 36% higher in 2012 than in 2008. The turnover achieved in 2012 by the development of industrial activities in the Romanian cross-border area represents 87.5% of the turnover for companies operating in the secondary sector.

A similar trend was recorded in the period 2008-2012 in the nine districts from the Bulgarian cross-border area where, in 2012, 8,380 companies were active, 26% less than in 2008. The turnover of the companies from the nine Bulgarian districts for 2009 was about 4% lower than that for 2007. In 2009, 76% of the performance indicator was generated by industrial activities.

Tertiary sector (commerce, services): The tertiary sector in the Romanian cross-border includes 42.9 thousand active companies in 2012, that is 13.1% less than in 2008. The commerce accounts for 53.6% and the services account for 46.4% of the total tertiary sector. The tertiary sector turnover in the Romanian cross-border was 34.5% higher in 2012 than in 2009.

In Bulgaria, the tertiary sector in the cross-border area included 47,149 companies in 2012, that is 4.2% up on 2008. The distribution of activities in the sector is even throughout the districts, with the same ratio of commerce to services as in the entire area, namely 53.3% and 46.4%, respectively. The

ratio is similar to that in the Romanian territory where, however, the number of companies is lower. The turnover of the companies in the Bulgarian cross-border area was 1.9% higher in 2012 than in 2007.

Research & development: There are only a few active research & development companies in the cross-border area of Romania (28 companies in 2010, accounting for only 4.2% of the total companies in Romania, and 38 companies in 2008, before the economic crisis, accounting for 4.9% of the total).

The number of such companies in the Bulgarian cross-border area increased slightly in 2008 compared to the previous year (61 in 2008 vs. 41 in 2007). The number of such companies decreased in the following period (53 in 2009 and 47 in 2010).

In the Romanian cross-border area, the research and development expenditure was 79.45 million Lei in 2010, accounting for 3.3% of the total expenditure in this field in Romania. The expenditure for research and development in the nine Bulgarian districts are much lower than those in the Romanian cross-border area, totalling 8.53 million Leva in 2010, that is 2.03% of the nationwide R&D expenditure.

Business support infrastructure: In the Romanian cross-border area, the innovation and technology transfer entities include⁶:

- 1 business and technology incubator in county Dolj;
- 4 technology information centres in counties Mehedinți, Teleorman, Constanța and Călărași (one entity each); a technology information centre is being developed in county Călărași with provisional accreditation;
- 3 operating industrial parks in counties Dolj, Giurgiu and Constanța (one each);
- 6 clusters thus: one in county Mehedinți, 2 in county Constanța 3 in county Dolj.

No technology transfer centres or scientific and technology parks exist in the seven Romanian counties.

In the Bulgarian cross-border area, 5 operating industrial areas exist, 5 industrial area pending development and 6 areas planned for development, distributed thus:

⁶ Information from the *Map of industrial parks/innovative clusters of Romania*, Ministry of Economy, Department for Industrial Policies, 2013 and from the *Register of innovation and technology transfer entities of Romania*, Ministry of Education, National Authority for Scientific Research, 2012

- Operating areas – in the district of Vidin (one free area), district Plevna (one industrial area), district Razgrad (business area) district Ruse (one free area and one industrial park);
- Areas being developed – district Montana (one technology park), districts Veliko Târnovo and Dobrich (two industrial areas each);
- Areas planned for development – districts Vratsa and Pleven (one industrial area each), district Dobrich (two industrial parks), districts Ruse and Silistra (one industrial park each).

Workforce: The analysis of the distribution of employed population in the three sectors of the economy (primary, secondary and tertiary) shows different employment profiles in the two countries. The differences are visible at a national level and in the two areas comprised in the cross-border region.

In 2012, in Romania, 42.4% of the persons in employment were working in the primary sector (agriculture and extractive industries). Some 20% of the employees worked in industry and constructions and a further 34.7% worked in services. Though farming occupation continuously decreased in the past years, Romania continues to be the country with the largest percentage of the population occupied in agriculture of all EU Member States. Except for county Constanța (where 22% of the population is occupied in agriculture), more than 40% of the population in all the counties from the Romanian cross-border area work in agriculture. The tertiary, services sector is best represented in county Constanța (49.2%). By the percentage of population employed in the secondary sector, the strongest industrialised counties are Constanța (24.9%) and Olt (21.6%).

In Bulgaria, in 2012, the services sector accounted for about half of the employed population (49.6%), just over a third (38.2%) of the employees were working in the secondary sector (industry and building) and only 9.3% of the persons occupied worked in agriculture. More than 45% of the employed population in all the districts included in the cross-border area work in services. The industrial sector is well represented in districts Ruse (45%), Montana (43%) and Pleven (40%), and the districts with the highest percentage of population occupied in agriculture (approximately 15%) are Dobrich and Silistra.

Unemployment: In 2011, there were 175.2 thousand unemployed in the cross-border area. In the Romanian side of the cross-border area there were 76.6 thousand unemployed, accounting for 43.8% of the total, and in the Bulgarian area there were 98.6 unemployed, representing 56.2% of the total. Significant numbers of unemployed are registered in counties Olt, Mehedinți and Teleorman on the

Romanian side of the border and in districts Dobrich, Veliko Tarnovo, Ruse and Razgrad on the Bulgarian side of the border.

Looking at the progress in the unemployment rate in the period 2009-2012, we see that the unemployment in the Romanian counties went down by between 1.3 percent in county Olt and by 4.4 percent in county Mehedinți. The trend was different in the Bulgarian districts where the unemployment increased across the board in 2009-2012. The most significant increase in the unemployment rate are registered in districts Silistra (8.4 percent) and Ruse (7.5 percent).

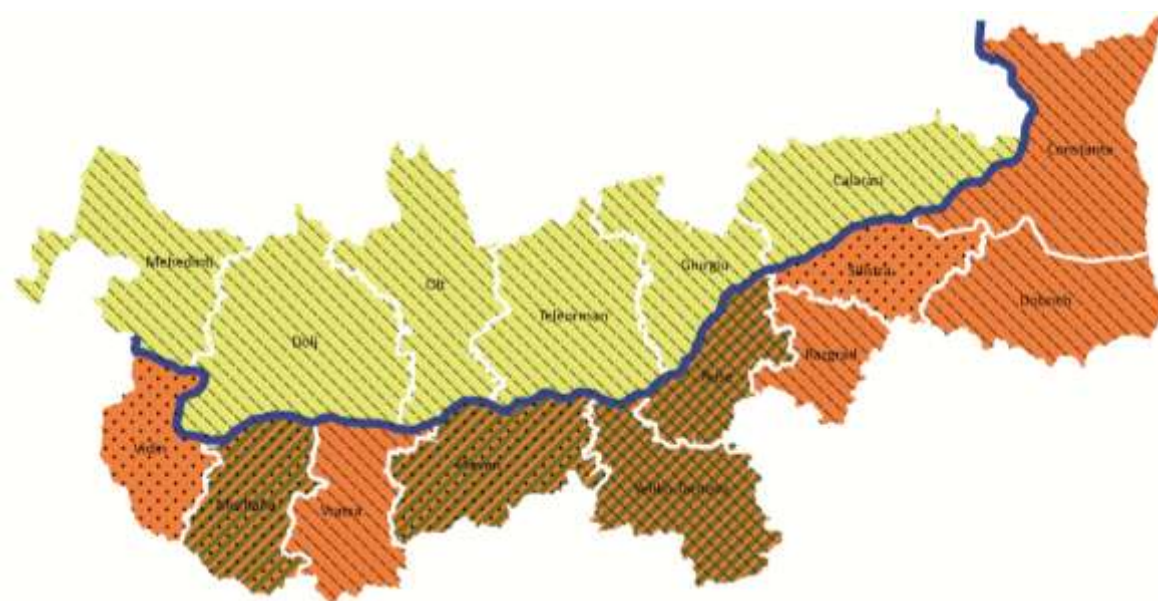
Table a.3. Key features and territorial influences

NUTS 3 counties/oblasti		Key features
RO	Mehedinți	GDP / capita: 3,700 (2011) Foreign direct investments: 0 (2011) Number of research and development units: 0 Average number of employees: 43 397 (2012) Employed population: 108 500 (2012) Share of employed population per sectors of economy: <ul style="list-style-type: none"> • primary sector – 47.3% (2012) • secondary sector – 19.9 % (2012) • tertiary sector – 29.3 % (2012) Unemployment rate: 9.5 (2012)
	Dolj	GDP / capita: 4,800 (2011) Foreign direct investments: 0 (2011) Number of research and development units: 12 Infrastructure for business environment development: 5 clusters, 1 business incubator, 1 industrial park Employed population: 266 200 (2012) Share of employed population per sectors of economy: <ul style="list-style-type: none"> • primary sector – 42.6 % (2012) • secondary sector – 19.3 % (2012) • tertiary sector – 35.2 % (2012) Unemployment rate: 9.4 (2012)
	Olt	GDP / capita: 3,700 (2011) Foreign direct investments: 49.22 mil. EUR (2011) Number of research and development units: 0 Infrastructure for business environment development: 1 cluster, 1 industrial park Employed population: 167 400 (2012) Share of employed population per sectors of economy: <ul style="list-style-type: none"> • primary sector – 48.6 % (2012) • secondary sector – 21.6 % (2012) • tertiary sector – 27 % (2012) Unemployment rate: 7.7 (2012)
	Teleorman	GDP / capita: 3,500 (2011) Foreign direct investments: 19.8 mil. EUR (2011) Number of research and development units: 0 Infrastructure for business environment development: 1 business incubator Employed population: 158300 (2012) Share of employed population per sectors of economy: <ul style="list-style-type: none"> • primary sector – 56.8 % (2012) • secondary sector – 14.2 % (2012) • tertiary sector – 26.5 % (2012) Unemployment rate: 9.6 (2012)

	Giurgiu	<p>GDP / capita: 4,600 (2011) Foreign direct investments: 0 (2011) Number of research and development units: 0 Infrastructure for business environment development: 1 cluster, 1 industrial park Employed population: 89 800 (2012) Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 54.1 % (2012) • secondary sector – 15 % (2012) • tertiary sector – 27.4% (2012) <p>Unemployment rate: 5.9 (2012)</p>
	Călărași	<p>GDP / capita: 4,200 (2011) Foreign direct investments: 4.84 mil. EUR (2011) Number of research and development units: 4 Infrastructure for business environment development: 4 clusters Employed population: 100 900 (2012) Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 50.2% (2012) • secondary sector – 17.7% (2012) • tertiary sector – 28.8% (2012) <p>Unemployment rate: 7.2 (2012)</p>
	Constanța	<p>GDP / capita: 7,200 (2011) Foreign direct investments: 27.2 mil. EUR (2011) Number of research and development units: 12 Infrastructure for business environment development: 9 clusters, 2 industrial parks Employed population: 295 000 (2012) Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 22.8% (2012) • secondary sector – 24.9% (2012) • tertiary sector – 49.2% (2012) <p>Unemployment rate: 4.5 (2012)</p>
BG	Vidin	<p>GDP / capita: 2,600 (2011) Foreign direct investments: 61.2 mil. EUR (2011) Number of research and development units: 3 Infrastructure for business environment development: 1 free zone Employed population: 31 900 (2012) Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 5.6% (2012) • secondary sector – 27.5% (2012) • tertiary sector – 59.8% (2012) <p>Unemployment rate: 17.4 (2012)</p>
	Montana	<p>GDP / capita: 2,800 (2011) Foreign direct investments: 31.4 mil. EUR (2011) Number of research and development units: 0 Infrastructure for business environment development: 1 technological park under development Employed population: 49 100 (2012) Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 6.9% (2012) • secondary sector – 42.9% (2012) • tertiary sector – 47% (2012) <p>Unemployment rate: 14.9 (2012)</p>
	Vratsa	<p>GDP / capita: 4,300 (2011) Foreign direct investments: 152.8 mil. EUR (2011) Number of research and development units: n/a Infrastructure for business environment development: none Employed population: 63 000 (2012) Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 8% (2012) • secondary sector – 32.7% (2012) • tertiary sector – 46.3% (2012) <p>Unemployment rate: 9.4 (2012)</p>
	Pleven	<p>GDP / capita: 3,000 (2011)</p>

		<p>Foreign direct investments: 195 mil. euro (2011)</p> <p>Number of research and development units: 9</p> <p>Infrastructure for business environment development: 1 industrial area</p> <p>Employed population: 103800 (2012)</p> <p>Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 9.9 % (2012) • secondary sector – 40 % (2012) • tertiary sector - 47.9 % (2012) <p>Unemployment rate: 10.3 (2012)</p>
	Veliko Tarnovo	<p>GDP / capita: 3.300 (2011)</p> <p>Foreign direct investments: 81.3 mil. euro (2011)</p> <p>Number of research and development units: 15</p> <p>Infrastructure for business environment development: 2 industrial areas under development</p> <p>Employed population: 96 000 (2012)</p> <p>Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 8.1% (2012) • secondary sector – 41.4 % (2012) • tertiary sector - 50.5% (2012) <p>Unemployment rate: 13.8 (2012)</p>
	Ruse	<p>GDP / capita: 3.900 (2011)</p> <p>Foreign direct investments: 347.3 mil. euro (2011)</p> <p>Number of research and development units: 16</p> <p>Infrastructure for business environment development: one free zone and one industrial park</p> <p>Employed population: 90 900 (2012)</p> <p>Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 6.5% (2012) • secondary sector – 45.1% (2012) • tertiary sector - 48.4% (2012) <p>Unemployment rate: 12.9 (2012)</p>
	Razgrad	<p>GDP / capita: 3.200 (2011)</p> <p>Foreign direct investments: 126.3mil. euro (2011)</p> <p>Number of research and development units: n/a</p> <p>Infrastructure for business environment development: 1 area organized for business</p> <p>Employed population: 45 900 (2012)</p> <p>Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 12.9 % (2012) • secondary sector – 36 % (2012) • tertiary sector - 46.9 % (2012) <p>Unemployment rate: 21.4 (2012)</p>
	Silistra	<p>GDP / capita: 2.600 (2011)</p> <p>Foreign direct investments: 13 mil. euro (2011)</p> <p>Number of research and development units: 3</p> <p>Infrastructure for business environment development: -</p> <p>Employed population: 40 200 (2012)</p> <p>Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 16 % (2012) • secondary sector – 32.2 % (2012) • tertiary sector - 51.3 % (2012) <p>Unemployment rate: 16 (2012)</p>
	Dobrich	<p>GDP / capita: 3.400 (2011)</p> <p>Foreign direct investments: 261.8 mil. euro (2011)</p> <p>Number of research and development units: 4</p> <p>Infrastructure for business environment development: 2 industrial areas under development</p> <p>Employed population: 74 600 (2012)</p> <p>Share of employed population per sectors of economy:</p> <ul style="list-style-type: none"> • primary sector – 14.1 % (2012) • secondary sector – 29.1 % (2012) • tertiary sector - 54.2 % (2012) <p>Unemployment rate: 15.4 (2012)</p>

Influente teritoriale



Legenda

a.3. Dezvoltare economica

- Pondere de peste 40% a populației ocupate în sectorul primar
- Pondere de peste 40% a populației ocupate în sectorul secundar
- Pondere de peste 40% a populației ocupate în sectorul terțiar

PIB per locuitor

- PIB sub 3000 euro / locuitor
- PIB peste 3000 euro / locuitor

Conclusions / development needs

The average GDP/ inhabitant in the Romanian territory is higher than the values registered in the Bulgarian territory, all nine Bulgarian districts registering values below the cross-border average value. In absolute values, all county economies on the Romanian side have higher GDP values than the district economies on the Bulgarian side.

Both the seven Romanian counties and the nine Bulgarian districts show an increasing trend in the number of active enterprises in the primary sector in the period of 2008-2012. The structure of enterprises in the tertiary sector in the Bulgarian cross-border area is increasing in 2012 compared to 2008, with a homogeneous distribution of activities in the sector and maintaining the cross-border area trend (53.3% of the enterprises in commercial activities and 46.4% in services).

The highest unemployment rates are reported in the Bulgarian districts: Razgrad (21.4%), Vidin (17.4%) and Dobrich (15.4%). Conversely, we have the Romanian cities of Constanța (4.5%), Giurgiu (5.9%) and Călărași (7.2%).

In the Romanian side of the cross-border area, the counties of Mehedinți, Călărași, Giurgiu and Teleorman report low economic development, with poverty levels both in urban and rural areas. The high rate of employment in agriculture in these counties does not lead to economic growth, since agricultural activities here are mainly subsistence agriculture.

The existing economic potential supports the development of food production – based on agricultural activities, especially in the Danube Meadow. The support for SMEs (including the agricultural based ones) should lead to a decrease in the unemployment rate, should stimulate the population to stay in the area and consequently should encourage trade in this area and more. Also, the existing economic potential shall support the development of transport, commerce and tourism enterprises – linked with the increased connectivity of the territory and river navigation. Moreover, the development opportunities of the port cities, both in terms of their attractiveness for investment and for visitors and inhabitants, will have to be capitalised on by rehabilitation of existing buildings, of built areas, of port facilities.

a.4. Tourism

The cross-border area is characterised by a very high tourist potential, insufficiently capitalised on and promoted. Almost all types of tourism can be developed in the area due to the diverse, valuable and attractive natural and anthropic heritage. The counties with highly important tourist attractions in the cross-border area are Mehedinți and Constanța, in Romania and Vidin, Veliko Târnovo and Dobrich in Bulgaria.

The tourist potential of the natural heritage is an important attraction due to biodiversity, landscapes, relief, forests, water resources, hydromineral and thermal resources. Equally, the tourist potential of the cultural heritage is supported by 266 national historical monuments and by 2 monuments which are part of the UNESCO world heritage sites.

At the level of the entire cross-border area, the number of tourist accommodation units decreased in 2013 (1350 units) compared to 2009 (1511 units). The total number of accommodation units on the Romanian side is almost double compared to the Bulgarian side. In 2013, Constanța County and Dobrich District had the best developed tourism facilities compared to the other administrative units in the cross-border area.

The tourist accommodation capacity also decreased at the level of the cross-border area in 2013 compared to 2009. The Romanian side reports the same evolution, while the Bulgarian side shows an increase in the accommodation capacity starting with 2009. While in 2009 the accommodation capacity in Bulgaria was less than half of the total accommodation capacity in Romania, in 2013 the gap was reduced.

The evolution of the total number of tourists, both at the level of the entire cross-border area and at the level of the Romanian side shows the same fluctuation, with a decrease in 2013. In Bulgaria, the number of incoming tourists increased.

The cross-border indicator on the number of incoming foreign tourists shows the same evolution as for the Bulgarian area, namely a constant increase throughout the period. The number of incoming foreign tourists in the seven Romanian counties shows the same evolution as the total number of incoming tourists in the period of 2009 – 2013.

At region level, the number of accommodation nights is fluctuating, showing decreases in 2010 and 2013 and an increase in 2012. The evolution of the total number of accommodation nights at cross-border area level is similar to that of the Romanian counties, while the Bulgarian districts report consistent increases. With regards to the number of accommodation nights booked by foreign tourists in the period of 2009 – 2013, the cross-border area and Bulgaria show the same increasing curve, with the number of tourists almost double, while the Romanian counties report stagnation throughout the period.

Table a.4. Key features and territorial influences

NUTS 3 county/oblasti		Key features
RO	Mehedinți	<p>Tourist products:</p> <ul style="list-style-type: none"> • Important resources for ecotourism development • Development of agritourism and ecotourism; opportunities in the development of transit tourism. • Possibilities to favour development of cultural tours, traditional folk events <p>Accommodation units: 42 (2013) Incoming tourists: 52 323 (2013)/accommodation nights: 117 103 (2013)</p>
	Dolj	<p>Tourist products:</p> <ul style="list-style-type: none"> • Leisure tourism, little developed, present mainly in the Danube area and in Craiova • In rural areas there may be cultural, religious tourism and agritourism • Cultural heritage objectives mainly concentrated in urban areas <p>Accommodation units: 51 (2013) Incoming tourists: 85 847 (2013)/ accommodation nights: 161 538 (2013)</p>
	Olt	<p>Tourist products:</p> <ul style="list-style-type: none"> • Hunting and leisure tourism in the woods • Possibility to develop balneal tourism due to the presence of thermal mineral springs • Cruise tourism • Business tourism – the main type of tourism • Heritage monuments are concentrated in the rural areas, favouring agritourism development in the rural areas of Vitomirești, Ianca, Vădastra and Oboga, with well preserved cultural traditions <p>Accommodation units: 19 (2013) Incoming tourists: 35 678 (2013)/ accommodation nights: 67 810 (2013)</p>
	Teleorman	<p>Tourist products:</p> <ul style="list-style-type: none"> • Transit and leisure tourism, fishing and hunting tourism • Possibility to develop ecotourism and agritourism • Cultural tourist attractions concentrated in the South area, adjacent to the Danube, in the area of influence of main urban agglomerations <p>Accommodation units: 17 (2013) Incoming tourists: 13 176 (2013)/ accommodation nights: 39 434 (2013)</p>
	Giurgiu	<p>Tourist products:</p> <ul style="list-style-type: none"> • Close to Bucharest, Giurgiu County is a transit destination for those who go to or come from Bulgaria • Potential to develop ecotourism, adventure tourism, cycling, leisure, fishing and hunting tourism <p>Accommodation units: 13 (2013) Incoming tourists: 24 983 (2013)/ accommodation nights: 82 801 (2013)</p>
	Călărași	<p>Tourist products:</p> <ul style="list-style-type: none"> • Tourist transit function, due to its location at the border with Bulgaria. • Leisure tourism, as well as development of educational-scientific tourism • Potential to develop business, leisure and sports tourism

		Accommodation units: 15 (2013) Incoming tourists: 11 035 (2013)/ accommodation nights: 34 313 (2013)
	Constanța	Tourist products: <ul style="list-style-type: none"> Leisure tourism (seaside) - 13 tourist resorts of national importance; here we find the highest percentage of the national accommodation capacity - about 43%, and approximately 60% of the domestic and international tourist transit Accommodation units: 745 (2013) Incoming tourists: 859 634 (2013)/ accommodation nights: 3 418 997 (2013)
BG	Vidin	Tourist products: <ul style="list-style-type: none"> Cultural-historical, business tourism; in rural areas, agritourism, thematic tourism (local traditions, gastronomy, etc.) and ecotourism Accommodation units: 36 (2013) Incoming tourists: 35 212 (2013)/ accommodation nights: 58 229 (2013)
	Montana	Tourist products: <ul style="list-style-type: none"> Main types of tourism: urban and mountain, ski tourist destination Natural resources with tourism development potential: ecotourism, rural tourism, knowledge tourism, beaches, fishing, Danube cruises, balneal tourism Accommodation units: 26 (2013) Incoming tourists: 33 023 (2013)/ accommodation nights: 63 694 (2013)
	Vratsa	Tourist products: <ul style="list-style-type: none"> Ecotourism, sports tourism (hunting, fishing), rural tourism, speleological and climbing tourism, cyclotourism, mountain tourism (the district has one of the longest ski slopes in the country - Coliba Purșevița) Potential to develop cultural tourism in rural areas Accommodation units: 29 (2013) Incoming tourists: 33 503 (2013)/ accommodation nights: 75 689 (2013)
	Pleven	Tourist products: <ul style="list-style-type: none"> Business tourism, followed by transit, urban and historical tourism Accommodation units: 23 (2013) Incoming tourists: 50 856 (2013)/ accommodation nights: 89 102 (2013)
	Veliko Tarnovo	Tourist products: <ul style="list-style-type: none"> Conditions for the development of the cultural tourism, adventure tourism around localities, leisure, trekking, religious tourism, cyclotourism, fishing or swimming Accommodation units: 112 (2013) Incoming tourists: 182 188 (2013)/ accommodation nights: 282 946 (2013)
	Ruse	Tourist products: <ul style="list-style-type: none"> Business tourism, urban tourism, cultural tourism Potential to develop rural tourism and ecotourism, event tourism Accommodation units: 112 (2013) Incoming tourists: 88 093 (2013)/ accommodation nights: 147 300 (2013)
	Razgrad	Tourist products: <ul style="list-style-type: none"> Transit tourism (tourism is not a profitable activity of the county economy) Accommodation units: 16 (2013) Incoming tourists: 21 636 (2013)/ accommodation nights: 31 031 (2013)
	Silistra	Tourist products: <ul style="list-style-type: none"> Natural and historical resources valorised through: cultural, knowledge, rural, fishing and hunting tourism, hobby-tourism, ecotourism, bird watching, agritourism Accommodation units: 20 (2013) Incoming tourists: 20 343 (2013)/ accommodation nights: 35 655 (2013)
	Dobrich	Tourist products: <ul style="list-style-type: none"> The district economy focuses on tourism – leisure tourism. The seasonal nature of tourism imposes a diversification of opportunities for the rest of the territory, by diversifying the tourist provision starting from agritourism, local products and traditions. Accommodation units: 142 (2013) Incoming tourists: 345 971 (2013)/ accommodation nights: 1 998 528 (2013)
Territorial influences		



Conclusions / development needs

In terms of tourism infrastructure, Constanța County and Dobrich District are most developed in the entire cross-border areas. The other counties in the Romanian area have much lower accommodation capacity and number of accommodation units than Constanța County. In the Bulgarian area, only the districts of Silistra, Razgrad and Vidin have accommodation capacity below 1000 places, but the gap from other districts is not as important as in the Romanian area.

The evolution of the accommodation capacity use indicator between 2009 – 2013 for the cross-border area and for the Romanian area is fluctuating, with a slight decreasing trend. The total number of incoming tourists, both for the entire cross-border area and for the Romanian side shows the same trend, while Bulgaria reports an increase for this indicator.

The cross-border area may develop a wide variety of tourist products, based on the existing potential; nevertheless, this is not sufficiently valorised and promoted.

The tourist development of the area will be directly linked to the increased connectivity, but it will also depend on the services and public utilities provided by the rural localities and on the increase in the quality of tourist services, supported by specialist training ensured to the staff in the field.

a.5. Natural environment

The Danube River is not only the border between Romania and Bulgaria, but also the most important natural element of the region. Here, the Danube has two distinct sections:

- Between Gura Văii (North to Drobeta Turnu Severin) and Călărași, covering a 566 km long area, collecting tributary streams from Bulgaria (Timok, Ogosta, Iskăr, Vit, Iantra) and Romania (Jiu, Olt Argeș). These tributary streams contribute to the increase of the river flow by approximately 600 m³/s between Defileul Dunării and Oltenița. This sector includes some important Bulgarian islands - Belene (41.1 km²), Kozlodui (6.1 km²) and Vardim (5.0 km²).
- Between Călărași and Pătlăgeanca, covering a 373 km long area, where both riversides are in Romania, and the Danube separates the Dobrogea Plateau to the West until it flows into the Black Sea.

Biodiversity: The cross-border area is characterised by wide biologic and natural landscape diversity. The natural areas of national interest are represented on the Romanian side by *nature parks* – Mehedinți Plateau Geopark, Iron Gates Nature Park and Comana Nature Park – covering an area of 190,548 ha and *1 national park* (198,768 ha), Domogled National Park – Cerna Valley. On the Bulgarian territory there are *4 nature parks* (55,700 ha) - Vrachanski Balkan Nature Park, considered the second largest is Bulgaria, Persina Nature Park, Rusenski Lom Nature Park (UNESCO site) and Zlatni Pyasatsi Nature Park (Golden Sands Nature Park).

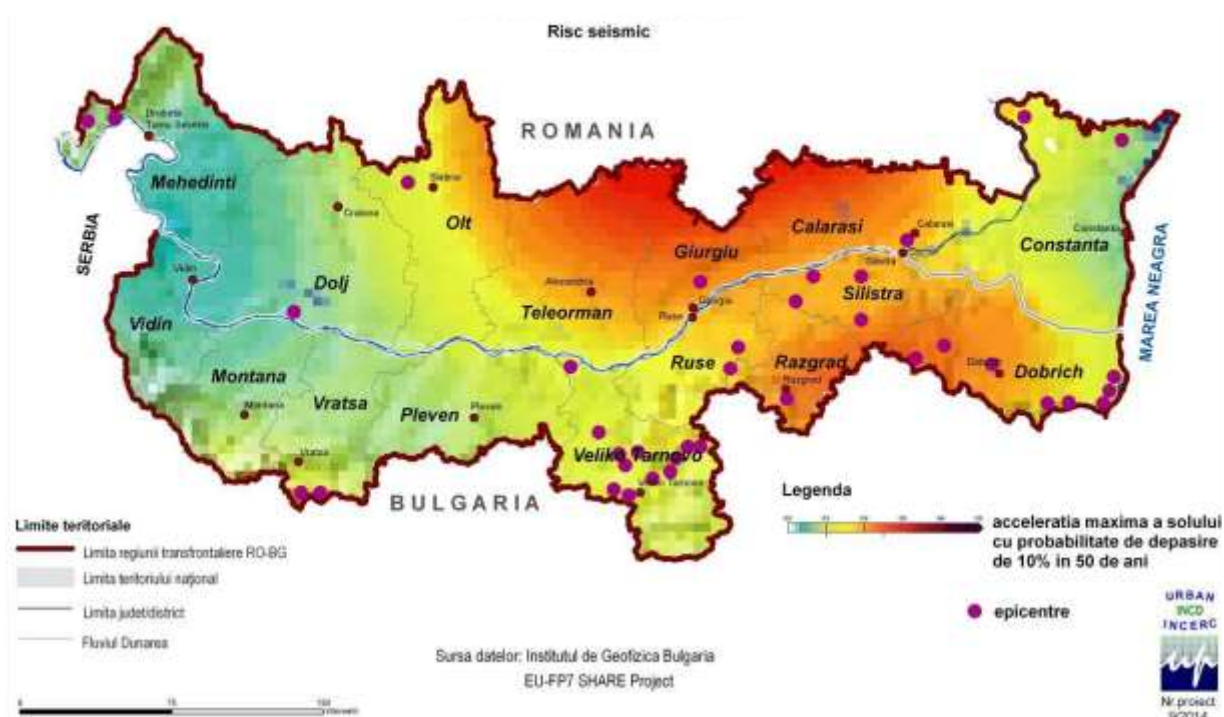
On the Romanian side of the area studied, of the three national biosphere reserves, there is a single objective here, namely the Danube Delta Biosphere Reserve – marine area, covering 32,532 ha. On the Bulgarian territory there are 2 objectives – Biosphere Reserves at Chuprene and Srebena (Ramsar site) covering a total area of 2,344 ha.

On the Romanian side of the area studied, there are 15 Ramsar sites - the Danube Delta (1991), Techirghiol Lake (2006), Iron Gates Nature Park (2011), Comana Nature Park (2011), etc. On the Bulgarian territory there are 6 Ramsar sites – Persina Nature Park (2000) considered the largest site in Bulgaria (6898 ha), Srebarna, Dulankulak Lake, Belene Complex, Ibisha Island, Shabla Lake.

The ecological network Natura 2000 in the area studied is represented by 54 special areas of conservation - *SCI* and by 46 special avifaunistic protection areas – in the 7 counties in Romania. In Bulgaria there are 92 *SCI* sites and 40 *SPA* sites.

The risk areas include extended areas where there are various natural and anthropic risks, as follows:

- Areas with high flooding risk, in the Danube Meadow and along the rivers in Mehedinți, Giurgiu and Constanța counties, as well as in Montana District;
- Coastal areas affected by flooding risks (especially in the resort areas) and by the increase in coastal erosion;
- Areas with high landslide risk located in Dolj and Constanța counties and in Pleven and Dobrich districts;
- The entire cross-border area is exposed to high seismic risk in the central and eastern sectors, as it is affected by the seismic areas Vrancea, Veliko Tarnovo and Shabla-Capul Kaliakra;



Map a.5.1 – Seismic risk areas. Source: *Analiza și diagnoza situației curente în cadrul ariei transfrontaliere România – Bulgaria (Analysis and diagnosis of current situation in the cross-border area Romania-Bulgaria)*, INCERC – URBAN Project, Bucharest, 2013

- Areas exposed to technology risks in Craiova-Slatina, Giurgiu-Ruse, Silistra-Călărași-Tămădău Mare and Mangalia-Constanța-Năvodari. There are areas with a significant concentration of technology risk objectives, as the Romanian coastal area, where there are 17 objectives, of which 10 are rated as major risk, according to the inventory of locations under the scope of the Seveso Directive developed by the Romanian Ministry of Environment in 2009. We should note the concentration of such locations in the port area Giurgiu-Ruse. Another area is represented by the objectives located in Silistra – Călărași - Lehliu Gară - Tămădău Mare - Fundulea. The Bulgarian Ministry of Environment and Water initiated in 2011 a project for the radioactive waste storage facility from Kozlodui, Vratsa district, in the cross-border area. The radioactive waste storage facility will be built in the Radiana area, near Harlets village, Kozlodui Municipality, four

kilometres away from the Danube riverside. This facility will store almost 350.000 tons of radioactive waste by 2075.

Climate change: The average annual temperature⁷ in the cross-border area indicates a significant increasing trend (about 3.6°C) on both sides of the Danube. The effects of the climate change are already visible: draughty summers, winters with heavy snowfalls, areas with desertification, flooding, storms, landslides, and erosions of the Danube riversides and of the Black Sea shores.

The temperature increase and the decrease in the annual rainfall volume during summer influence the draught risk especially in Olt, Teleorman, Dolj counties (Romania) and in Montana, Vratsa, Pleven, Ruse (Bulgaria), where the draught had a major impact on the agricultural sector in 2007.

The Romanian coastal area, including the Danube Delta was badly affected by erosions, as the shoreline retreated by 180-300 m in the past 35 years, with approximately 80 ha of beach lost every year. This has a negative impact on the tourism industry, and it also endangers the safety of built structures located in the area.

Environmental factors quality: the highest carbon dioxide exceeding levels (CO₂) in 2011 were registered in Dolj County (780t/1kmp), followed by Constanța (765t/1kmp), Mehedinți (394t/1kmp) and Giurgiu (327 t/1kmp). There is a considerable gap between the values reported by the Romanian cross-border area and those reported by the Bulgarian side. Thus, the highest CO₂ emission values were registered in Ruse (304 t/1kmp), Vidin (231 t/1kmp), Veliko Tarnovo (157 t/1kmp) and Vratsa (110 t/1kmp).

NO_x pollutants are released in the air and are generated by industrial activities and by the transport sector. In 2008, the highest values were registered in Dolj County (27.8t/1000 inhabitants) and in Vidin District (27.4t/1000 inhabitants). The lowest values were reported for Montana (0.25t/1000 inhabitants) and Silistra (0.39 t/1000 inhabitants). Between 2005 and 2008, the NO_x emissions were reduced especially in Vidin and Vratsa districts, and increased emissions were reported in Constanța and especially in Dolj.

The SO₂ emissions in the cross-border area are generated by the heating systems, the thermoelectric power plants and industrial processes; among the most affected areas we mention the counties of Mehedinți (337.3t/1000 inhabitants) and Dolj (123.9t/1000 inhabitants). The cross-border area

⁷ According to data presented by the study *Romania-Bulgaria cross-border area – Analysis of existing situation - Trends, challenges, potential – draft 1, revised, August 2013*, page 46

shows a major gap between the values reported by these two counties and the rest of NUTS 3, with higher values also reported by Constanța (37t/1000 inhabitants) and Veliko Tarnovo (28.9t/1000 inhabitants). The lowest values were reported by Razgrad District (0.64t/1000 inhabitants), Teleorman County (0.72t/1000 inhabitants) and Montana District (0.75t/1000 inhabitants). Between 2005 and 2008, the SO₂ emissions decrease in most NUTS 3 in the cross-border area, except Dolj, Constanța and Călărași counties.

The environmental infrastructure in the cross-border area analysed, both in Romania and in Bulgaria is precarious and it should be rehabilitated to meet the European standards. The highest shares of population connected to the urban wastewater sewage and treatment in 2012 are reported in Dobrich (70.7%) and Ruse (63.9%) districts and in Constanța County (59.8%).

There is a lack of municipal wastewater collection and treatment infrastructure in Vidin District and poor coverage in the cross-border area, in Silistra District (0.6%), Giurgiu (19%), Teleorman (21.2%), Călărași (22.1%) and Olt (26%) counties. The period of 2008-2012 is characterised by an increase in the share of population connected to urban wastewater sewage and treatment, with the most significant improvements in the environmental infrastructure reported in Mehedinți and Dolj counties and in Ruse, Montana, Veliko Tarnovo and Dobrich districts.

Table a.5. Key features and territorial influences

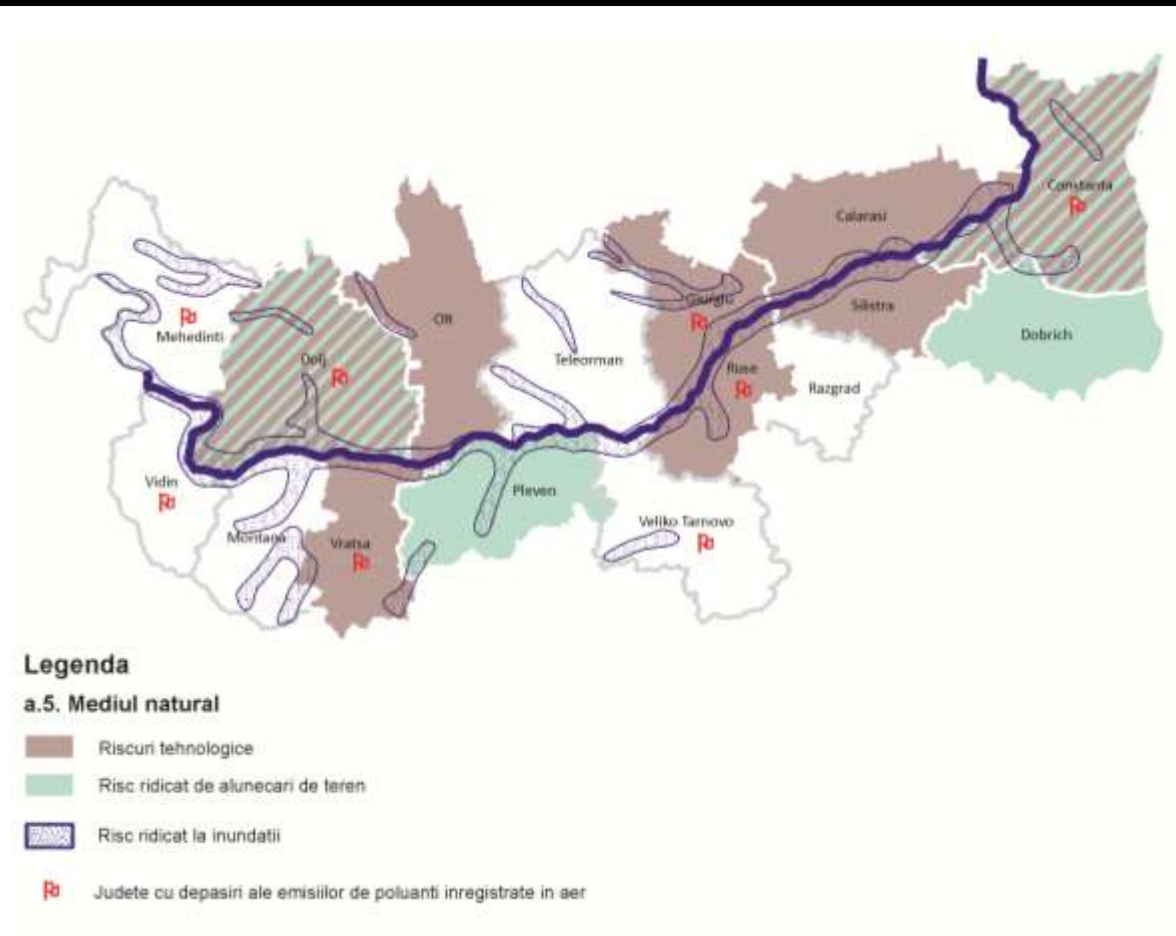
NUTS 3 counties/oblasti		Key features
RO	Mehedinți	Iron Gates Nature Park; Domogled Nature Park, Cerna Valley; Nature Park – Mehedinți Plateau Geopark Protected natural areas: 33 NATURA 2000 sites: 14 1 natural lake, 414 km watercourse length Accumulations: Iron Gates I and II 63 km river bank protection, 121.5 km river bed regulation, 151.3 km watercourse embankment, 22 localities protected by hydrotechnical works against flooding The county has flooding risk and moderate landslide risk
	Dolj	Dăbuleni Dunes – botanical reserve; Ciurumela Forest Tunari - Pisc Vechi – forest reserve Protected natural areas: 37 reserves NATURA 2000 sites: 7 1 natural lake, 377 km watercourse length 18.1 km river bank protection, 223.37 km river bed regulation, 248.2 km watercourse embankment, 55 localities protected by hydrotechnical works against flooding The county has high landslide risk and technology risks
	Olt	Braniștea Forest – forest reserve; Iris - Malu Roșu – natural reserve; Academy peony reserve - botanical reserve NATURA 2000 sites: 18 Largest watercourse length in the Romanian area – 607 km Accumulations: Arcești, Drăgănești, Frunzaru, Ipotești, Rusănești, Slatina, Strejești 86 km river bank protection, 61 km river bed regulation, 4068 km river bank consolidation and protection, 5 localities protected by hydrotechnical works against flooding The county has low landslide risk and technology risks

	Teleorman	Ostrovul Mare Nature Reserve; Suhaia Marsh – avifaunistic nature reserve; Troianu Forest – nature reserve Protected natural areas: 5 NATURA 2000 sites: 11 1 natural lake, 460 km watercourse length Accumulation at Izbiceni 45.3 km river bed regulation, 90.3 km protection embankments, 7.85 km river bank consolidation and protection, 0.7 km water derivations, 19 localities protected by hydrotechnical works against flooding The county has low landslide risk
	Giurgiu	Comana Nature Park (Ramsar site) cu with nature reserves: Padina Tătarului, scientific peony reserve, Oloaga Grădinari, scientific thistle reserve, Comana Marsh – nature reserve and avifaunistic protection area Protected natural areas: 5 NATURA 2000 sites: 8 415 km watercourse length Accumulation at Făcău 7 accumulations flood mitigation, 103.2 km river bed regulation, 38.73 km protection embankments, 1.2 river bank protection, 11.6 km derivations, 49 localities protected by hydrotechnical works against flooding The county has flooding risk, low landslide risk and technology risks
	Călărași	Fundeni, Tămădău, Vărăști, Ciornuleasa Forests – nature forest reserves Protected natural areas: 5 NATURA 2000 sites: 13 1 natural lake, 215 km watercourse length Accumulations at Gurbănești, Frăsinet 45 km protection embankments, 26,7 km river bed regulation, 70,8 km protection embankments, 1 locality protected by hydrotechnical works against flooding The county has low landslide risk and technology risks
	Constanța	Small part of the Danube Delta Biosphere Reserve; Cheia Massif, on Casimca Valley-mixed reserve – botanical and geological; Nature Complex Gura Dobrogei – mixed nature reserve; Marine Sand Dunes Reserve from Agigea, unique in Europe, the only marine sand dunes habitat; Hârșova Canals – geological and paleontological reserve; Oltina Lake - mixed nature reserve Protected natural areas: 38 NATURA 2000 sites: 22 SCI and 20 SPA The shortest watercourse length transiting the Romanian side – 201 km 8 natural lakes 3 km river bed regulation, torrent correction, embankments The county has flooding risk, high landslide risk and technology risks
BG	Vidin	Chuprene Biosphere reserve; Belogradchik Cliffs or the Stone Forest South of the Danube – natural tourist attraction; Măgura Cave (one of the largest in Bulgaria); Wild Animals Reserve Midzhu on Mount Midzur; Danube Bank Park (natural monument) NATURA 2000 sites: 17 SCI and 2 SPA 606 km watercourse length The county presents moderate landslide risk. 73 landslides recorded ⁸ Critical erosion of the river bed alongside Danube: km 803-791 - Slanotrun-Vidin – first critical segment; km 791-723 - Vidin-Stanevo, Montana – the second segment
	Montana	Vrachanski Balkan Nature Park; N-E Bulgaria Falls - Dursin and Vodniyat Skok, Usketo and Uruchnik; Gornata Korea and Ibisha - ornithological wetland areas Protected natural areas: n/a NATURA 2000 sites: 8 SCI and 5 SPA 558 km watercourse length Accumulations: Drenovets, Kula, Ogosta, Poletkovtzi, Rabisha The county has flooding risk and moderate landslide risk 72 landslides recorded* Critical erosion of the river bed alongside Danube: km 723-713 - Stanevo, Montana-Gorni Tsibur, the second critical segment
	Vratsa	Vrachanski Balkan - the second largest nature park in Bulgaria; it includes important

⁸ Source – Ministry of Development and Public Works of Bulgaria

	<p>protected areas – Vrachanski karts reserve (karst phenomena), Ledenika Cave, Ponora reserve, Skaklya Falls (the highest waterfall in Bulgaria) and Boji Most (Roman bridge – natural site of regional importance)</p> <p>Protected natural areas: n/a</p> <p>NATURA 2000 sites: 12 SCI and 2 SPA</p> <p>464 km watercourse length</p> <p>The county has moderate landslide risk</p> <p>99 landslides recorded*</p> <p>Critical erosion of the river bed alongside Danube: km 713-634 - Gorni Tsibur -Iskar</p>
Pleven	<p>Persina – nature park; Cernelka – nature reserve; Kaylaka – national park; canyon valley of Vit River – karst relief with various formations, caves, steep, depressions, 2 galleries of Gininata cave</p> <p>Protected natural areas: 60 protected areas and 24 natural objectives</p> <p>NATURA 2000 sites: 11 SCI and 5 SPA</p> <p>509 km watercourse length</p> <p>The county has flooding risk and high landslide risk</p> <p>183 landslides recorded*</p> <p>Critical erosion of the river bed alongside Danube: km 634-604 - Iskar-Olt – third critical segment;</p>
Veliko Tarnovo	<p>Small part of Persina Nature Park (Plevna District): Hristovski Falls – protected area; GeoComplex Ponorite – protected site; Musinska Cave - protected site; The Old Oak Reserve on Vardim Island – protected area of national and international importance</p> <p>Protected natural areas: n/a</p> <p>NATURA 2000 sites: 11 SCI and 3 SPA</p> <p>The largest watercourse length in the Bulgarian area – 726 km</p> <p>The county has flooding risk and moderate landslide risk</p> <p>251 landslides recorded*</p> <p>Critical erosion of the river bed alongside Danube: km 604-540 - Olt-Yantra</p>
Ruse	<p>Rusenski Lom – nature park</p> <p>Protected natural areas: n/a</p> <p>NATURA 2000 sites: 8 SCI and 5 SPA</p> <p>347 km watercourse length</p> <p>Accumulations: Baniska, Beli Lom, Saedinenie, Yastrebino</p> <p>The county has moderate landslide risk</p> <p>28 landslides recorded*</p> <p>Critical erosion of the river bed alongside Danube: km 540-530 - Yantra-Batin – the fourth critical segment; km 530-489 - Batin-Ruse; km 489-479 - Ruse-Sandrovo – the fifth critical segment; km 479-457 - Sandrovo -Ryahovo</p>
Razgrad	<p>Beli Lom – nature reserve; Kolchachovska Korja - protected area; Deliorman – remains of century-old forest</p> <p>Protected natural areas: n/a</p> <p>NATURA 2000 sites: 2 SCI and 2 SPA</p> <p>273 km watercourse length</p> <p>The county has moderate landslide risk</p>
Silistra	<p>Srebarna Biosphere Reserve, part of the UNESCO “Man and Biosphere” Programme</p> <p>Protected natural areas: n/a</p> <p>NATURA 2000 sites: 10 SCI and 4 SPA</p> <p>The shortest watercourse length transiting the Bulgarian area – 76 km</p> <p>The county has moderate landslide risk and technology risks</p> <p>21 landslides recorded*</p> <p>Critical erosion of the river bed alongside Danube: km 457-438 - Ryahovo -Tutrakan – the sixth critical segment; km 438-408 - Tutrakan- Popina; km 408-398 - Popina-Vetren – the seventh critical segment; km 398-375 - Vetren-Silistra – the eighth critical segment;</p>
Dobrich	<p>In the South, The Golden Sands resort overlaps a small part of Zlatni Pyasatsi Nature Park; Kaliakra nature and archaeological reserve; Taukliman (Birds Bay); Baltata Reserve, located on the Batov River Valley – exotic forest; Bolata Nature Reserve; Durankulak Lake – protected area</p> <p>Protected natural areas: n/a</p> <p>NATURA 2000 sites: 8 SCI and 9 SPA</p> <p>125 km watercourse length</p> <p>The county has flooding risk and high landslide risk (57 landslides recorded)</p>

Territorial influences



Conclusions/Development needs

The risks in the cross-border area are represented by floods, erosion and landslides. The Romanian seaside is confronted with severe floods while the Bulgarian seaside is suffering from erosion and landslides, while both parties benefit from a rich cultural heritage, tourism objectives as well as protected areas and NATURA 2000 areas. This represents an important opportunity for cooperation among the counties, cities and people on both sides of the cross-border area (especially in view of development of business in the fields of tourism, preservation of cultural heritage etc.).

On the Bulgarian side, the area covered by nature and national parks is three times smaller than in Romania (most of them located in Mehedinți and Giurgiu counties). On Bulgarian territory the parks are distributed in Montana, Vratsa, Plevna, Veliko Tarnovo, Ruse districts and a small area of Dobrich district.

The ecological network Natura 2000 in the area studied is represented by 54 special areas of conservation - SCI and by 46 special avifaunistic protection areas – in the 7 counties in Romania. In Bulgaria there are 92 SCI sites and 40 SPA sites. In the cross-border area there is a UNESCO site, Silistra district: Srebarna biosphere reserve.

Poor air quality is reported in Dolj and Constanța counties and indicated by the values of all pollutant emissions analysed, followed by Mehedinți and Giurgiu counties. There is a significant gap between the values reported by the Romanian part of the cross-border area and those reported by the Bulgarian part, where the highest emission values were reported for Ruse, Vidin, Veliko Tarnovo and Vratsa (110 t/1kmp) districts.

There are extended areas with potentially high flooding risk zone, in the Danube Meadow and along rivers in Mehedinți, Giurgiu and Constanța counties and in Montana district. The areas with high landslide risk are located in: Dolj, Constanța, Plevna and Dobrich. There are also areas exposed to technology risks: Craiova-Slatina, Giurgiu-Ruse, Silistra-Călărași-Tămadău Mare and Mangalia-Constanța-Năvodari.

Future development programmes should consider both biodiversity conservation and fighting the risks affecting the area and preventing the climate change effects. The development of economic activities along the Danube River and in urban centres should comply with the emission standards to prevent air and water pollution.

a.6. Built heritage

Romania and Bulgaria have a highly valuable and attractive cultural, historical and ethno-folkloric heritage. In the cross-border area there is a total of 7500 historical monuments included in the List of historical monuments of MCNH and NICH of Bulgaria, of which 2 cultural heritage values of national interest which are part of the UNESCO world heritage.

From the List of Historical Monuments – approved by MCNH and updated in 2010 (in Romania) and the Registry of National Cultural Values (NCV) of the National Institute of Cultural Heritage (in Bulgaria) 268 cultural heritage objectives of national and international interest were selected in the cross-border area, including:

1) MONUMENTS AND ARCHITECTURAL UNITS– 178 objectives

The analysis undertaken in an earlier stage indicates the highest number and typological variety of objectives in the category of architectural monuments. The most wide spread typological category, located at the municipality centres, is the category of urban dwellings, with commercial roles in many cases. All large municipalities (Drobeta Turnu Severin, Craiova, Ruse, Veliko Tarnovo, Giurgiu, and Constanța) have such objectives which are important parts of the city centre. The following category as size and presence is represented by religious edifices (monasteries from Oltenia and Muntenia, churches from Muntenia and the Bulgarian Danube districts). One of the most prominent cultural sites in the region is represented by the rupestral churches of Ivanovo, included on the UNESCO World Heritage List.

2) ARCHAEOLOGICAL MONUMENTS AND SITES – 88 objectives

The archaeological sites which may raise a very high interest in determining the tourist attractiveness potential at cross-border level are:

- *Ancient citadels (localities):* Dacian, Greek, Byzantine and Roman in Dobrogea and in the Danube cross-border area: e.g. Tomis and Callatis, established Ionian Greek colonists, continues by Byzantines and Romans, Tropaeum Traiani Citadel, Histria city, Montana (Montanezium) ancient city, “Dionysopolis” ancient citadel of Balcik etc.
- *Military and civil monuments:* “Trajan’s Wall”, a route of complex fortifications between Cernavodă (Axiopolis) and Constanța (Tomis), the Adamclisi vestiges, etc.

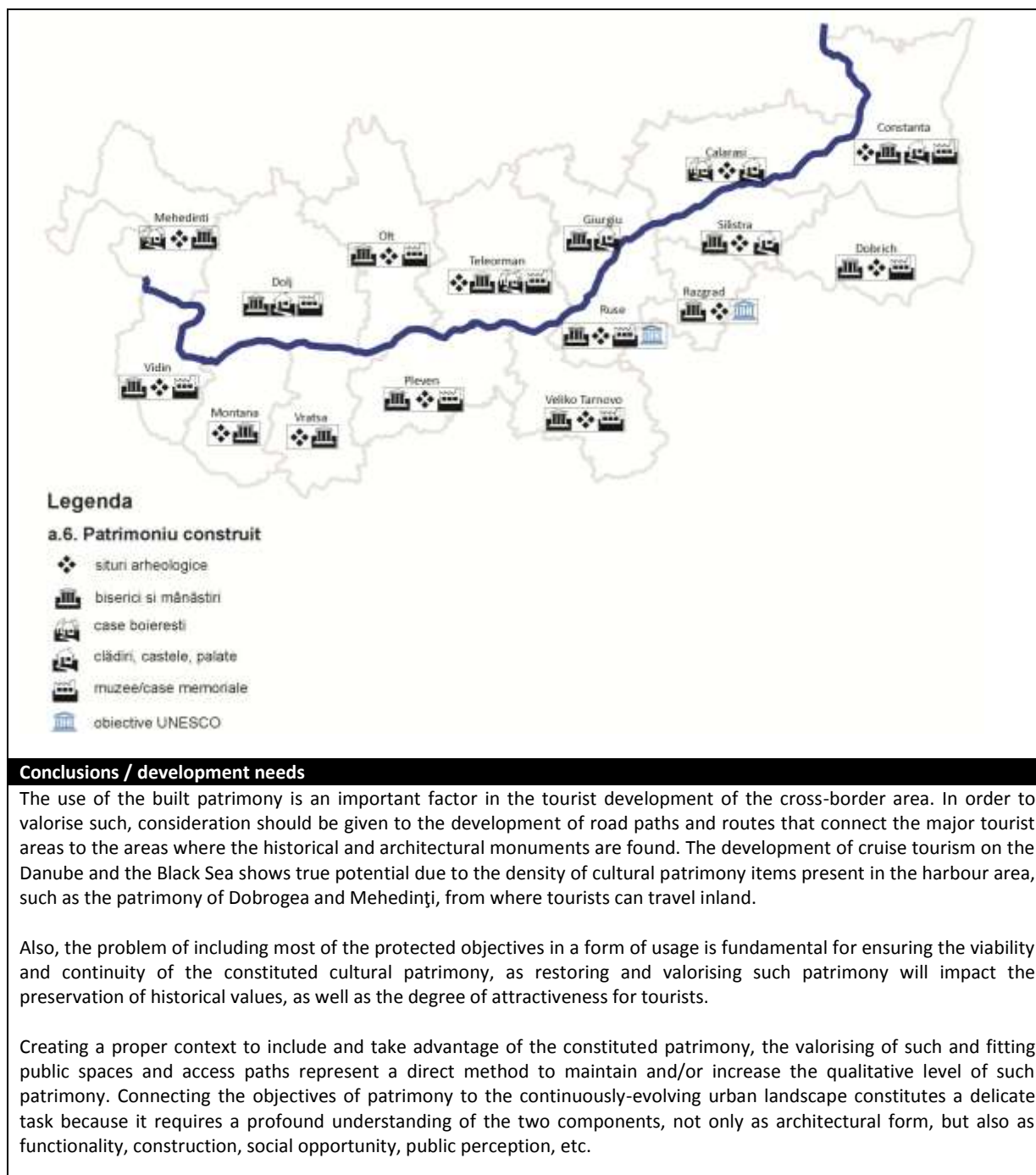
Table a.6. Key features and territorial influences

NUTS 3 counties/regions		Key features
RO	Mehedinți	<p>Archaeological sites: the archaeological complex of Drobeta-Turnu-Severin, the ruins of Ada Kaleh fortress.</p> <p>Churches and monasteries: Baia de Aramă (1699-1705), Strehaia (1645), Cerneți, (Șimian commune - 1662), Gura Motrului (1512 – 1521- Butoiești), Topolnița convent (1600-1611, Izvoru Bârzii), the ruins of Vodița Monastery (1370-1375, Drobeta-Turnu Severin), Mraconia, Saint Ana; St. John the Baptist Church (with paintings by Gh. Tătărescu), Sf. Voievozi Church (Baia de Aramă, 18th century), Sf. Împărați Church of the former monastery of Cuțuieștilor (Broșteni village, 1836), Biserica Domnească under the patronage of the Holy Trinity (1659-1660, Cerneți village), St. Nicholas wooden church (Costești, 1835), St. Dumitru wooden church (late 18th century, Negoiești), St. Constantine and Helena wooden church (1832, Izvoru Bârzii), Holy Trinity Church (1645, Strehaia), and others.</p> <p>Aristocracy mansions: Cuțui Mansion (1815, Broșteni village), Tudor Vladimirescu Mansion (1800) and Nistor Mansion (1812, Cerneți village).</p> <p>Items listed in the List of historic monuments: 21 (2010)</p> <p>Monuments listed in the List of historic monuments: 483 (2010)</p> <p>Sites listed in the List of historic monuments: 65 (2010)</p>
	Dolj	<p>Churches and monasteries: Jitianu Monastery (1658), Coșuna Monastery (Bucovăț - 1572), St. Nicholas Church (Bistreț); Sadova Monastery (1663); St. Nicholas Church (Craiova, 1506-1512), Sf.Voievozi Church (Almăj, 1787-1789), Craiova Archbishopric and Oltenia Mitropoly (1780), All Saints wooden church and others.</p> <p>Dacian settlements and fortifications in the archaeological site of Coțofenii din Dos, archaeological site of Calopăr-Bâzdana.</p> <p>Buildings, castles, palaces: in the municipality of Craiova - Glogoveanu House (1802), Băniei House (late 17th - early 18th centuries), Prefecture Building, Constantin Mihail Palace - today the Museum of Art (1898- 1907), the Administrative Palace - today the Prefecture of the municipality of Craiova (1912-1913), Nicolae Romanescu House (1833), Vorvoreanu House - Metropolitan palace (1905), Nicolae Romanescu park - former Bibescu Park 19th - 20th centuries), the aristocratic court of Jieni (17th - 18th centuries); Stan Jianu's Mansion 18th century - Malu Mare commune).</p> <p>Aristocratic houses (fortified houses - characterized by the tower shape, typical of Oltenia): Poenaru House (Almăj -1833), Izvoranu-Geblescu House (Brabova - 18th century), Cernăteștilor House (Cernătești - 18th century).</p> <p>Museums, memorial houses: in Craiova - Olteniei Museum, Museum of Art, Elena Farago Memorial Museum; in Calafat - Town Museum and others.</p> <p>Items listed in the List of historic monuments: 22 (2010)</p> <p>Monuments listed in the List of historic monuments: 623 (2010)</p> <p>Sites listed in the List of historic monuments: 54 (2010)</p>
	Olt	<p>Archaeological sites: Sucidava and Acidava - Geto-Dacian relics (Cela) Gumelnița archaeological park, Sucidava and Romula (Reșca) Roman relics.</p> <p>Churches and monasteries: municipality of Slatina - Strehareț convent (1671), Clocociov Monastery (1645), Călu Monastery, Churches St. George (1877), St. Archangels (1512); Domnească Church (1598, Caracal), Wooden church (Leleasca), Brâncoveni Monastery (1582- 1583).</p> <p>Fortresses: the ruins of the Aristocratic Court of Caracal, the fortress of Câmpul Mare, the walls of the Byzantine fortress (Celei- Corabia) and the secret fountain.</p> <p>Museums and memorial houses: Village museums of Orlea, Vădastra and Stoicănești; the Ethnography Museum of Slatina, National Theatre (1896-1901), Romanașului Museum (19th century), the Museum of History (Caracal), Iancu Jianu Memorial House, Nicolae Titulescu Memorial Complex, the medieval watch tower (Hotăreni).</p> <p>Items listed in the List of historic monuments: 24 (2010)</p> <p>Monuments listed in the List of historic monuments: 664(2010)</p> <p>Sites listed in the List of historic monuments: 70 (2010)</p>
	Teleorman	<p>Archaeological sites: the ruins of the Roman fortress Turris (Turnu Măgurele), Zimnicea Fortress Geto-Facian settlement (5th century B.C.), Ciuperceni Palaeolithic reservation, Alexandria Tumulus, La Râpe archaeological reservation (Poroschia), La ziduri feudal</p>

BG		<p>fortress (Tătăraștii de Sus), Cossack Fortress (Roșiorii de Vede).</p> <p>Monasteries and churches: Drăgănești Monastery (1674, Roșiorii de Vede), the ruins of Ciolănești Monastery, Țigănia Monastery (Coșoteni), Plăviceni Monastery, (1837, Dudu), St. Alexandru Cathedral (1897, Alexandria), Balaci Church (1684), the wooden churches of Bujoreni, Drăcești, and others.</p> <p>Aristocracy mansions: Costea's Mansion (1718, Frăsinet), Beiu Storobăneasa Mansion, Vitănești Mansion, etc.</p> <p>Museums and memorial houses: the County Museum of History and Archaeology (Alexandria), 1907 peasant uprising Museum (Roșiori de Vede), Zaharia Stancu Memorial House (Salcia), Marin Preda Memorial House, Haricleea Darclée Memorial House (Turnu Măgurele).</p> <p>Items listed in the List of historic monuments: 25 (2010) Monuments listed in the List of historic monuments: 315(2010) Sites listed in the List of historic monuments: 53 (2010)</p>
	Giurgiu	<p>Monuments of the municipality of Giurgiu: the building of the old prefecture of Vâlcea (20th century), today a museum, the harbour building (1840), the Palace of the Romanian River Navigation (building of the harbour command post, 1939-1945), CFR railway station, County council (1930), County museum (1950), Cama Canal, the ruins of the chemistry factory, Wallachian theatre; Udriște Năsturel architectural site (1642, Hotarele commune); Drugănescu Palace (Stoenești – Florești).</p> <p>Aristocracy mansions: Mavrache (1850, Singureni); Nicu Cantacuzino (1850) and Pășai (19th century, Vede); Ion Barbu Arion (1921, Răsuceni), Ironware museum (Herești).</p> <p>Monasteries: Comana Monastery; Călugăreni museum complex.</p> <p>Items listed in the List of historic monuments: 23 (2010) Monuments listed in the List of historic monuments: 428(2010) Sites listed in the List of historic monuments: 31 (2010)</p>
	Călărași	<p>Archaeological sites: Păcuil lui Soare, where lie the ruins of the Byzantine fortress of the 10th century and Durostorum (early 2nd century), a Roman settlement.</p> <p>Monuments: the historic monument of Cătălui, (1560-1577), the oldest medieval historical monument on the county territory.</p> <p>Monasteries and churches: Plătărești Monastery (1639); the church of the former Negoești Monastery (1648-1649), St. Andrew Church (1732), etc.</p> <p>Items listed in the List of historic monuments: 9 (2010) Monuments listed in the List of historic monuments: 210 (2010) Sites listed in the List of historic monuments: 65 (2010)</p>
	Constanța	<p>Archaeological sites: Histria Fortress (natural and scientific reservation, a natural area part of the National Danube Delta Park); Tomis Fortress (6th century B.C.) became the town of Constanța; Callatis Fortress (late 6th century B.C.) is now the town of Mangalia; the Roman edifice with mosaic of Constanța (4th century B.C.) unique in Eastern Europe.</p> <p>Churches / mosques and monasteries: the Great Mosque of Constanța (1910-1913), Carol Mosque, the Orthodox Cathedral of Constanța (1883 - 1895), Esmahan-Sultan Mosque of Mangalia (1573), Derwent Monastery (1929-1936, Ostrov).</p> <p>Museums: the National Museum of History and Archaeology (Constanța), the Museum of Natural Sciences (Aquarium, Dolphinarium, Astronomic observatory - Constanța), the Museum of Art, Sea Museum (Constanța), Navy Museum (Constanța), Dinu and Sevasta Vintilă Art Museum (Topalu commune).</p> <p>Items listed in the List of historic monuments: 10 (2010) Monuments listed in the List of historic monuments: 440 (2010) Sites listed in the List of historic monuments: 234 (2010)</p>
	Vidin	<p>Archaeological sites: Vidin Fortress - Baba Vidin, (3rd - 4th centuries), Ancient Ratsiaria - old town of the Ulpia Traiana Ratiaria (Rastiaria) colony, the Fortress of Belogradchik, (3rd century B.C.), Martis Castrum - Roman fortress, Kaleto - system of fortifications along the Danube.</p> <p>Churches and monasteries: St. Martyr Dumitru Cathedral (17th century), St. Pantelimon Church (1634), St. Petka Church (1627), St. George Church (1868), the Synagogue; Albotin Monastery, the stone monastery (13th-14th centuries, Dobridol) Dormition of the Holy Virgin Monastery (Izvorski – Lopushanski Monastery), St. Trinity Rakovistsa (preservation area).</p> <p>Museums: The museum of ethnography of Vidin, the former Krastata military camp, the Koluka Museum of History (mid 18th century), the Museum of Natural Sciences Belogradchik, the Astronomic Observatory and others.</p> <p>Items listed in the List of historic monuments: n/a Monuments listed in the List of historic monuments: 56</p>

		Sites listed in the List of historic monuments: n/a
	Montana	<p>Archaeological sites: the old Montanezium town (Roman military camp of the 1st century B.C.), the ruins of the old Almus town classified as cultural monuments of national importance, belonging to the European cultural patrimony (Lom), Kaletso Fortress (Lom).</p> <p>Churches and monasteries: Borunska Church (Lom), churches Rozhdestvo Bogorodichno and Sveti Nikolay Chudotvorets, Klissura Monastery, Sveti Yoan Ruski Monastery, Sveti Yoan Predtecha Monastery, Sveta Troytsa Monastery, Gushovski Monastery.</p> <p>Items listed in the List of historic monuments: n/a</p> <p>Monuments listed in the List of historic monuments: n/a</p> <p>Sites listed in the List of historic monuments: 29</p>
	Vratsa	<p>Fortresses and archaeological sites: Vratitsa medieval fortress (1st century B.C. - 2nd century A.D.), Patleyna Bulgar medieval settlement, the Christian basilica (5th - 6th centuries).</p> <p>Churches/mosques and monasteries: St. George Church, Cerepis Monastery, Strupes Monastery, Archangel Michael Monastery, Eski Mosque, (early 19th century).</p> <p>Another unique site: Botev's Path memorial complex.</p> <p>Items listed in the List of historic monuments: n/a</p> <p>Monuments listed in the List of historic monuments: n/a</p> <p>Sites listed in the List of historic monuments: n/a</p>
	Pleven	<p>Archaeological sites: the Roman town of Dumum, Lucernaria Bourgon ancient Roman fortress, Ukus ancient Roman settlements, prehistoric and ancient settlements near villages Dabovan and Zagrazhden, and others.</p> <p>Churches and monasteries: Strogoyid Byzantine Church, St. Nicholas Church (1834), St. Parascheva Church (1934) and Holy Trinity Church, (1870), St. Peter and Paul Church (13th century), Karlukovo Monastery, Plevna 1877 Epopee - "Saint George the Conqueror" Chapel (1903/1907).</p> <p>Museums: The regional museum of history, a cultural monument of national importance (1884-1888), the Museum of Wine (Kaylaka Natural Park).</p> <p>Items listed in the List of historic monuments: n/a</p> <p>Monuments listed in the List of historic monuments: n/a</p> <p>Sites listed in the List of historic monuments: n/a</p>
	Veliko Tarnovo	<p>Churches and monasteries: St. Dumitru Church (Veliko Tarnovo), Holy Trinity Church (Svishtov), Pokrov Bogorodichen Monastery (Svishtov), Dormition of the Holy Virgin Church (Elena), churches of Asenova slum, the Birth of Christ Church (Arbanasi).</p> <p>Museums: Wine Museum, Archaeology Museum, Bulgarian Renaissance and Constituent Assembly Museum, Regional Museum of History, Museum - Prison (Veliko Tarnovo), Ethnography Museum, Museum of Urban culture and life (Svishtov), Aleko Konstantinov museum-house, Sarafkina museum-house, Konstantsaliev's house (Veliko Tarnovo).</p> <p>Unique site: Arbanassi architecture reservation (16th-17th centuries) - assembly of fortified stone houses and Renaissance-style churches.</p> <p>Items listed in the List of historic monuments: n/a</p> <p>Monuments listed in the List of historic monuments: 140</p> <p>Sites listed in the List of historic monuments: n/a</p>
	Ruse	<p>More than 20 buildings in Ruse were awarded the "European Heritage Label".</p> <p>Archaeological sites: Cerven medieval town (14th century) where fortresses, churches, aristocratic dwellings and blacksmiths' workshops were discovered, as well as fragments of ceramics and golden objects, infrastructure for water supply, 11 churches and a karstic underground spring).</p> <p>Churches and monasteries: rock-carved monastery of Saint Dimitrie Basarabov (cultural monument of special importance).</p> <p>Museums: Kaliopa House - the Museum of Urban Life, (late 19th century), the Regional Museum of History, Ruse, the National Museum of Transport and the Zahari Stoyanov Museum, the National museum of transports.</p> <p>Objective listed on the UNESCO world list: <i>The archaeological reservation of the Ivanovo rock-carved churches, including the Ivanovo rupestral monasteries.</i></p> <p>Items listed in the List of historic monuments: n/a</p> <p>Monuments listed in the List of historic monuments: 140</p> <p>Sites listed in the List of historic monuments: 260</p>
	Razgrad	<p>Archaeological sites: Abritus archaeology reservation (monument of national importance).</p> <p>Christian Church St. Nikolay Chudotvorets (1860).</p> <p>Museums and memorial houses: Stanka and Nikola Ikononovi museum-house, Museum</p>

		<p>of Ethnography, and others.</p> <p>Objective listed on the UNESCO world list: <i>Archaeological reservation Sboryanovo (Isperih) where there is a Thracian tomb, a cultural monument under the protection of UNESCO (near the village Sveshtari, late 4th century B.C.)</i></p> <p>Items listed in the List of historic monuments: n/a</p> <p>Monuments listed in the List of historic monuments: n/a</p> <p>Sites listed in the List of historic monuments: n/a</p>
	Silistra	<p>Archaeological sites: national architecture and archaeology reservation Dorustorum Drastar- Silistra includes 2/3 of the contemporary town of Silistra; on its territory are found unique monuments of the Roman and medieval Bulgarian age, 12 settlement sites, 139 Thracian funeral humps, 60 Thracian-Roman and medieval Bulgarian settlements, 20 fortresses and 13 necropoleis; the archaeological sites around the Danube Park - where was found the basilica of Patriarch Damian (second largest in Bulgaria), as well as a part of Omurtag mansion column.</p> <p>Churches/mosques: Kurşumlu Mosque (16th century), Metropolitan cathedral St. Apostles Peter and Paul and tabernacle with the remains of St. Dasie Dorostolski, the rock-carved sanctuary of Badjaliata (Strelkovo), the rock-carved churches of Suhata Reka (Golesh), Holy Trinity Church (Kaynardja), St. Dumitru of Thessaloniki Church (Garvan), St. Nicholas Church (Tutrakan), and others.</p> <p>Fortresses: Cartalkale stone medieval fortress (9th - 11th centuries, Okorsh), Transmariska (Tutrakan) fortress, Medjidi Tabia fortress (1841-1853) which includes an archaeological exhibition and Church St. Peter and Paul (1862).</p> <p>Items listed in the List of historic monuments: n/a</p> <p>Monuments listed in the List of historic monuments: n/a</p> <p>Sites listed in the List of historic monuments: n/a</p>
	Dobrich	<p>Archaeological sites: Yailata national archaeological reservation (1989), where a cave-town can be visited, (5th millennium B.C.) and a fortress of the early Byzantine age (late 5th century); Temple of Cybele, (3rd century B.C.); Durankulak Archaeology Park.</p> <p>Churches: St. George Church (1836), Dormition of the Holy Virgin Church (1860) - Kavarna, St. Nicholas Church (Balcic).</p> <p>Museums: Dobrogea and Sea Museum (operational inside a restored Turkish bath - 15th century, Kavarna) and others.</p> <p>Items listed in the List of historic monuments: n/a</p> <p>Monuments listed in the List of historic monuments: n/a</p> <p>Sites listed in the List of historic monuments: n/a</p>
Territorial influences		



a.7. Valorising the landscape

Crossed by the Danube River, the Romanian-Bulgarian cross-border area includes areas characterized by an exceptional biologic diversity and by a series of natural and cultural landscapes of genuine value, including all landforms, mountains, plateaus, plains and coastal regions. These conditions favoured the constitution of some protected areas in close vicinity of the river. Some of the areas worth mentioning are: Porțile de Fier (Iron Gates) Natural Park, Domogled-Valea Cernei, Comana National Park, Persina Natural Park.

The cross-border area includes a large number of objectives of natural and cultural patrimony which can act as important tourist objectives conferring identity to the area and bringing welfare to inhabitants. Although there have been several projects in the field of tourism, a unified approach is needed for the matters of landscapes and the specific potential of such.

The pilot-programme on “Valorising the landscapes in the Romanian-Bulgarian cross-border area” (S.C. Detente Consultants SRL & Atelier Foaie Verde Srl, 2014) performed an identification of the landscapes and an evaluation of such with the purpose of identifying and presenting at various scales the whole territory and of understanding the special hierarchy of the landscapes, structures and key-elements, as well as the connections between them.

Making the inventory took in consideration the requirement to identify the landscapes in the cross-border area in view of promoting priority policies, measures and projects and also of highlighting the specific characteristics thereof, namely: the Danube River, the diversity of landforms, areas of tourism potential, urban and rural areas, tourist routes and products, etc.

Approximately 100 landscapes were identified according to the specifications of the tender book. They are either cultural and natural landscapes, or sites of the urban and rural environment and the distribution of such is balanced between the Romanian and Bulgarian sides of the cross-border area. The atlas of the cross-border region includes the most representative landscapes for each category (natural, cultural, urban or rural landscape), as well as the belvedere points located within the area in question.

Table a.7. Key features and territorial influences

NUTS 3 county/oblasti		Key features
RO	Mehedinți	<ol style="list-style-type: none"> 1. Cazanele Dunării (Danube Cauldrons) 2. Ada Kaleh / Simian islands 3. Porțile de Fier (Iron Gates) Natural Park – Orșova Depression 4. Svinecei Mountains 5. Drobeta Corridor 6. Bălăcița Piedmont 7. Salciei Pasture 8. Floodable area of Vrata / Blahnița Plain
	Dolj	<ol style="list-style-type: none"> 8. Floodable area of Vrata / Blahnița Plain 9. Cazanele Dunării (Danube Cauldrons) 10. Ada Kaleh / Simian Islands 11. Porțile de Fier (Iron Gates) Natural Park – Orșova Depression 12. Svinecei Mountains 13. Drobeta Corridor 14. Bălăcița Piedmont 15. Salciei Pasture 9. Floodable area of Vrata / Blahnița Plain 10. Băilești Plain
	Olt	<ol style="list-style-type: none"> 13. Olteț Piedmont 19. Cotmeana Piedmont
	Teleorman	<ol style="list-style-type: none"> 20. Roșiorii de Vede Plains 21. Vede Valley 22. Burnaz Plain 69. Harbour-cities pair of Nikopole – Turnu Măgurele
	Giurgiu	<ol style="list-style-type: none"> 23. Comana – Călugăreni Area 24. Bucharest peri-urban area 25. Argeșului Valley 27. Gostinu beach

		60. Harbour-cities pair of Giurgiu – Ruse
	Călărași	25. Argeșului Valley 26. Danube Meadow near Oltenița and Călărași 28. Bărăgan Plain 30. Borcea area 35. Axiopolis Valley 51. Harbour-cities pair of Silitra – Călărași
	Constanța	37. Hârșova waterfront 38. Cazimcea Plateau 39. Cazimcea Valley 40. Razim – Sinoe lakes 41. City of Constanța 42. Romanian seaside 43. Cobadin Plateau 44. Albești Valley
BG	Vidin	78. Montana – Dimovo 81. Stara Planina – the Western side 82. Belogradchik cliffs 83. Archar river bank 84. Harbour-cities pair of Vidin – Clafat 85. Vidin Meadow
	Montana	70. Floodable islands of the Danube Meadow (Bulgarian side) - Lom 77. Kozloduy – Lom river bank 78. Montana – Dimovo 80. Vrachanski Balkan Natural Park
	Vratsa	70. Floodable islands of the Danube Meadow (Bulgarian side) - Ogosta 75. Western side of the Danube Meadow (Bulgarian side) 79. Iskar 80. Vrachanski Balkan Natural Park
	Pleven	66. Central part of the Danube Meadow on the Bulgarian side 68. Belene – Suhai floodable area 70. Floodable islands of the Danube Meadow (Bulgarian side) - Vit, Osam 73. Iskar Valley
	Veliko Tarnovo	56. Razgrad hills (the Southern area) 67. Harbour-cities pair of Svishtov – Zimnicea
	Ruse	58. Ludogorie (Dulovo, Isperih și Razgrad forested areas) 59. Slivo Pole Meadow 60. Harbour-cities pair of Giurgiu – Ruse 62. Rural landscape between the Yantra and Lomovete rivers
	Razgrad	56. Razgrad hills (the Southern area) 57. Rural landscape to the West of Razgrad, in the Western part of Ludogorie
	Silistra	31. Ostrov hills 32. Pacuili Soare Island 52. Srebarna Natural Reserve 53. Hills and depression areas between Silistra and Tutrakan (with lakes and swamps) 54. Harbour-cities pair of Tutrakan – Oltenița 55. Forested areas to the north of Glavinitza
	Dobrich	45. Drobudja Plateau 46. Bulgarian seaside to the north of Shabla Cape 47. Bulgarian seaside to the south of Shabla Cape 48. Balchik resort 49. Albena resort
	Territorial influences	
Landscape units ⁹ :		
1. Cazanele Dunării (Danube Cauldrons) 2. Ada Kaleh / Simian islands 3. Porțile de Fier (Iron Gates) Natural Park – Orșova Depression 4. Svinecei Mountains 5. Drobeta Corridor		

⁹ According to **LANDSCAPE ATLAS- landscapes identification and character assesment in the ROMANIA - BULGARIA CROSS BORDER AREA**, Detente Consultants, SC Atelier Foaie Verde SRL

6. Bălăcița Piedmont
7. Salciei Pasture
8. Floodable area of Vrata / Blahnița Plain i
9. Băilești Plain
10. Jiului Meadow
11. Romanescu Park in Craiova
12. Bistreț Pasture
13. Olteț Piedmont
14. Romanați Plain
15. Dăbuleni Plain
16. Dăbuleni water-melon growing
17. Potelu Meadow
18. Olt Meadow
19. Cotmeana Piedmont
20. Roșiorii de Vede Plain
21. Vedea Valley
22. Burnaz Plain
23. Comana – Călugăreni Area
24. Bucharest peri-urban area
25. Argeșului Valley
26. Danube Meadow near Oltenița and Călărași
27. Gostinu beach
28. Bărăgan Plain
29. Mostiștea Valley
30. Borcea area
31. Ostrov hills
32. Pacuilui Soare Island
33. Oltinei Plateau lakes
34. Oltinei hills
35. Axiopolis Valley
36. Carașu Valley (Medgidia)
37. Hârșova waterfront
38. Cazimcea Plateau
39. Cazimcea Valley
40. Razim – Sinoe lakes
41. City of Constanța
42. Romanian seaside
43. Cobadin Plateau
44. Albești Valley
45. Dobrudja Plateau
46. Bulgarian seaside to the north of Shabla Cape
47. Bulgarian seaside to the south of Shabla Cape Stațiunea Balchik
48. Albena resort
49. Suha Reka and Harsovska Reka regions
50. Harbour-cities pair of Silistra – Călărași
51. Srebarna Natural Reserve
52. Hills and depression areas between Silistra and Tutrakan (with lakes and swamps)
53. Harbour-cities pair of Tutrakan – Oltenița
54. Forested areas to the north of Glavinitsa
55. Razgrad hills (the Southern area)
56. Rural landscape to the West of Razgrad, in the Western part of Ludogorie
57. Ludogorie (Dulovo, Isperih și Razgrad forested areas)
58. Slivo Pole Meadow
59. Harbour-cities pair of Giurgiu – Ruse
60. Lomovete river mouth and neighbouring areas
61. Rural areas between Yantra and Lomovete rivers
62. Yantra and Rositsa
63. Predbalkan from the Veliko Tarnovo region (depression areas of Balkan Mountains)
64. Northern slopes of Central Balkan Mountains
65. Central Danube Meadow on the Bulgarian side
66. Harbour-cities pair of Svishtov – Zimnicea
67. Belene – Suhai floodable area
68. Harbour-cities pair of Nicopol – Turnu Măgurele

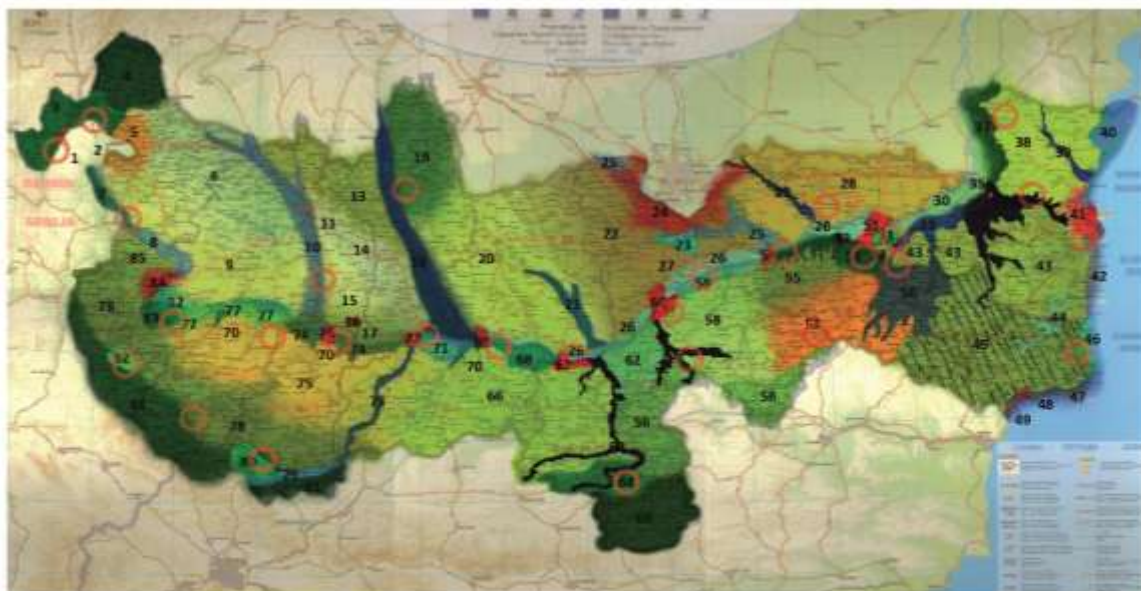
69. Floodable islands of the Danube Meadow (Bulgarian side) - Vit, Osam, Ogsta, Lom
70. Giulantsi floodable area (Cherno Pole)
71. Ancient cities of Ulpia Oescensium – Sucidava
72. Iskar Valley
73. Gorni Vadin river bank
74. Western side of the Danube Meadow (Bulgarian side)
75. Oryahovo – Bechet pair of cities
76. Kozloduy – Lom river bank
77. Montana – Dimovo
78. Iskar
79. Vrachanski Balkan Natural Park
80. Stara Planina – the Western side
81. Belogradchik cliffs
82. Archar river bank
83. Harbour-cities pair of Vidin – Clafat
84. Vidin Meadow

Kinematic landscape units:

85. A 1 Bucharest – Constanța highway
86. Romanian seaside
87. Bulgarian seaside
88. Bucharest – Veliko Tarnovo
89. Roads along the Danube river on the Bulgarian side
90. Roads along the Danube river on the Romanian side
91. Porțile de Fier – Bucharest
92. Ruse- Plevna Vratsa
93. Cernavodă – Hârșova
94. Olt Valley
95. Bucharest – Pleven – Sofia
96. Silitra – Balchik

Thematic landscape units:

97. Architectural monuments
98. Wine growing areas
99. Archaeological heritage (tumuli, citadels...)



Legenda

a.7. Valorificarea peisajului

34 Unitatea de peisaj

 Puncte de belvedere

Conclusions / development needs

The conclusions of the analysis on landscape valorisation highlight the need for an integrated approach, where the protection aspects combine with the economic aspects of infrastructure development, tourist promotion and development of related activities. We may indicate some of the major directions:

- Compliance with protection regulations and implementation of natural landscape preservation measures (afforestation, flooding prevention, crop diversification, etc.)
- Development of local urbanism regulations to preserve and rehabilitate urban or rural landscape
- Tourist tours development and promotion
- Supporting such tourist tours with the necessary access and services infrastructure (including cycling) for sustainable tourism development
- Involvement of local communities in developing local tourist products, to support tourism (craftsmanship, cultural, gastronomic events, ethnological tourism, etc.)

a.8. Public utilities

Water supply: in both countries, in the period of 2010 – 2012, the total population connected to the central water supply system showed a constant decrease in the cross-border counties and districts¹⁰. Nevertheless, there are counties showing a similar trend with the entire area (Dolj, Călărași), as well as counties with a different evolution, namely an increase in the indicator for each of the three years (Teleorman), a decrease in 2011 followed by an increase in 2012 (Mehedinți, Giurgiu), or an increase in 2011 followed by a decrease in 2012 (Olt, Constanța). In the nine districts of the Bulgarian area the evolution confirms the total area findings, each reporting a constant decrease in the number of population.

There is a significant difference between the two cross-border areas in ensuring potable water for population; in Romania the share of population connected to the central potable water systems is 55 – 60%, while in the Bulgarian area the share is 99.1-99.3%. The potable water supply capacity increased in the period of 2010 – 2012; in the Romanian area, the volume of potable water produced by the treatment facilities is approximately 40% than in the Bulgarian areas.

The specific water consumption levels are very different in the two countries, both at national and at cross-border level. The specific water consumption level in the Bulgarian area is rated as very low¹¹, considering that the share of population supplied with water is 98 – 100%. The water distribution networks are almost 3 times larger in the Romanian side compared to the Bulgarian side of the cross-border area.

¹⁰ As a result of negative demographic trends and depopulation of localities

¹¹ As a result of negative demographic trends and depopulation of localities

Wastewater sewage: in terms of population connected to the public wastewater sewage system, the situation of the two sides of the cross-border area is different: the Romanian area reports lower percentages than the Bulgarian area. In the period of 2010 – 2012 there is an increasing trend: 31.3% - 35.4% in the Romanian area and 57.5 – 59.9% in the Bulgarian area.

Power, thermal energy, oil and oil products and natural gas production and transport infrastructure and use of renewable energy sources: the development of the energy sector is a major concern and a priority objective both in Romania and in Bulgaria, according to the Action Plan proposed by the Danube Strategy which includes energy as a priority field underpinning the Danube Region interconnection pillar.

In 2012, Romania had among the lowest levels of energy dependence (22.7%), ranking third, after Denmark and Estonia, while Bulgaria reported 36.1% energy dependence.

The share of renewable energy in the final energy consumption was 22.9% in 2012 in Romania, close to the 24% target for 2020, as the Renewable Energy Directive (2009/28/CE) sets for the EU a share of 20% of renewable energy by 2020. In Bulgaria, in 2012 share of renewable energy in the final energy consumption was 16.3%, with a national target of 16% by 2020.

The energy infrastructure allows both energy supply on the entire Romanian and Bulgarian territories and interconnection with neighbouring energy systems. The largest power plants in the cross-border area are the hydroelectric power station Iron Gates, in Mehedinți County, the nuclear power plant in Cernavodă, Constanța County and the nuclear power plant in Kozlodui, Vratsa District.

The electricity transport network is well represented in the Danube area, consisting of aerial cables and connection and transformation stations with power levels of 220kV, 400kV and 750kV. The border between Romania and Bulgaria is crossed by aerial cables interconnecting the Romanian and the Bulgarian power systems and facilitating power exchanges. The electric distribution network at the level of counties and districts in the cross-border area ensures power supply for all localities in the region.

Only a small number of urban localities in the Romanian cross-border area still use the centralised heating supply system existing in 1989. The heat loss and the price increases led to massive user disconnections followed by the elimination of the centralised system. The situation is similar in Bulgaria where they are considering extending the natural gas supply system to the majority of localities in order to solve the heating problem.

The implementation of measures and programmes to modernise/improve SACET will create the necessary conditions to maintain the centralised heating supply system in the 22 urban localities where it is still in use.

The Romanian territory in the cross-border area is crossed by oil transport pipes to distribute both Romanian and imported oil and oil products. The Bulgarian territory in the cross-border area includes only one pipe transporting oil extracted from the Black Sea Basin to the industrial area near Pleven Municipality. There are oil and natural gas exploitation and production activities in the Black Sea Basin on both Romanian and Bulgarian sides. Bulgaria is currently dependent on Russian oil imports.

With regards to natural gas transport, the Romanian cross-border area includes numerous pipes; especially important are the gas pipes transiting Romania in Dobrogea area, which ensure the interconnection of the national natural gas transport systems. There are two natural gas transit pipes from Russia to Bulgaria and Turkey.

Only a low number of localities in the cross-border area benefit from natural gas distribution, with Mehedinți County and Silistra and Vidin Districts most affected from this perspective. At the end of 2014 the interconnection of the Romanian natural gas transport system with the Bulgarian system will be finalised on the Giurgiu-Ruse pipeline, through a pipe of approx. 25 km of which 15.4 km are on Bulgarian territory and 5.2 km on Romanian territory, with 4.14 km running beneath the Danube River. Currently Bulgaria is dependent on natural gas imports; in 2012, the share of Russian imports in the Bulgarian gas consumption was 92%. There are initiatives to extend the natural gas supply system to cover the majority of localities in the cross-border territory.

The cross-border area Romania – Bulgaria has high solar energy potential, and Constanța County and Dobrich District have high wind energy potential. The cross-border area has biomass energy potential; the Romanian area benefits especially from agricultural biomass and the Bulgarian area from forest biomass.

Telecommunications networks: the communications network is well developed in the cross-border area, with interconnections between the two countries. On both sides of the Danube there are fiber optic lines with interconnection points with Romania in Kardam, Ruse and Vidin.

There is a gap between the urban and the rural population in terms of broadband internet connection. There is high potential to extend broadband internet access especially in rural and remote disadvantaged areas, and to develop public internet access points (telecentres).

Industrial and household waste management infrastructure: in the cross-border area there are considerable amounts of municipal and industrial waste. The dynamics of statistical data on waste indicate a decrease in the past 10 years in the entire cross-border area and a decrease of the waste storage areas and capacity in the period of 2003 – 2012.

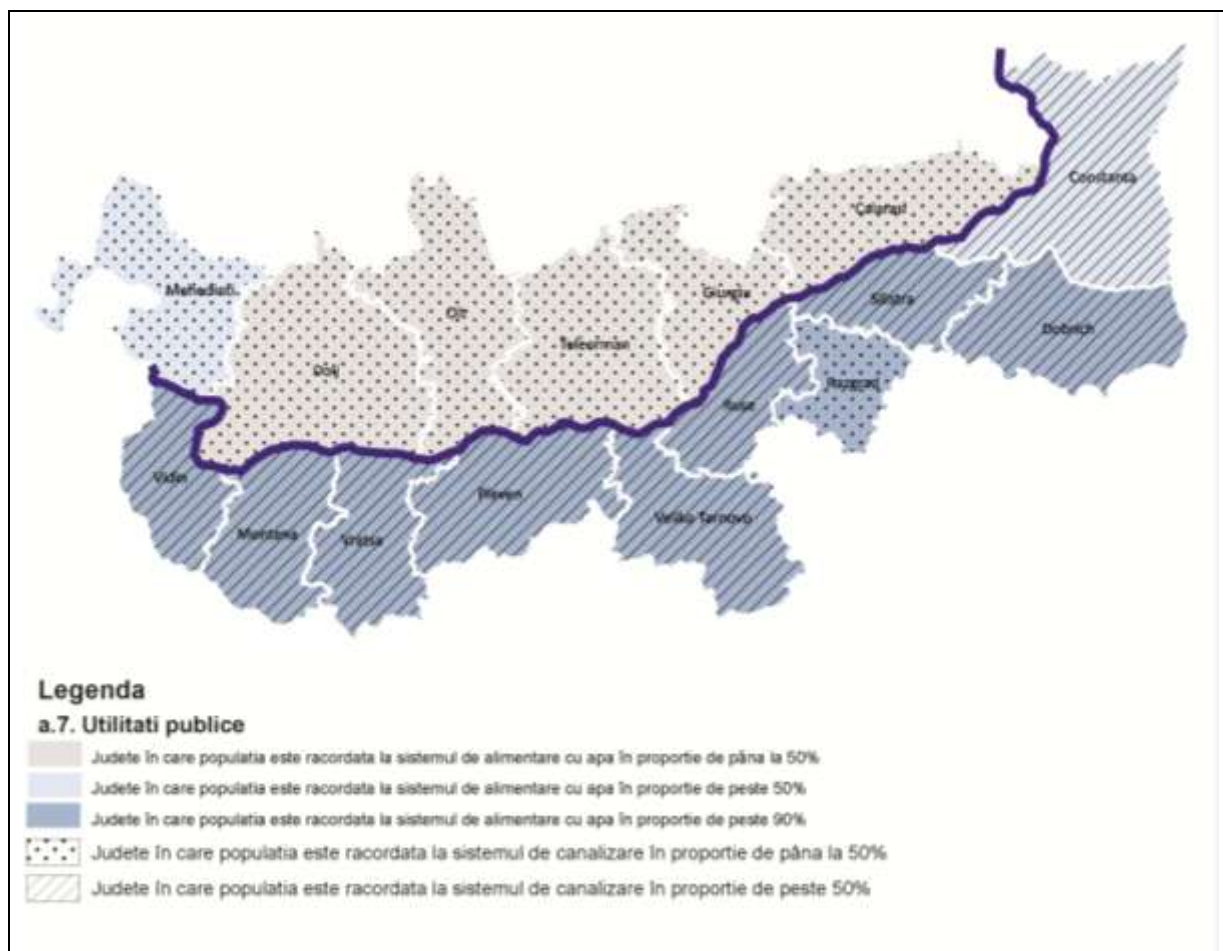
Waste storage is the main option for final disposal of waste in Romania and Bulgaria, and the National Waste Management Strategies provide for building regional ecologic landfills using several transfer stations and for closing down the historic landfills. 2016 is considered a feasible deadline for the implementation of projects for regional ecologic landfills and transfer stations. In the Bulgarian cross-border region, new regional landfills will be completed near the cities of Vidin, Montana, Vratsa, Oryahovo, Belene, Lyakovets, Ruse and Silistra.

Table a.7. Key features and territorial influences

NUTS 3 county/ oblast		Key features
RO	Mehedinti	<p>Energy System:</p> <ul style="list-style-type: none"> • Iron Gates Hydropower Plant • ROMAG – TERMO (RAAN) Power Plant • Installed electrical power from hydro-power plants, thermal-power plants, wind power plants and photovoltaic power plants • Energy potential from vegetable biomass (636.9 Tj) <p>Population connected to the water supply system: 160 237 / 55.6 % (2012) Population connected to the sewage system: 99 068 / 34.4 % (2012) Weight of the population benefiting from waste collection services: 96.4 % (2012) The Drobeta Turnu Severin – Izvorul Barzii environmental friendly landfill for domestic waste shall be built.</p>
	Dolj	<p>Energy System:</p> <ul style="list-style-type: none"> • Oltenia Power Plant – Isalnita and Craiova plants • Installed electrical power from thermal-power plants and photovoltaic power plants • Energy potential from vegetable biomass (962.9 Tj) <p>Population connected to the water supply system: 307 489/ 44.1 % (2012) Population connected to the sewage system: 285 138/ 41% (2012) Weight of the population benefiting from waste collection services: 90 % (2012) Noncompliant city landfills (Mofleni/ Craiova, Calafat, Bailesti) and the landfills in rural areas were shut down, the areas being greened and reintegrated in the natural circuit. The landfill in Segarcea will shut down in 2015, and the one in Filiasi in 2017.</p>
	Olt	<p>Energy System:</p> <ul style="list-style-type: none"> • Installed electrical power from hydro-power plants and photovoltaic power plants • Energy potential from vegetable biomass (625.5 Tj) <p>Population connected to the water supply system: 152 710/ 33.5 % (2012) Population connected to the sewage system: 118 069/ 25.8 % (2012) Weight of the population benefiting from waste collection services: 93.6 % (2012)</p>

		The noncompliant landfills in Slatina, Draganesti - Olt, Scornicesti were shut down and the ones in Caracal, Corabia, Bals shall be shut down in 2017. Transfer stations shall be built in Bals, Caracal, Corabia and Scornicesti, as well as a county green landfill in Balteni.
	Teleorman	Energy System: <ul style="list-style-type: none"> • Installed electrical power from photovoltaic power plants • Energy potential from vegetable biomass (865.6 Tj) Population connected to the water supply system: 106 513 / 27.2 % (2012) Population connected to the sewage system: 82 360/ 21.1% (2012) Weight of the population benefiting from waste collection services: 98.3 % (2012) Existing landfills were identified in Zimnicea and Turnu Magurele. At least two transfer stations shall be built, located in Turnu Magurele and Zimnicea.
	Giurgiu	Energy System: <ul style="list-style-type: none"> • Highly increased installed power on photovoltaic power plants compared to the other counties and districts in the cross-border area • Energy potential from vegetable biomass (590.4 Tj) Population connected to the water supply system: 77 290 / 27.7% (2012) Population connected to the sewage system: 53 188/ 19.1% (2012) Weight of the population benefiting from waste collection services: 94.6 % (2012) Three green landfills shall be built for domestic waste in Giurgiu, Bolintin Vale and Mihailesti.
	Calarasi	Energy System: <ul style="list-style-type: none"> • Installed electrical power from photovoltaic power plants Population connected to the water supply system: 131 729 / 42.5% (2012) Population connected to the sewage system: 68 578/ 22.1% (2012) Weight of the population benefiting from waste collection services: 97% (2012) Landfills in rural municipalities were shut down and the areas were greened. There is still a hazardous waste landfill that shall be shut down in 2016.
	Constanta	Energy System: <ul style="list-style-type: none"> • Cernavoda Nuclear Power Plant • ELCEN Power Plant (CET Palas) • Installed power on wind power plants • The solar power potential is poorly valorised Population connected to the water supply system: 536 605 / 74% (2012) Population connected to the sewage system: 407 275/ 56.2% (2012) Weight of the population benefiting from waste collection services: 90.6% (2012) There is a green landfill for domestic and industrial waste in Ovidiu municipality, as well as a domestic, street, industrial and related waste landfill in the Constanta Harbour. There is a non-hazardous electronic waste landfill in Lumina.
BG	Vidin	Population connected to the water supply system: 96 960 / 99.4 % (2012) Population connected to the sewage system: 54 821 / 56.2 % (2012) Weight of the population benefiting from waste collection services: 100 % (2012) A regional domestic waste landfill was finalized in 2013 and it shall serve all the 11 municipalities in the region. Vidin also has a construction landfill.
	Montana	Energy System: <ul style="list-style-type: none"> • Installed electrical power from photovoltaic power plants Population connected to the water supply system: 140 932 / 98.1% (2012) Population connected to the sewage system: 84 042 / 58.5 % (2012) Weight of the population benefiting from waste collection services: 100 % (2012) There is a functional regional landfill in Montana for domestic and non-hazardous manufacturing waste serving 11 municipalities in the Montana District and Krivodol municipality in the Vratsa District. Hazardous waste from the hospital in Montana is burned in special incinerators in Sofia. A biodegradable and construction waste treatment station is being built at the regional landfill.
	Vratsa	Energy System: <ul style="list-style-type: none"> • Kozlodui Nuclear Power Plant • Installed electrical power from nuclear and wind power plants Population connected to the water supply system: 180 848 / 99.6% (2012) Population connected to the sewage system: 100 774 / 55.5% (2012) Weight of the population benefiting from waste collection services: 100 % (2012)

		<p>In 2010, 2 regional landfills were functional: the regional municipal solid waste landfill in Vratsa- Mezdra serving the two cities and the other settlements in the respective districts; and the landfill in Rahova (Oryahovo).</p> <p>There are 7 landfills for hazardous industrial waste and manufacturing waste.</p> <p>There is a functional incinerator for treating hospital waste in the region, at Mezdra.</p> <p>The Kozlodui NPP has its own landfill for non-radioactive waste.</p>
	Pleven	<p>Energy System:</p> <ul style="list-style-type: none"> Installed electrical power from wind power plants and photovoltaic power plants <p>Population connected to the water supply system: 262 969/ 100% (2012)</p> <p>Population connected to the sewage system: 148 578 / 56.5% (2012)</p> <p>Weight of the population benefiting from waste collection services: 100 % (2012)</p> <p>There are 19 landfills and regional landfill shall be built for non-hazardous waste.</p>
	Veliko Tarnovo	<p>Energy System:</p> <ul style="list-style-type: none"> Installed electrical power from thermal-power plants and wind power plants Energy potential from biomass using forest residue <p>Population connected to the water supply system: 252 820 / 99.7% (2012)</p> <p>Population connected to the sewage system: 168 377/ 66.4% (2012)</p> <p>Weight of the population benefiting from waste collection services: 99.1 % (2012)</p> <p>Currently, there is a hazardous and non-hazardous waste landfill.</p> <p>A regional municipal solid waste landfill shall be built within the Veliko Tarnovo Municipality.</p>
	Ruse	<p>Population connected to the water supply system: 231 580 / 100% (2012)</p> <p>Population connected to the sewage system: 156 317/ 67.5% (2012)</p> <p>Weight of the population benefiting from waste collection services: 100 % (2012)</p> <p>There is a functional regional non-hazardous, construction and hazardous waste landfill serving Ruse, Vetovo, Ivanovo, Slivo Pole and Turtucaia.</p>
	Razgrad	<p>Energy System:</p> <ul style="list-style-type: none"> Energy potential from biomass using forest residue <p>Population connected to the water supply system: 122 166 / 100% (2012)</p> <p>Population connected to the sewage system: 51 188 / 41.9 % (2012)</p> <p>Weight of the population benefiting from waste collection services: 100 % (2012)</p> <p>A regional non-hazardous waste landfill serves Razgrad, Loznitza, Isperih, Zavet, Kubrat, Samuil and Tsar Kaloyan.</p>
	Silistra	<p>Energy System:</p> <ul style="list-style-type: none"> Installed electrical power from photovoltaic power plants Energy potential from biomass using forest residue <p>Population connected to the water supply system: 117 214 / 100% (2012)</p> <p>Population connected to the sewage system: 60 600 / 51.7 % (2012)</p> <p>Weight of the population benefiting from waste collection services: 99.7 % (2012)</p> <p>There are 27 domestic waste landfills.</p> <p>A regional landfill shall be built near Silistra, as well as a transfer station for waste coming from Alfatar.</p>
	Dobrich	<p>Energy System:</p> <ul style="list-style-type: none"> Installed electrical power from wind power plants and photovoltaic power plants <p>Population connected to the water supply system: 186 258 / 99.9 % (2012)</p> <p>Population connected to the sewage system: 131 817 / 70.7 % (2012)</p> <p>Weight of the population benefiting from waste collection services: 94.5 % (2012)</p> <p>Regional landfill – first cell in 2010-2014, waste splitting plant, composting units, construction waste recycling units, recycling centre, 1 transfer station (Tervel), including pre-treatment units and composting lands.</p>
Territorial influences		



Conclusions/ development needs

From the perspective of territorial endowment, we notice a low weight of the population connected to the water supply central system on the Romanian side and the low weight of the population connected to the waste water sewage systems in the entire cross-border area. However, we see an increased rhythm for expanding the drinking water distribution networks and the sewage networks in the overall cross-border area.

The weight of the population benefiting from municipal waste collection services of the total population in the cross-border area has increased steadily in all counties and districts during 2003-2013, also noticing a constant decrease in the number of landfills, surface areas and capacities that they occupy in the entire cross-border area in the past 10 years.

With respect to the energy system, a rather low quantity range of conventional primary power sources raises the issue of developing alternative sources. Diversified sources of obtaining hydro, thermal, nuclear and alternative power fosters the possibility to develop new energy capacities. The development of power plants using renewable sources may contribute to reaching the 2020 target to increase the power weight from renewable sources in the power end use.

a.9. Housing and public services

Health: In 2012, there were 124 hospitals in the cross-border area. Capacity-wise, they have a low number of beds available per 1000 inhabitants, for the entire area, compared to accepted norms; the average of the overall area is 5.08 beds/1000 inhabitants.

Specialized clinics have evolved during 2002-2012 on the Bulgariad side of the cross-border area by setting up new units in Montana, Pleven, Veliko Tarnovo, Ruse, Dobrich. On the Romanian side of the cross-border region, specialized hospitals were set up in all counties of the area, except for Mehedinti County, where the number of units decreased.

The comparative analysis for 2007-2011 on the medical staff in the health systems of both sides of the cross-border area, we see a positive evolution of the Bulgarian side compared to the Romanian situation. Thus, at the cross-border area, in Romania, during 2007-2011, 22.4 doctors (in 2007) covered 10,000 inhabitants and 22.3 doctors (in 2011), of which 5.4 dentists (2007) and 4.4 dentists (2010). For the same period, at the cross-border area, in Bulgaria, 36.5 doctors (in 2007) and 34.7 doctors (in 2011) covered 10,000 inhabitants, with a rather constant number of dentists.

On the Romanian side, the best percentage of doctors covering the population was found in Dolj (in 2011, 10,000 inhabitants were covered by 30.3 doctors, 6.5 dentists and 66 medical staff with average qualification) and in Constanta (in 2011, 10,000 inhabitants were covered by 26.4 doctors, 7.1 dentists and 56.9 medical staff with average qualification). At the opposite pole, Calarasi and Giurgiu counties have a negative situation, having in 2011 10.1 doctors, 2.4 dentists and 36.5 medical staff with average qualification covering 10,000 inhabitants - Giurgiu.

On the Bulgarian side, the best coverage of the population by doctors was in Vidin, Pleven and Vratsa where, in 2011, 10,000 inhabitants were attended by 37 doctors, 6 dentists and over 65 medical staff with average qualification. At the opposite pole, districts with low indicator values on covering the population with doctors and medical staff with average qualification are Veliko Tarnovo, Razgrad and Silistra.

Education: For the 2011-2012 school year, the number of teachers in the cross-border area for primary education (grades 1-4), lower secondary (grades 5-8) and upper secondary (high school) was 35,981, of which 26,073 on the Romanian side and 9,908 on the Bulgarian side. Teaching staff

numbers are decreasing at almost all education levels, except for higher education, with increases as a result of the growing private education.

Consequent to the demographic evolution, Romania's and Bulgaria's population decreased dramatically in the past years. The slow, but continuous process of demographic ageing led to a decrease in the school age population (2-23 years) and, implicitly, of the school population. School population up to upper secondary education levels in the cross-border area amounted to 510,906 pupils, with 135,167 on the Bulgarian side and 37,539 on the Romanian side.

The number of school units at high school level, as well as of pupils in the Romanian cross-border area is three times higher than the Bulgarian side, also caused by the different population volumes on both sides of the border. In 2012, Romanian high schools at the cross-border area had 123,088 pupils and Bulgarian high schools 27,702 pupils, with a rather constant evolution during 2008-2012.

The number of pupils attending vocational education decreased, in general, in the entire area during 2008-2012, as a result of the restructuring measures for this type of education and probably of the low interest in this education cycle along with decommissioning of industrial units. Exceptions come from Calarasi, Silistra (with a significant increase) and Ruse, Dobrich, Constanta (steady values).

In 2012, there were 13 higher education units grouped in 4 main centres: Constanta, Craiova, Veliko Tarnovo, Ruse and in subsidiaries of certain universities in the area in county seats in the vicinity: Mehedinti, Olt, Teleorman, Calarasi. The number of students enrolled in 2012 was circa 60,000 (81% in Romanian counties and 19% in Bulgarian districts).

Data of latest censuses in Romania and Bulgaria provide information on the population allocation per levels of education. Thus, 12.6% of the cross-border area population graduated from higher education units, 57.3% have high school, vocational or apprenticeship degrees, 27.4% have lower secondary degrees, 14% primary education degrees and 4.6% did not go to school.

The weight of the population with higher education is higher in Bulgaria (15%) compared to Romanian value (11%). There is a very low number of individuals with higher counties such as Calarasi (6.9%), Giurgiu (6.8%), Teleorman (7.1%) and Olt (8.5%). At the opposite pole, Bulgarian districts of Veliko Tarnovo, Ruse, Pleven and Vratsa have weights between 14% and 18% of the population with higher education.

The weight of the population without education is 4.6% of the total population. Moreover, this category is 5.9% on the Bulgarian side and 3.9% on the Romanian side. At NUTS3 level, significant percentages of the population without education are found in Silistra (8.6%), Razgrad (7.5%) and Dobrich (7.6%).

Housing: Results of population and housing censuses from 1992 and 2002 show that Romania went through material positive changes with an increase in the number of homes, but also with a significant increase in the level of comfort. Thus, in 2002, there were 8,107,000 households, 448,000 households more compared to 1992.

In Bulgaria, at population censuses in 2001 and 2011, there was an increase in the number of households, from 3,352,000 to 3,887,000 households and a decrease in the employment rate from 85.0% (2001) to 69.0% (2011). From the cross-border area, Veliko Tarnovo witnessed an increase in population during 2001-2011 and in number of households. Pleven and Veliko Tarnovo are districts in this area with the highest weight of households (3.8% - 3.9%) of the total number of households in the country.

In 2002, counties with a high urbanization level registered most households with water and sewage systems. This is the case of Constanta county with 70.4% weight, opposite to Giurgiu and Teleorman counties with a weight of 25.0% and 26.0% respectively. The weight of households with electricity in Romanian counties was around 96% (Mehedinti) and 98.0% (Dolj).

In Bulgaria, at the population and household census in 2011, compared to 2001, there was an increase in the weight of households with water supply (from 92% to 94.8%) and an increase in households connected to the power system, except for isolated households in mountain areas (0.02%). In the Bulgarian cross-border area, the weight of households with water supply connected to the public network registered significant differences from one district to the other, between 80% (Montana) and 98% (Razgrad).

Table a.9. Key features and territorial influences

NUTS 3 county/ oblast		Key features
RO	Mehedinți	<p>Area available for living: 16.65 sqm / inhabitant (2012)</p> <p>Higher educated population:</p> <ul style="list-style-type: none"> • Number of students – 1973 (2012/2013) • Number of graduates– 610 (2011) <p>Share of non-educated population: 3.9 % (2011)</p> <p>Share of illiterate population: 2.1% (2011)</p> <p>Number of hospitals: 4 (2012)</p>

		Number of hospital beds: 5,02 / 1000 inhabitants (2012) Number of medical doctors: 16.5 per 10.000 inhabitants (2011)
	Dolj	Area available for living: 15.85mp /inhabitant(2012) Higher educated population: <ul style="list-style-type: none"> • Number of students – 19 876 (2012/2013) • Number of graduates– 6 566 (2011) Share of non-educated population: 3.2 % (2011) Share of illiterate population: 1.3% (2011) Number of hospitals: 15 (2012) Number of hospital beds 6,45 /1000 inhabitants (2012) Number of medical doctors: 30.3 per 10.000 inhabitants (2011)
	Olt	Area available for living: 15.17 sqm /inhabitant(2012) Higher educated population: <ul style="list-style-type: none"> • Number of students – 512 (2012/2013) • Number of graduates– 168 (2011) Share of non-educated population: 3.5 % (2011) Share of illiterate population: 1.4 % (2011) Number of hospitals: 6 (2012) Number of hospital beds: 4,51 /1000 inhabitants (2012) Number of medical doctors: 15.7 per 10.000 inhabitants (2011)
	Teleorman	Area available for living: 14.94 sqm /inhabitant(2012) Higher educated population: <ul style="list-style-type: none"> • Number of students – 397 (2012/2013) • Number of graduates– 174 (2011) Share of non-educated population: 4.5 % (2011) Share of illiterate population: 2.3 % (2011) Number of hospitals: 8 (2012) Number of hospital beds 4.97 /1000 inhabitants (2012) Number of medical doctors: 13.7 per 10.000 inhabitants (2011)
	Giurgiu	Area available for living: 15.74 sqm /inhabitant(2012) Higher educated population: <ul style="list-style-type: none"> • Number of students – n/a • Number of graduates– n/a Share of non-educated population: 5.1 % (2011) Share of illiterate population: 3.8% (2011) Number of hospitals: 3 (2012) Number of hospital beds 2.89 /1000 inhabitants (2012) Number of medical doctors: 11.3 per 10.000 inhabitants (2011)
	Călărași	Area available for living: 13.53 sqm /inhabitant(2012) Higher educated population: <ul style="list-style-type: none"> • Number of students – 407 (2012/2013) • Number of graduates– 87 (2011) Share of non-educated population: 5.9% (2011) Share of illiterate population: 3.5% (2011) Number of hospitals: 5 (2012) Number of hospital beds: 3.76 /1000 inhabitants (2012) Number of medical doctors: 10.1 per 10.000 inhabitants (2011)
	Constanța	Area available for living: 15.23 sqm /inhabitant(2012) Higher educated population: <ul style="list-style-type: none"> • Number of students – 23871 (2012/2013) • Number of graduates– 7183 (2011) Share of non-educated population: 2.9% (2011) Share of illiterate population: 1.3% (2011) Number of hospitals: 18 (2012) Number of hospital beds > 5.70 /1000 inhabitants (2012) Number of medical doctors: 26.4 per 10.000 inhabitants (2011)
BG	Vidin	Area available for living: 52.45 sqm/inhabitant(2012) Higher educated population: <ul style="list-style-type: none"> • Number of students – n/a • Number of graduates– n/a Share of non-educated population: 5.5 % (2011) Share of illiterate population: 1.3% (2011)

		<p>Number of hospitals: 2 (2012)</p> <p>Number of hospital beds: 3.69 /1000 inhabitants (2012)</p> <p>Number of medical doctors: 83.8 per 10.000 inhabitants: 16.5 (2011)</p>
	Montana	<p>Area available for living: 46.81mp/inhabitant(2012)</p> <p>Higher educated population:</p> <ul style="list-style-type: none"> • Number of students – n/a • Number of graduates– n/a <p>Share of non-educated population: 5.8% (2011)</p> <p>Share of illiterate population: 1.3% (2011)</p> <p>Number of hospitals: 5 (2012)</p> <p>Number of hospital beds: 6.24 /1000 inhabitants (2012)</p> <p>Number of medical doctors: 33.2 per 10.000 inhabitants (2011)</p>
	Vratsa	<p>Area available for living: 42.19 sqm/inhabitant(2012)</p> <p>Higher educated population:</p> <ul style="list-style-type: none"> • Number of students – 605 • Number of graduates– n/a <p>Share of non-educated population: 5.5% (2011)</p> <p>Share of illiterate population: 1.3% (2011)</p> <p>Number of hospitals: 13 (2012)</p> <p>Number of hospital beds: 7.00 /1000 inhabitants (2012)</p> <p>Number of medical doctors: 37.2 per 10.000 inhabitants (2011)</p>
	Pleven	<p>Area available for living: 40.95mp/inhabitant(2012)</p> <p>Higher educated population:</p> <ul style="list-style-type: none"> • Number of students – 1329 (2012/2013) • Number of graduates– 277 (2012) <p>Share of non-educated population: 5.8 % (2011)</p> <p>Share of illiterate population: 1.6% (2011)</p> <p>Number of hospitals: 11 (2012)</p> <p>Number of hospital beds: 6.26 /1000 inhabitants (2012)</p> <p>Number of medical doctors: 50.0 per 10.000 inhabitants (2011)</p>
	Veliko Tarnovo	<p>Area available for living: 42.77 sqm/inhabitant(2012)</p> <p>Higher educated population:</p> <ul style="list-style-type: none"> • Number of students – 27818 (2012/2013) • Number of graduates– 8234 (2012) <p>Share of non-educated population: 4.6% (2011)</p> <p>Share of illiterate population: 0.9% (2011)</p> <p>Number of hospitals: 12 (2012)</p> <p>Number of hospital beds: 6.18 /1000 inhabitants (2012)</p> <p>Number of medical doctors: 13.5 per 10.000 inhabitants (2011)</p>
	Ruse	<p>Area available for living: 36.88mp/inhabitant(2012)</p> <p>Higher educated population:</p> <ul style="list-style-type: none"> • Number of students – 10297 (2012/2013) • Number of graduates– 2290 (2012) <p>Share of non-educated population: 4.7% (2011)</p> <p>Share of illiterate population: 0.8% (2011)</p> <p>Number of hospitals: 9 (2012)</p> <p>Number of hospital beds 6.49 /1000 inhabitants (2012)</p> <p>Number of medical doctors: 32.4 per 10.000 inhabitants (2011)</p>
	Razgrad	<p>Area available for living: 35.74 sqm/inhabitant(2012)</p> <p>Higher educated population:</p> <ul style="list-style-type: none"> • Number of students – 301 (2012/2013) • Number of graduates– 69 (2012) <p>Share of non-educated population: 7.5 % (2011)</p> <p>Share of illiterate population: 2.3% (2011)</p> <p>Number of hospitals: 3 (2012)</p> <p>Number of hospital beds: 4.42 /1000 inhabitants (2012)</p> <p>Number of medical doctors: 25.9 per 10.000 inhabitants (2011)</p>
	Silistra	<p>Area available for living: 35.66 sqm /inhabitant(2012)</p> <p>Higher educated population:</p> <ul style="list-style-type: none"> • Number of students – 421 (2012/2013) • Number of graduates– 51 (2012) <p>Share of non-educated population: 8.6 % (2011)</p>

		Share of illiterate population: 3.8% (2011) Number of hospitals: 3 (2012) Number of hospital beds: 3.77 /1000 inhabitants (2012) Number of medical doctors: 26.8 per 10.000 inhabitants (2011)
	Dobrich	Area available for living: 39.92 sqm /inhabitant(2012) Higher educated population: <ul style="list-style-type: none"> • Number of students – 1149 (2012/2013) • Number of graduates– 253 (2012) Share of non-educated population: 7.6 % (2011) Share of illiterate population: 2.7% (2011) Number of hospitals: 7 (2012) Number of hospital beds: 4.53 /1000 inhabitants (2012) Number of medical doctors: 28.2 per 10.000 inhabitants (2011)

Territorial influences



Conclusions/ development needs

Health and education services in the cross-border area differ at the level of health structures and personnel in the system. The review of 2007-2011 period on the medical staff shows a positive evolution for Bulgaria compared to Romania. Thus, at the cross-border area, in Romania, during 2007-2011, 22.4 doctors (in 2007) covered 10,000 inhabitants and 22.3 doctors (in 2011), while in Bulgaria 36.5 doctors (2007) and 34.7 doctors (2011) covered 10,000 inhabitants.

Since both values are below European standards in this field, national policies of the two states shall have to include measures to improve the medical care services both for the residents and to make the area more appealing for investors and visitors.

Access to education is the same in all the cross-border area for primary and secondary education. For higher education, of the total number of students enrolled in 2012, circa 80% are in the Romanian area. Most students come from Dolj, Constanta, Veliko Tarnovo and Ruse, where main universities can be found. These counties are also attractive areas for economic activities, and the highly skilled work force provides a competitive advantage.

a.10. Municipalities network

Romania's network of municipalities is structured at NUTS 5 level within the territorial-administrative area, including the following:

- urban: municipalities and cities, consisting of the main urban municipality and subordinated or comprising municipalities;
- rural: communes, consisting of the village seat and comprising villages.

The distribution of the urban population per size category of municipalities shows predominantly small and medium cities. There are two large municipalities in the area, with a population over 200,000 inhabitants: Constanta (283,872 inhabitants) and Craiova (269,506 inhabitants). There are no cities with population between 100,000 and 200,000 inhabitants, the next in size being Drobeta Turnu Severin (92,617 inhabitants).

In Bulgaria, the 9 districts have 83 municipalities (NUTS 4), of which 3 are cities, 6 are small towns and 74 are rural structures. The review of the structure of the town network at municipality level shows that most basic administrative units include both urban and rural municipalities. Each district has circa 7-11 municipalities, i.e. NUTS 4, of which one is urban level and the rest rural.

The cross-border area has 122 cities, of which the most important in size consist in the following categories:

- 2 cities with population between 250,000 – 500,000: Craiova and Constanta;
- 3 cities with population between 100,000 – 250,000: Drobeta Turnu-Severin, Ruse and Pleven;
- 7 cities with population between 50,000 – 100,000: Alexandria, Calarasi, Giurgiu, Slatina, Dobrich, Veliko-Tarnovo and Vidin.

These municipalities structure the cross-border area, creating a polycentric network, subordinated to Bucharest (in the proximity), the only European pole in the region. After Bucharest, the most important cities are Constanta – translational influential pole, providing the link with transport waterways; and Craiova – main regional centre in South-West Romania. Both cities are growth poles and have metropolitan areas. Bulgaria has four metropolitan areas: Ruse, Pleven, Dobrich and Veliko-Tarnovo.

Several theoretical poles were identified in the cross-border area, coordinated by one or several urban centres. These centres are structured on four levels, as follows :

Level 0: Capital cities, European metropolis, with major influence on the cross-border area, although located outside the area:

- Bucharest, capital of Romania and the pertaining metropolitan area
- Sofia, capital of Bulgaria and the pertaining metropolitan area

Level 1: Urban centres with significant weight in the economic development of the cross-border area, acting as a regional pole:

- the growth poles Constanta, Black Sea harbour, and Craiova, most important commercial and industrial centre in the South-West development region
- Plovdiv, Burgas and Varna cities (outside the cross-border area), also including their peri-urban influence areas

Level 2: County/district poles within the cross-border area, consisting in the county seats (except for Constanta and Craiova - growth poles):

- Drobeta Turnu Severin, Slatina, Alexandria, Giurgiu, Calarasi
- Vidin, Montana, Vratsa, Pleven, Ruse, Veliko Tarnovo, Razgrad, Silistra, Dobrich

Of this category, the most important development potential pertains to pair areas on both sides of the border, such as Giurgiu-Ruse, Calafat-Vidin (although Calafat is part of the local level), harbour cities linked through rail and road infrastructures which facilitate economic cooperation, trade and influence adjacent territories in both countries.

Level 3: Local poles, influencing their own peri-urban area, which can also play an important role in future development, especially as far as harbour cities go:

- Calafat, Bechet, Turnu Magurele, Oltenita, Zimnicea, but also Caracal, Rosiorii de Vede, Mangalia
- Oryahovo, Nicopole, Svistov, Gorna Oryahovitsa, Balchik

As for the previous level, we notice the poles represented by pairing harbour cities: Calafat – Vidin, Bechet – Oryahovo, Turnu Magurele – Nicopole, Zimnicea – Svishtov, but also cities on the coast: Mangalia, Balchik, under the influence of Constanta and Varna.

Disparities related to the poles stem from the population distribution and activities within the poles, at territorial level. Most important centres in the Romanian area faced a decreasing

population during 2002-2013; in the urban area, the region population decreased by circa 10% on the Romanian side and by circa 3% on the Bulgaria side of the border.

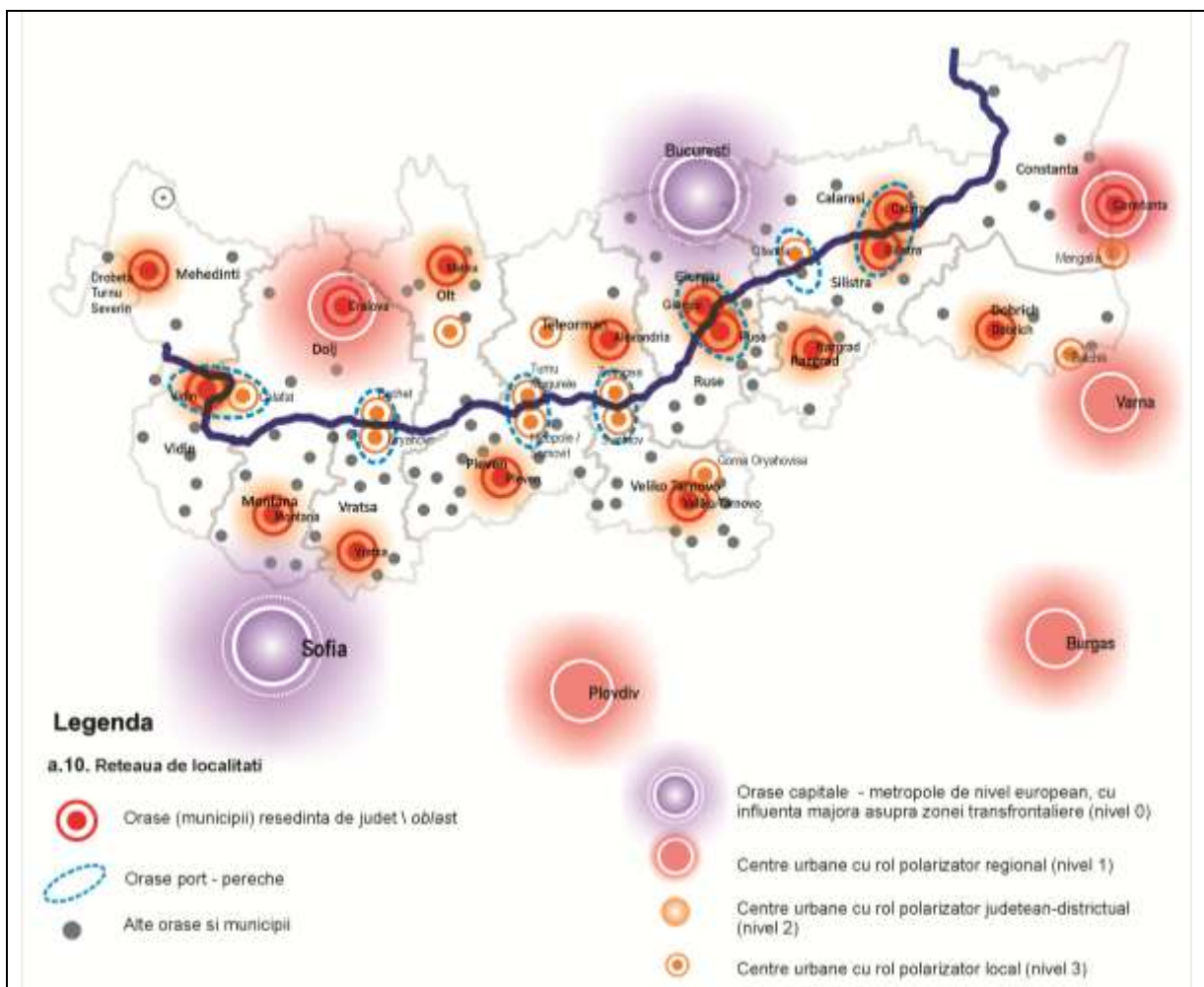
Numerous pole areas are coordinated by small and medium size municipalities, of which pair centres stand out, seen as compound areas only theoretically; they shall act as such only when connected by physical links.

There are numerous balance centres in category number 3 (Caracal, Turnu Magurele, Zimnicea, Oltenita or Oryahovo, Nicopol and Svistov) too poorly developed to successfully take over functions of main centres or to become fully-fledged centres, thus reducing the pole surface areas of large centres.

Table a.10. Key features and territorial influences

NUTS 3 county/ oblast		Key features
RO	Mehedinți	Localities Network: <ul style="list-style-type: none"> • 2 municipalities: Drobeta-Turnu Severin (county capital - 103 184 inhabitants-2013), Orșova • 3 towns: Strehăia, Vânu Mare, Baia de Aramă • number of communes – 61 • number of villages – 344
	Dolj	Localities Network: <ul style="list-style-type: none"> • 3 municipalities: Craiova (county capital - 294 774 inhabitants - 2013), Băilești, Calafat • 4 towns: Bechet, Dăbuleni, Filiaș, Segarcea • number of communes – 104 • number of villages – 378
	Olt	Localities Network: <ul style="list-style-type: none"> • 2 municipalities: Slatina (county capital - 75 284 inhabitants-2013), Caracal • 6 towns: Balș, Corabia, Scornicești, Drăgănești-Olt, Piatra Olt, Potcoava • number of communes – 104 • number of villages – 377
	Teleorman	Localities Network: <ul style="list-style-type: none"> • 3 municipalities: Alexandria (county capital - 47 539 inhabitants - 2013), Roșorii de Vede, Turnu Măgurele • 2 towns: Zimnicea, Videle • number of communes – 92 • number of villages – 230
	Giurgiu	Localities Network: <ul style="list-style-type: none"> • 1 municipality: Giurgiu (county capital - 65 691 inhabitants - 2013) • 2 towns: Bolintin Vale, Mihăilești • number of communes – 51 • number of villages – 167
	Călărași	Localities Network: <ul style="list-style-type: none"> • 2 municipalities: Călărași (county capital - 72 132 inhabitants -2013), Oltenița • 3 towns: Budești, Fundulea, Lehliu-Gară • number of communes – 50 • number of villages – 160
	Constanța	Localities Network: <ul style="list-style-type: none"> • 3 municipalities: Constanța (county capital - 297 251 inhabitants - 2013),

		<p>Mangalia, Medgidia</p> <ul style="list-style-type: none"> • 9 towns: Băneasa, Cernavodă, Eforie, Hârșova, Murfatlar, Năvodari, Negru Vodă, Ovidiu, Techirghiol • number of communes – 58 • number of villages – 189
BG	Vidin	<p>Localities Network:</p> <ul style="list-style-type: none"> • 7 towns: Vidin (capital – population 60222 inhabitants – 2013), Belogradchik, Bregovo, Gramada, Dimovo, Kula, Dunavtsi • number of communes – 7 • number of villages – 135
	Montana	<p>Localities Network:</p> <ul style="list-style-type: none"> • 8 towns: Montana (capital – population 51774 inhabitants – 2013), Berkovitsa, Boychinovtsi, Brusartsi, Chiprovtsi, Lom, Valchedram, Varshets • number of communes – 41 • number of villages – 121
	Vratsa	<p>Localities Network:</p> <ul style="list-style-type: none"> • 9 towns: Vratsa (capital – population 70395 inhabitants – 2013), Borovan, Byala Slatina, Kozloduy, Krivodol, Mezdra, Oryahovo, Roman, Mizia • number of communes – 0 • number of villages – 115
	Pleven	<p>Localities Network:</p> <ul style="list-style-type: none"> • 14 towns: Pleven (capital – population 126972 inhabitants – 2013), Belene, Gulyantsi, Dolna Mitropoliya, Dolni Dabnik, Levski, Nikopol, Iskar, Pordim, Cherven Bryag, Knezha, Trastenik, Koynare, Slavyanovo • number of communes – 77 • number of villages – 109
	Veliko Tarnovo	<p>Localities Network:</p> <ul style="list-style-type: none"> • 14 towns: Veliko Tarnovo (capital – population 88278 inhabitants – 2013), Gorna Oryahovitsa, Svishtov, Pavlikeni, Lyaskovets, Elena, Strazhitsa, Polski Trambesh, Debelets, Dolna Oryahovitsa, Byala Cherkva, Zlataritsa, Kilifarevo, Suhindol • number of communes – 64 • number of villages – 322
	Ruse	<p>Localities Network:</p> <ul style="list-style-type: none"> • 9 towns: Ruse (capital – population 165184 inhabitants – 2013), Byala, Vetovo, Dve Mogili, Marten, Glodzevo, Slivo Pole, Borovo, Senovo • number of communes – 0 • number of villages – 74
	Razgrad	<p>Severen tsentralen Region [NUTS2] Oblast Predominantly rural region close to a city (EDORA/ESPON)</p> <p>Localities Network:</p> <ul style="list-style-type: none"> • 5 towns: Razgrad (capital – population 49424 inhabitants – 2013), Isperih, Kubrat, Tsar Kaloyan, Zavet, Loznitsa • number of communes – 75 • number of villages – 85
	Silistra	<p>Localities Network:</p> <ul style="list-style-type: none"> • 5 towns: Silistra (capital – population 49437 inhabitants – 2013), Tutrakan, Dulovo, Glavinitsa, Alfatar • number of communes – 63 • number of villages – 113
	Dobrich	<p>Localities Network:</p> <ul style="list-style-type: none"> • 6 towns: Dobrich (capital – population 21265 inhabitants – 2013), Balchik, Kavarna, General Toshevo, Tervel, Shabla • number of communes – 65 • number of villages – 209
Territorial influences		



Conclusions/ development needs

The cross-border area has 1,034 administrative-territorial units (122 municipalities and cities and 912 communes), that are part of 16 counties/oblasts. This territory has a series of theoretical pole areas, coordinated by urban centres inside or outside the reviewed area and classified depending on their size and influence capacity.

A fundamental aspect for the network of municipalities consists in the 7 pair cities in Romania and Bulgaria, along the Danube: Calafat-Vidin, Bechet-Rahova, Turnu Magurele-Nicopole, Zimnicea-Svishtov, Giurgiu-Ruse, Oltenita-Tutrakan and Calarasi-Silistra.

It is necessary to coordinate groups of municipalities, developed linearly or per areas (metropolitan, peri-urban), in order to set up polycentric systems with specialized functions. To this end, we should see an evolution, for example, at the level of resort cities on the Black Sea coast, centres in the peri-urban area of Slatina and cities such as Pleven, Montana and Veliko Tarnovo.

The most viable poles, on both sides of the border, are Calafat-Vidin and Giurgiu-Ruse, connected by major transport infrastructure and models for setting up the network of municipalities in the cross-border area.

a.11. Public administration and territorial cooperation

Bulgaria and Romania are two unitary, centralized states, with only one intermediary administrative level, between the central government and local/municipal authorities: districts (oblasts) in Bulgaria and counties in Romania. Both states have a regional level (NUTS 2) without legal structure, adopted as a result of managing EFRD, with several NUTS3 units (28 oblasts in Bulgaria and 41 counties in Romania). The major difference consists in the fact the Romania has a system of direct elections for County Council, while in Bulgaria a governor runs the oblast. Thus the different tasks and responsibilities regarding territorial development, provision of public services and resource management.

	NUTS 1	NUTS 2	NUTS 3	LAU 1
Romania	-	development regions	counties	towns / municipalities communes
	-	8	41	217 towns, from which 103 municipalities 2861 communes (12957 villages)
Bulgaria	regions (<i>rayoni nivo 1</i>)	development regions (<i>rayoni nivo 2</i>)	districts (<i>oblast</i>)	Municipalities- towns and communes (<i>obshtini</i>)
	2	6	28	265 (5266 villages)

The 16 administrative units at NUTS 3 which comprise the area of the cooperation programme, are part of six administrative regions at NUTS 2 level, as follows:

- Mehedinti, Dolj and Olt counties – part of the Oltenia South-West Region;
- Teleorman, Giurgiu and Calarasi counties – part of the Muntenia South Region;
- Constanta county – part of the South-East Region;
- Vidin, Vratsa, Montana and Pleven oblasts – part of the Severozapaden Region;
- Veliko Tarnovo, Ruse, Silistra and Razgrad oblasts – part of the Severen tsentralen Region;
- Dobrich oblast – part of the Severoiztochen Region.

The decentralization process mostly follows the trend of the transition period from the highly centralized socialist state to the local autonomy, influenced by the concept of subsidiarity induced by the European Council and the European Union during pre- and post-accession periods. Nevertheless, due to a weak tax autonomy and financial dependence on government transfers, the local/county administrative levels continue to be in a secondary position, with a hierarchical vertical cooperation

and a law-regulated horizontal cooperation (between public institutions or with the private sector). The participation of the private sector and community organizations in the decision-making process is also limited.

The implementation of the strategy shall consider the differences regarding the responsibilities of various administrative levels during the project preparation phase.

As regards institutional types of cooperation, administrative territorial units (ATU) in both countries are part of a series of Euro-regions. Euro-regions are defined as specific types of cooperation across borders, of local territorial communities, with an implicit association of administrative territorial units in two or several neighbouring states, in a unitary area, characterized by certain particularities or joint interests.

The Euroregions that the NUTS 3 administrative units of the cross-border area are part of are the following:

Euroregion/ year/surface area	Country	Composed of	Polarizing towns
GIURGIU-RUSE 2001 2.784 km ²	Romania	1 town (Giurgiu) and 14 communes (Băneasa, Daia, Frătești, Găujani, Gogoșari, Gostinu, Izvoarele, Mihai Bravu, Oinacu, Prundu, Putineiu, Slobozia, Stănești and Vede)	Giurgiu
	Bulgaria	7 municipalities (Borovo, Dve Mogli, Ivanovo, Ruse, Slivo- Pole, Tsar Kaloian and Vetovo)	Ruse
DANUBE 21 2002 9.500 km ²	Romania	1 oraș (Calafat) and 4 comune (Cetate, Ciupercenii Noi, Desa and Poiana Mare)	Calafat
	Bulgaria	8 municipalities (Belogradchik, Dimovo, Kula, Lom, Makresh, Novo Selo, Ruzhintsi and Vidin)	Vidin
	Serbia	8 municipalities (Bolivat, Bor, Kladovo, Knjajevat, Majdanpek, Negotin, Sokobanja and Zaječar)	Zaječar
DANUBIUS 2002 6.310 km ²	Romania	1 county (Giurgiu)	Giurgiu
	Bulgaria	8 municipalities (Borovo, Byala, Dve Mogli, Ivanovo, Ruse, Slivo Pole, Tsenovo and Vetovo)	Ruse
SOUTH DANUBE 2002 1.646 km ²	Romania	4 towns (Alexandria, Roșiori de Vede, Turnu Măgurele and Zimnicea)	Alexandria, Roșiori de Vede, Turnu Măgurele, Zimnicea
	Bulgaria	3 municipalities (Belene, Svishtov and Nikopol)	Belene, Sviștov, Nikopol
DANUBE – DOBROGEA 2002 24.177 km ²	Romania	3 counties (Călărași, Constanța, Ialomița)	Constanța, Călărași, Slobozia, Mangalia
	Bulgaria	2 districts (Dobrich, Varna)	Varna, Dobrich, Silistra

Cooperation within Euro-regions consists in creating direct links between regions and communities on both sides of the state borders, based on the competences of the local authorities, as defined in the national legislation. In western Europe, they are efficient, with undeniable advantages stemming from these types of cooperation: more dynamic economic and trade relations between members, favouring cultural, artistic and scientific exchange, contacts between individuals and communities, cooperation for an environmental-friendly territory, providing quick and efficient types of communication and transport, developing cross-border relations in various fields. A catalyst in developing Euro-regions is the allocation of significant amounts from the European Union and other international financial bodies to encourage investments and cooperation programmes in such Euro-regions. Euro-regions may complement the cross-border development strategy by accessing alternative sources of income and by strengthening links and cooperation opportunities.

During 2007-2013, the cross-border cooperation between counties, or between ATU on both sides of the border, consisted in projects under the OP CBC Romania – Bulgaria (173 contracting projects, of which 119 finalized by July 2014). These projects focused on the following fields:

- Improving accessibility by reducing travel time and developing ITC access;
- Integrated management systems for environmental protection;
- Raising awareness on environmental protection ;
- Risk prevention and swift response measures ;
- Providing joint early warning activities for the Danube against floods;
- Integrated tourist products.

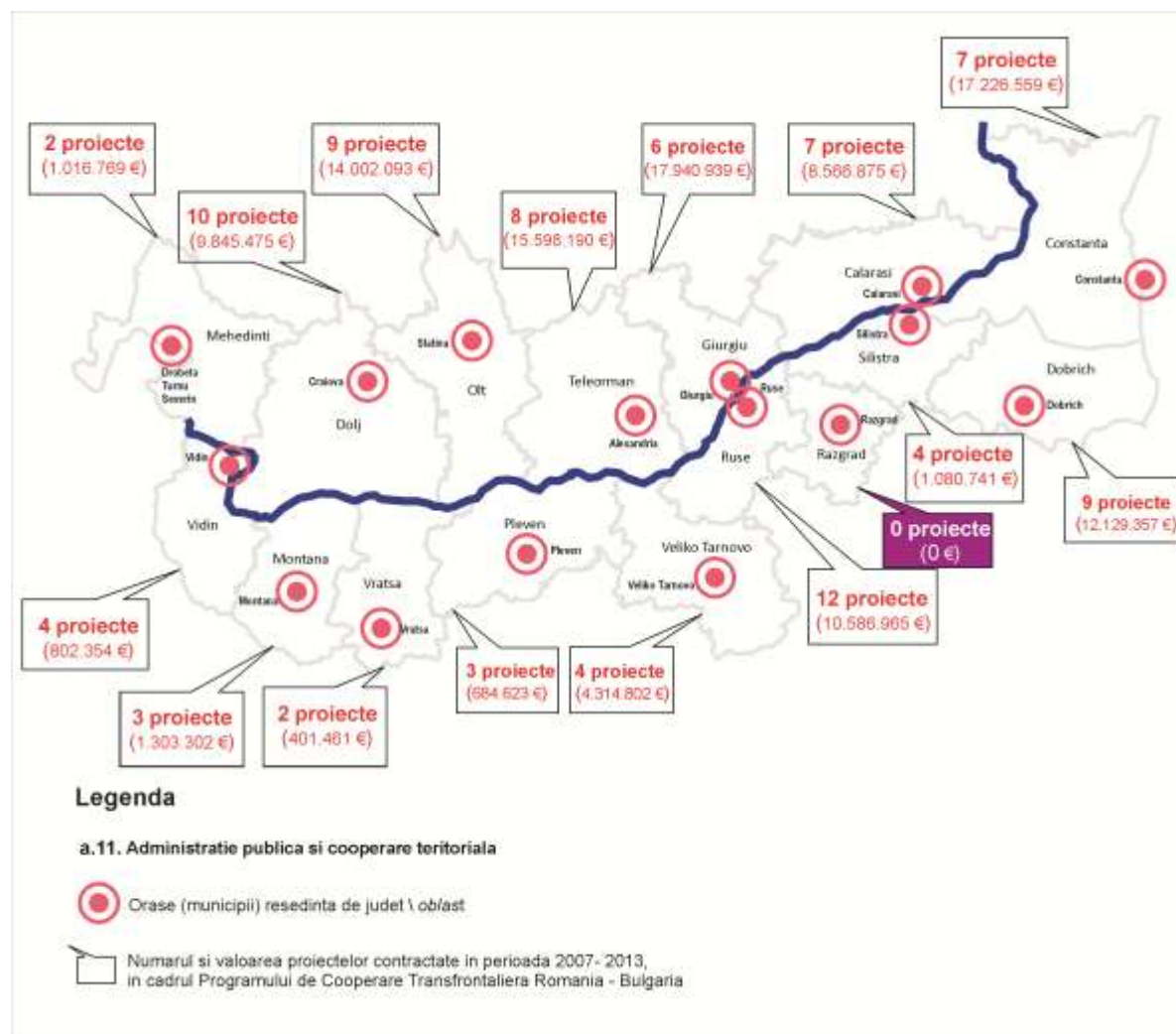
Table a.11. Key features and territorial influences

NUTS 3 county/ oblast		Key features
RO	Mehedinți	South West Oltenia Development Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> • Submitted projects: 34 (30.901.026,37 EUR) • Selected projects: 11 (11.122.616,44 EUR) • Contracted projects: 2 (1.016.769,51 EUR) • Reimbursement claims: 7 (786.973,95 EUR)
	Dolj	South West Oltenia Development Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> • Submitted projects: 37 (32.892.047,83 EUR) • Selected projects: 23 (27.697.597,80 EUR) • Contracted projects: 10 (9.845.475,35 EUR) • Reimbursement claims: 37 (982.232,53 EUR)
	Olt	South West Oltenia Development Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> • Submitted projects: 18 (28.649.539,51 EUR) • Selected projects: 12 (20.589.634,53 EUR) • Contracted projects: 9 (14.002.093,98 EUR)

		<ul style="list-style-type: none"> Reimbursement claims: 21 (506.667,58 EUR)
	Teleorman	South Muntenia Development Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 24 (54.266.086,02 EUR) Selected projects: 16 (40.252.083,97 EUR) Contracted projects: 8 (15.598.190,19 EUR) Reimbursement claims: 8 (47.455,46 EUR)
	Giurgiu	South Muntenia Development Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 19 (28.537.621,09 EUR) Selected projects: 8 (23.130.190,28 EUR) Contracted projects: 6 (17.940.939,43 EUR) Reimbursement claims: 14 (258.092,58 EUR)
	Călărași	South Muntenia Development Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 26 (63.164.755,93 EUR) Selected projects: 15 (5.843.841,84 EUR) Contracted projects: 7 (8.566.875,89 EUR) Reimbursement claims: 19 (1.956.305,73 EUR)
	Constanța	South East Development Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 42 (58.515.712,94 EUR) Selected projects: 24 (36.275.225,42 EUR) Contracted projects: 7 (17.226.559,17 EUR) Reimbursement claims: 12 (413.437,24 EUR)
BG	Vidin	Severozapaden Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 17 (4.461.361,06 EUR) Selected projects: 8 (2.250.011,72 EUR) Contracted projects: 4 (802.354,45 EUR) Reimbursement claims: 14 (320.790,72 EUR)
	Montana	Severozapaden Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 11 (5.192.986,27 EUR) Selected projects: 7 (3.362.700,37 EUR) Contracted projects: 3 (1.303.302,73 EUR) Reimbursement claims: 11 (421.500,34 EUR)
	Vratsa	Severozapaden Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 18 (16.440.923,43 EUR) Selected projects: 7 (7.697.933,81 EUR) Contracted projects: 2 (401.461,97 EUR) Reimbursement claims: 9 (251.149,84 EUR)
	Pleven	Severozapaden Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 22 (31.832.726,25 EUR) Selected projects: 7 (9.823.255,53 EUR) Contracted projects: 3 (684.623,65 EUR) Reimbursement claims: 12 (394.032,25 EUR)
	Veliko Tarnovo	Severen tsentralen Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 17 (8.758.165,59 EUR) Selected projects: 10 (7.232.522,83 EUR) Contracted projects: 4 (4.314.802,16 EUR) Reimbursement claims: 7 (69.605,40 EUR)
	Ruse	Severen tsentralen Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 35 (28.945.542,03 EUR) Selected projects: 17 (18.520.961,33 EUR) Contracted projects: 12 (10.586.965,15 EUR) Reimbursement claims: 35 (706.672,36 EUR)

Razgrad	Severen tsentralen Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 2 (317.645,13 EUR) Selected projects: 2 (311.194,84 EUR) Contracted projects: 0 Reimbursement claims: 0
Silistra	Severen tsentralen Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 9 (3.126.391,14 EUR) Selected projects: 7 (2.746.641,17 EUR) Contracted projects: 4 (1.080.741,29 EUR) Reimbursement claims: 14 (258.092,58 EUR)
Dobrich	Severoiztochen Region [NUTS2] Progress implementation POCT Ro-Bg (July 2014): <ul style="list-style-type: none"> Submitted projects: 24 (19.365.229,28 EUR) Selected projects: 19 (15.016.781,28 EUR) Contracted projects: 9 (12.129.357,96 EUR) Reimbursement claims: 25 (1.474.730,90 EUR)

Territorial influences



Conclusions/ development needs

During the 2007-2013 programming period, the Romania – Bulgaria Cross Border Cooperation Programme experience included a series of successfully implemented projects (173 contracted projects, of which 119 finalized by July 2014). It is necessary to continue cooperation between public and private players in various fields in order to strengthen the local management capacity and to generate a sustainable development of the area.

The prerogatives of territorial planning and economic development, current regulations and practices differ in the two countries. This makes it more difficult for territorial planning, with an obvious need to coordinate economic development opportunities of pair-cities along the Danube.

The vertical and horizontal cooperation is limited and it must be extended both as regards the private sector contribution to decision-making concerning development and the involvement of local communities in these decisions and in supporting central public authorities in the vertical cooperation, with the aim of financing projects. The direct horizontal cooperation between territorial units in Romania and Bulgaria must be encouraged by strengthening the administrative capacity, and it must be less dependent on central level initiatives. The territorial structure of the cross-border area requires joint development plants.

b. Prospective diagnosis

The prospective diagnosis is based on the future evolution of the main areas of spatial relevance for the strategy implementation period, by means of forecasts performed on: population dynamics, economic growth, transport needs. The forecasts were performed by URBAN INCERC and included three options: the current growth trend, the moderate growth scenario and the optimistic scenario¹².

The economic forecast for the cross-border area Romania-Bulgaria, based on the current growth trend relies on the following assumptions:

- Limited access to European funds, 40-55% by 2020;
- Prolonged economic crisis in the European Union;
- Insufficient funding to implement the national policies on the development and/or improvement of technical and business infrastructure.

In this context, due to the strategic position of the area of study, including the Danube River and the access to the Black Sea, the development assumptions are favourable especially in the following fields: services, transport, constructions, ICT, tourism. However, given the economic crisis impact on the European Union and the low EU funds absorption rate in the two countries, the growth pace of the cross-border region may slow down, with consequences on increasing the economic disparities between various areas, leading to increased poverty and lower quality of life in certain territories of the region.

The lack of entrepreneurial education and of a strong public-private partnership may have negative consequences on the economic development of the region. The long-term effect will be the workforce migration to more developed countries. Also, direct and indirect investments will be diminished, so that the development of industrial parks and business incubators will have a slower growth pace compared to the overall development potential of the cross-border area. Major investments will focus especially on services and resources (renewable energy, other resources which may be used in the current economic processes).

Another favourable aspect for the region development is the significant agricultural potential of the region. In this context, it is necessary to support the rural population to develop intensive ecological

¹² The data used for the demographic projections in the Romanian-Bulgarian cross-border area were provided by the Romanian National Institute for Statistics, the survey "Romanian population projection, territorial profile by 2050", of 2008, and by the Bulgarian National Institute for Statistics, "Population and demographic projections", 2014 (www.nsi.bg).

farming, on large areas, using modern technologies, including the rehabilitation and modernisation of irrigation systems.

Cross-border cooperation in all economic sectors and experience exchanges between various economic actors play an important role in the economic growth along the Danube. It is necessary to create economic cooperation centres both for the Danube and for the Black Sea and to design a common strategy to develop tourist services on both sides of the Danube. Due to the large market of the region, there are favourable conditions for SMEs and technology parks development (in IT, logistics, etc.).

Therefore, the scenario based on the current trend forecasts a moderate development of the region with faster GDP and income growth in the developed urban areas (Craiova, Constanta, and Ruse) and with slow growth in the other areas, therefore with increased disparities between the various territories of the region. The effect of population migration from the poorer areas of the region to the large urban agglomerations or other European areas will continue, as well as the decrease in the number of employees in the secondary sector.

The primary sector, due to its agricultural activities, will see a significant increase in the context of implementation of modern technologies and intensive farming. The tourist potential will be insufficiently valorised due to the lack of tourist infrastructure in many areas of the region and to the lack of investment in this field.

The moderate growth scenario for the cross-border area relies on the following assumptions:

- Average access to European funds for transport services / infrastructure and regional development, 55-80% by 2020;
- Stabilised economic situation in the European Union;
- Moderate and constant GDP increase in the two countries (Romania and Bulgaria) until 2020.

The moderate scenario involves a gradual economic growth of the cross-border area whose main drivers will be the development of SMEs, of the IT sector, and of innovation and technology transfer entities (development of technology parks, industrial parks and business incubators). Direct and indirect investments will increase gradually, which will attract a share of the skilled population, will reduce the emigration process and, implicitly, will have a beneficial effect on the workforce structure in the cross-border area.

The implementation of the EU policies (Strategy 2020) will contribute to an increase in the research contribution to GDP and to the valorisation of existing energy resources in the region. The rehabilitation of the energy system on both sides of the Danube and the valorisation of renewable energy will also foster foreign investment in the region.

The cross-border cooperation in the economic fields, based on the public-private partnership and on the development of transport infrastructure (investments in new bridges over the Danube between the twin cities) and of business infrastructure (common economic cooperation centres) is the major growth driver in this scenario.

The rural areas will develop intensive and ecological farming using new technologies and promoting the setting up of agro-industrial parks to valorise efficiently the local products and to promote traditional products. The fishing and vineyard potential of the region will be valorised by creating a fish market and promoting vineyard brands on both sides of the Danube.

The tourism sector will have a fast growth due to the strategies adopted by the two countries to increase the GDP contribution of this sector and to implement the EU Strategy for the Danube Region (EUSDR). The focus will be on the development of cruise tourism and on the modernisation of tourist ports to the Danube and the Black Sea, and on cultural and business tourism (especially in urban centres acting as regional poles).

As a conclusion, the moderate scenario forecasts moderate and gradual increase in the macroeconomic indicators in the cross-border area, with a focus on SMEs development, fast growth of the services sector and increased direct and indirect investment in high technology fields.

The optimistic growth scenario for the cross-border area relies on the following assumptions:

- High access to European funds, 80-100% by 2020;
- Sustained economic growth in the European Union until 2020;
- Sustained GDP increase in the two countries (Romania and Bulgaria) until 2020.

Starting from these assumptions, the forecast for the cross-border area until 2020 indicates a sustained GDP increase, following an ascending trend in the evolution of economic sectors, as well as the implementation of targeted development programmes to increase foreign and domestic investments in the area. The main driver of this economic growth will be the direct and indirect

investments achieved through the cooperation between the twin cities on both sides of the Danube.

The optimistic scenario involves:

- Growth of services sector in the context of SMEs development;
- Valorisation of the high potential by developing high technology parks and industrial parks and supporting the business infrastructure;
- Development of public-private partnerships to benefit from sustained industrial development;
- Development of cross-border cooperation to achieve consistent growth and attract investments;
- Rehabilitation of industrial sites and use of land to develop new economic or business entities;
- Exploitation of energy potential (building units 3 and 4 of the Cernavodă nuclear power plant, promoting solar and wind farms);
- Setting up an economic cooperation centre for the Black Sea Basin (international stock exchange).

This scenario forecasts increased productivity in the agriculture sector by creating farmers associations and cultivating large areas, creating agricultural/industrial parks, producing ecologic agricultural products, developing the irrigation systems, local, national and international promotion of traditional food products, supporting vineyards – implementation of new technologies, promotion of traditional brads and creating a fish market.

The tourism sector should be considered a national priority, both in Romania and in Bulgaria and there should be bilateral cooperation to develop and implement common tourist programmes. It is also necessary to implement the Danube Strategy to promote tourism development along the Danube, the development of tourist ports and pontoons and other local investments leading to the development of the existing economic potential within the region.

c. Overall diagnosis

As a conclusion for the diagnostic analysis of the cross-border area Romania – Bulgaria, the key aspects of development are synthesized in the following SWOT cu analysis:

SWOT Analysis	
S (strengths)	W (weaknesses)
<p>Connectivity: Geographical location on the European trade routes and connection with Asia</p> <p>The presence of the Danube and of the Black Sea a support for sustainable transport and connection with the global economy</p> <p>Gradual development of the TEN-T corridor connected to a network of roads under rehabilitation/modernisation</p> <p>Satisfactory accessibility to large urban areas</p> <p>Existing network of twin port cities (on both sides of the border)</p> <p>Developed infrastructure, increasing number of internet users and operators</p> <p>Existing energy infrastructure (hydro/nuclear) and energy resources (natural gas, oil)</p> <p>Development of the knowledge triangle across borders: higher education – research – business environment</p> <p>Competitiveness: Strong urban areas in the proximity, drivers of economic growth in the cross-border area</p> <p>Operational university and research infrastructure</p> <p>Existing resources (natural, energy, agricultural, human resources) for the development of a competitive economy</p> <p>Attractiveness and built environment Existing areas with high concentration of built heritage values of national and international importance (2 UNESCO monuments)</p> <p>Existing services and public utilities networks</p> <p>Natural environment High variety of protected areas, including Natura 2000, Ramsar and UNESCO sites</p> <p>Public administration Relatively large cities in the area: Constanța, Craiova, Ruse, Plevn, Veliko Târnovo and intensive urbanisation in their neighbouring areas, characterised by industry and services development and high population density.</p>	<p>Connectivity Deficiencies in the major transport infrastructure, insufficient bridges over the Danube, lack of continuity in the road transport network from border to inland (Calafat), insufficient modernisation of border crossing points</p> <p>Competitiveness Overall lack of performance in the economy characterised by low GDP, low new investments, low exports, budget deficit, poor productivity, etc.</p> <p>Population decrease and loss of skilled workforce by intensive migration</p> <p>Insufficient investment in research and technology development;</p> <p>Poor performance of valorisation of tourist activities</p> <p>Attractiveness and built environment Endangered historical monuments with various degradation stages of parts or even of the whole monument;</p> <p>Insufficient valorisation of areas with high concentration of cultural heritage</p> <p>Natural environment Areas with flooding risk, with high landslide and coastal erosion potential</p> <p>Public administration Limited experience in cross-border cooperation, with little initiative</p>
O (opportunities)	T (threats)

<p>Connectivity Danube navigability improvement by means of specialised works (e.g. dredging) and development of port infrastructure and logistics</p> <p>Continuing investment works in the transport infrastructure to TEN-T corridors</p> <p>Development of multimodal nodes between the Danube and the Black Sea to increase accessibility along the Danube</p> <p>Further development of the integrated cross-border supply system</p> <p>Development of internet infrastructure and services and of thematic platforms</p> <p>Competitiveness Development of cross-border clusters and exploitation of the Danube River as resource and generator of economic activities</p> <p>Fostering SMEs development in manufacturing and services</p> <p>Stable economic conditions following the implementation of community agricultural policies</p> <p>Attractiveness and built environment Development of sustainable tourism to valorise the cultural and natural heritage, generating both economic and cultural benefits</p> <p>Natural environment Cross-border cooperation to protect and preserve protected natural areas</p> <p>Public administration EU Structural Funds financing national programmes and cross-border cooperation programmes</p>	<p>Connectivity Natural and technology risks which might have a negative impact on the Danube navigation</p> <p>Delays in the implementation of transport programmes</p> <p>Competitiveness Intensification of the demographic ageing phenomenon and increased pressure on the health insurance budget and on the retirement schemes</p> <p>Attractiveness and built environment Degradation of cultural heritage buildings due to lack of rehabilitation, restoration and conservation interventions;</p> <p>Natural environment More extreme phenomena due to climate change</p> <p>Increased deforested areas</p> <p>Uncontrolled extension of constructions and tourism activities in areas affected by natural risks</p> <p>Public administration Poor project management capacity might slow down absorption of structural funds</p>
Conclusions: territorial aspects	
<ol style="list-style-type: none"> 1. The area is located where Europe reaches to the East through the TRACECA transport network. The investments in the TEN-T corridor IV will continue both to develop the highway network to increase the connectivity of the territory with the TEN-T corridors and the mobility on both sides of the Danube by building road-rail bridges. Port cities to the Danube will contribute to increasing goods and passengers mobility, bringing a significant contribution to tourism development. 2. In terms of future development, the cross-border territory is facing the problem of housing standards and economic growth. The vital development elements target the increase of economic mass by manufacturing and services activities and by strengthening human and institutional resources. Similarly, the environmental solutions provide medium- and long-term intervention responses. The development of an economy based on new manufacturing methods, technology and knowledge should be underpinned by an ecological approach, by an understanding of the environmental impact and by increased employment rates to ensure social, economic and territorial cohesion. 3. Historically, there have been trade activities between Romania and Bulgaria, starting from the coastal areas towards the inland areas. Commercial transactions, involving especially agricultural, food products and tourism activities were the specificity of cooperation between businesses and individuals. This area, one of the poorest in the EU, has an economic foundation which, through marketing studies, should find its international vocation, should be open to financial services and institutional cooperation (e.g. Chambers of Commerce). Human resources development through training, exchange of experience and common economic projects may set the premises of creating a competitive labour market in the area. 4. The cross-border area has a rich history, a valuable heritage and a diverse culture which complete the European 	

landscape. The historical sites, the urban pattern of the historical centres of Danube cities, the tangible and intangible cultural heritage are foundations for the development of a modern tourist infrastructure.

5. The territory along the Danube provides a varied topographic structure, displaying important environmental values and diverse flora and fauna, valuable natural landscapes and precious water resources. The conservation and restoration of this natural heritage together with planning to promote such values and interest the local communities in the natural heritage protection and management would be prospective interventions in the form of common projects.
6. The effects of water pollution caused by poor sewage systems (waste water treatment), infiltration of agricultural fertilizers in the phreatic water, current transport means, pollution caused by industrial accidents have a negative impact on the Danube basin and on the quality of life. Moreover, the risks generated by climate change and the use of renewable energy sources based on modern logistics and management require effective cooperation based on a scientific approach on interventions, spatial planning and exchange of information.
7. In the period of 2007-2013 there were common activities undertaken by public and private actors with no significant impact at cross-border level. The integrated approach of the problems identified in the sectors mentioned above requires cooperation to identify priorities, reach consensus and implement the necessary actions. At operational level, the public administrations and the private sector (associations, NGOs, businesses) should foster information activities, cooperation, planning, common investments, connection with the cross-border and national territories, universities as knowledge transfer and innovation hubs and as key stakeholders within the knowledge triangle.

CHAPTER 3:

COMMON STRATEGY FOR SUSTAINABLE TERRITORIAL DEVELOPMENT OF THE CROSS-BORDER AREA

3.1. Vision

The strategy for the Romania-Bulgaria cross-border region is an integrated part of the desire to evolve of the two Member States consisting in planning documents, gravitating towards an integrated territorial development during 2014-2045 through joint actions aiming for a balanced economic growth, urban and rural revival, preserving the natural and cultural heritage and strengthening institutional and human capacities.

3.1.1. Principles of shaping the vision

The vision of the cross-border region and for the implementation thereof is pencilled from the following principles:

Territorial cohesion: The vision testifies to supporting a polycentric and balanced regional development model, achieved through linking urban and rural communities with cultural and environmental values. Cohesion shall focus on an integrated development between urban-rural and the Danube biosphere, achieved through operational management and financial support from the central and local public administrations

Participation and inclusion: The vision of the future development of the cross-border territory is the joint contribution of today's stakeholders in reducing poverty in the region and in developing a competitive territory for tomorrow's population, respecting their identity, autonomy and cultural diversity.

Quality and scientific/professional substantiation: The vision encompasses a complex area where misguided interventions on water resource and economic development of the Danube may have a serious impact in the context of climate change. Identification of best solutions to coordinate human and technological resources in order to plan and develop the cross-border area is crucial.

3.1.2. Vision rationale

The vision of the Romania-Bulgaria cross-border area development during 2014-2045 is mainly an answer to questions regarding the role of the Danube in supporting the growth of the riparian communities through the best choice of using and capitalizing on its resources as a:

- a. transport channel,
- b. water resource,
- c. source of energy for living and manufacturing,
- d. wide range of entertainment activities,
- e. unique part of the European heritage.

Integrating these options shapes possible growth scenarios which, backed up by policies, lead to portraying a joint image on the future of this territory and of its inhabitants. Each scenario may be argued sectorally, pro and against, but the general vision cannot be accepted without identifying and understanding the downside of each scenario on the other and, of all together, on the communities depending on the natural heritage of the Danube.

The development vision for 2045 starts from the two main factors which, once the strategy is implemented, shall lead to integrating (1) The complex value of a natural vital resource for mankind with (2) The development needs of the riparian communities as per their own interests and ambitions.

The vision answers to the first factor by actions aiming to keep a clean natural environment, with diverse biosphere, whose components function and interact harmoniously to preserve an ecologically balanced territory.

The second factor is met through the manner in which people want to develop their capacities and to value their current heritage so as to lead a better life, to have a viable and competitive economy and to enjoy a natural and cultural framework.

Cross-border area 2045:

The Danube region, with the joint contribution of Romania and Bulgaria that connects places and people so as to strengthen a competitive area, in a valuable natural and cultural framework.

The vision supports the sustainable development of a polycentric regional model whose architecture relies on four pillars:

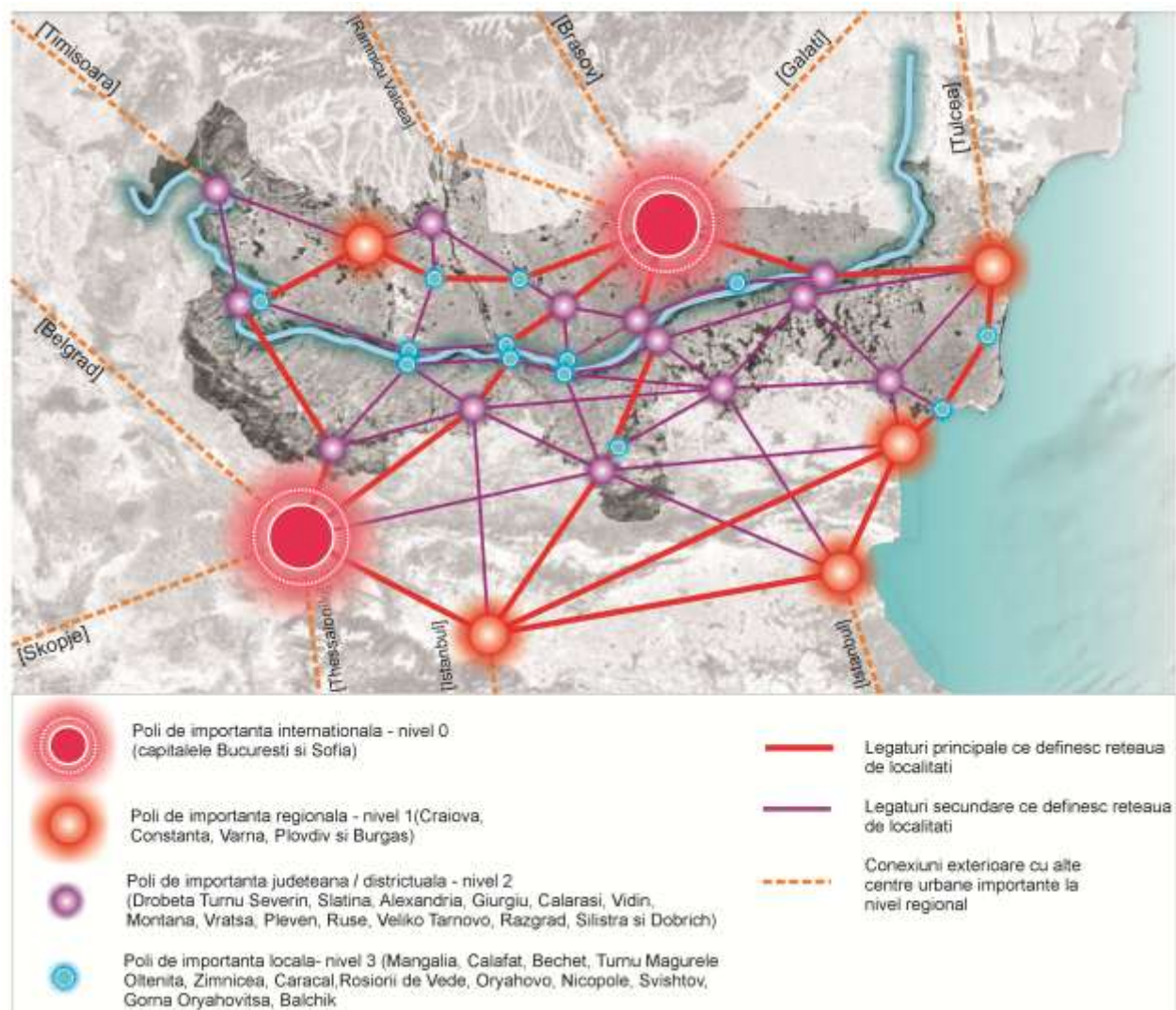
Pillar 1: Cross-border area connectivity

Pillar 2: Economic role of the cities

Pillar 3: Cultural and natural values

Pillar 4: Institutional capacity

Map 3-1. Territorial development model of the cross-border area



The model is projected by integrating the following interventions with the following purpose:

1. Increasing the economic competitiveness of the cross-border area by expanding the level of connectivity with the transport and power system of the European Union, achieved through operations aiming to improve Danube navigation and to modernize the harbour infrastructure;
2. Strengthening the economic, social and territorial cohesion by developing the urban network of the cross-border area through operations meant to reanimate the cities and to improve connections between cities and surrounding rural areas;
3. Providing sustainable development of the cross-border area, by valorising natural and cultural potential for tourism, through operations means to protect, restore or rebuild the environment of the Danube, along with operations to counteract the negative impact of climate change.

3.1.3. Spatial strategic paths for 2014-2045 required for the development of the cross-border area:

The polycentric model relies on formulating and implementing a transnational and cross-border spatial policy aiming to develop and strengthen a viable urban network. Interventions aim to improve quality and competitiveness of the urban and rural areas, in relation to the infrastructure development and transport safety. Spatial development lines of the cross-border area include the following intervention groups:

A. Grouping interventions required to connect the cross-border area to the TEN-T network

Priority interventions to connect transport infrastructure of the cross-border area with the TEN-T network include:

a.1. Supplementing the main TEN-T road network in order to connect regional pole cities

- Romania: Craiova - Bucharest - Constanta, including also county poles Drobeta Turnu Severin – Alexandria – Bucharest and Giurgiu – Bucharest
- Bulgaria: Sofia – Varna and Sofia-V.Tarnovo-Ruse, including also county poles Vidin, Montana, Vratsa, Ruse, Veliko Tarnovo

a.2. Connecting county poles to the expanded TEN-T road network

- Romania: Drobeta Turnu Severin-Craiova and Constanta – Mangalia - Varna
- Bulgaria: Vidin-Montana - Pleven – Ruse – Razgrad (or Silistra) - Varna

a. 3. Connecting capital cities Bucharest-Sofia through the TEN-T road network

- Romania: Bucharest - Giurgiu (TEN-T network)
- Bulgaria: Ruse – Plevna – Sofia (expanded TEN-T network) or through Ruse - Veliko Tarnovo - Stara Zagora – Plovdiv - Sofia (TEN-T network)

a.4. Connecting harbour cities to the TEN-T network or the TEN-T expanded network

- Romania: Bechet, Corabia, Turnu Magurele, Zimnicea, Oltenita, Calarasi
- Bulgaria: Lom, Orianovo, Nicopol, Svishtov, Tutrakan, Slistra

a.5 . Connecting harbour cities to the TEN-T river transport network

- Modernizing the harbour infrastructure of harbour cities at point a.4
- Increasing river navigability

B. Grouping intervention required for urban development

- Integrated rehabilitation of urban central areas (public domain, heritage buildings, cultural and administrative activities in heritage buildings)
- Rehabilitation of housing facilities (energy efficiency – constructions and installations)
- Development of the urban and peri-urban transport network

C. Grouping interventions required to protect the Danube's green values and counteracting natural risks which may affect riparian communities

- Protection of biodiversity
- Preservation and restoring the environment
- Prevention and counteraction of natural risks (floods, draught)

3.2. Objectives and guidelines

3.2.1. Strategic objectives

The Danube River passes through seven paired harbour cities with the role of connecting the two capital cities to the TEN-T corridors (IV and IX respectively). This urban setup is a specific feature of the Lower Danube and represents the main development component in the context of the strategy. Harbour cities are linked to the own hinterland of each country: with Bucharest and Craiova Municipality on the Romanian site and with Plevna, Ruse and Varna on the Bulgarian side.

The two capital cities play different roles at the territory level. Bucharest is near the border and represents quite the attraction for the cities and communes on the two banks of the Danube. Sofia, with its eccentric position within the national territory, is closer to Central Europe, with links to Vienna through Romania and with a direct link to Belgrade.

According to substantiation studies, the cross-border area has weak connections with the TEN-T transport network and is a territory with a poorly competitive economy¹³. During 2014-2045, the economic development of the Southern Europe, across the maritime arch of the Adriatic, Mediterranean and Black Seas, in the context of an increased urban economy competitiveness specific to the harbour city network, shall contribute to the economic development of the EU and shall support the territorial cohesion of the EU and of the European states undergoing accession or partnership phases.

From a spatial point of view, the cross-border territory provides air, land, river and sea access, connecting the Central Pentagon of the European Union with Asia. In order to capitalize on this geographical position, investments are required to finish Corridor IV, connecting the East and the West in the European area, linking Vienna to the west and Istanbul to the east, continuing through the TRACECA network to Georgia and Azerbaijan and the segment in Corridor linking, generally, the North and the South in the European Area, and specifically, Romania, Bulgaria and Greece.

In order to provide territorial cohesion and to increase competitiveness, the Strategy and the development programmes of the two Member States, alongside the guidelines of the Territorial

¹³ Only Bucharest has the GDP/capita above the European average and is part of the transition regions.

Agenda of Europe 2020 and the Danube Strategy, aims to bring the following contributions through investment and high-performance public management:

- (1). Increase in territorial accessibility, by closing the road system consisting of Corridors IV and IX pertaining to the two Member States and by connecting harbour cities to this system;
- (2). Increasing the role of harbour cities, developing and diversifying competitive economic activities, upgrading utilities and services infrastructure, restoring the cultural heritage and ensuring transport links with peri-urban areas;
- (3). Capitalizing on and preserving the natural potential of the Danube River, seen as a joint value of the two states.

This effort relies on four strategic objectives that are the basis of the cross-border cooperation architecture during 2014-2045:

Strategic Objective 1:

- **Developing the connectivity between urban and metropolitan areas to favour a sustainable polycentric territorial development**

Strategic Objective 2:

- **Strengthening the role of Danube cities by increasing attractiveness of the public area and providing general interest utilities and services for locals and tourists**

Strategic Objective 3:

- **Strengthening the cultural and natural values network and linking it to similar networks in the Danube and Black Sea region**

Strategic Objective 4:

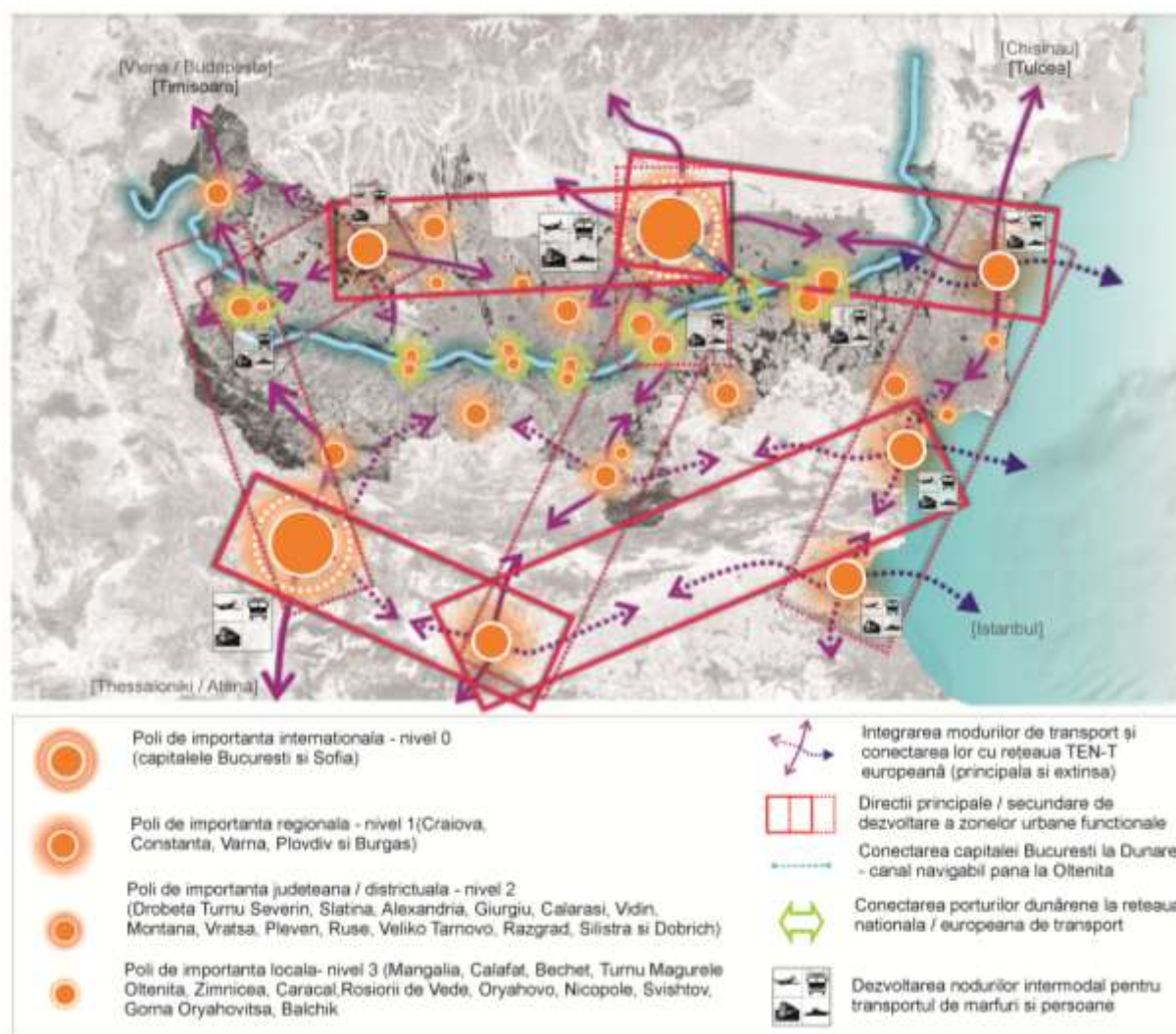
- **Developing the institutional capacity for cooperation aiming to increase economic, social and territorial cohesion**

3.2.2. Substantiation of the Strategic Objectives

Strategic Objective 1:

Developing the connectivity between urban and metropolitan areas to favour a sustainable polycentric territorial development

Map 3-2



The Romania-Bulgaria cross-border area is part of a complex economic system included between the two territorial corridors IV in the TEN-T transport network, with a demographic mass of 10,188,868 inhabitants, of which the urban area has 7,306,157 inhabitants and the rural area counts 2,882,711 inhabitants. The structure of cities with a significant contribution to regional development includes two capital cities¹⁴ and urban areas consisting of 130 municipalities and towns, with 2,546,067 inhabitants, and with 2,882,711 inhabitants in the rural areas.

¹⁴ Total population of 3,230,244 (statistical data from the National Institute of Statistics in Romania and the National Institute of Statistics in Bulgaria, 2013)

Direct beneficiary of the EU transport policy, with new infrastructures created in the Member States, this economic area promotes the flow of passengers and freight, eliminates bottlenecks of the internal European market and contributes to the external efficient connection of the TEN-T transport network with countries covered by the TRACECA transport network.

Implementing TEN-T transport projects, including multi-modal hubs, plays a material role in (1) Increasing the competitiveness of South-East Europe in the world economy and reaching a high employment rate and (2) Increasing the territorial cohesion of the European Union, by improving accessibility, reducing road traffic and, implicitly greenhouse gas emissions, and by proving transport safety and security.

In the context of TEN-T transport policies and in the scope of the Strategy, the Danube navigation goes beyond the meaning of an isolated means of transport between two harbours on opposite banks. The role of the cross-border partnership between Romania and Bulgaria is to promote and implement measures through which inland transportation can consist in an integrated system, with specific harbour logistics and appropriate links to road and rail networks in each of the two countries.

As a result of globalisation, the administrative-territorial units depend more and more on decisions of international and European bodies. Towns and communes face the impact of these decisions that require new types of public management and territorial partnership. For the cross-border area, the polycentric development is the balanced type of growth at regional level, allowing administrative-territorial units to join actions that strengthen competitive advantages in the region or to cooperate for an efficient use of resources or to make investments with high economic entropy.

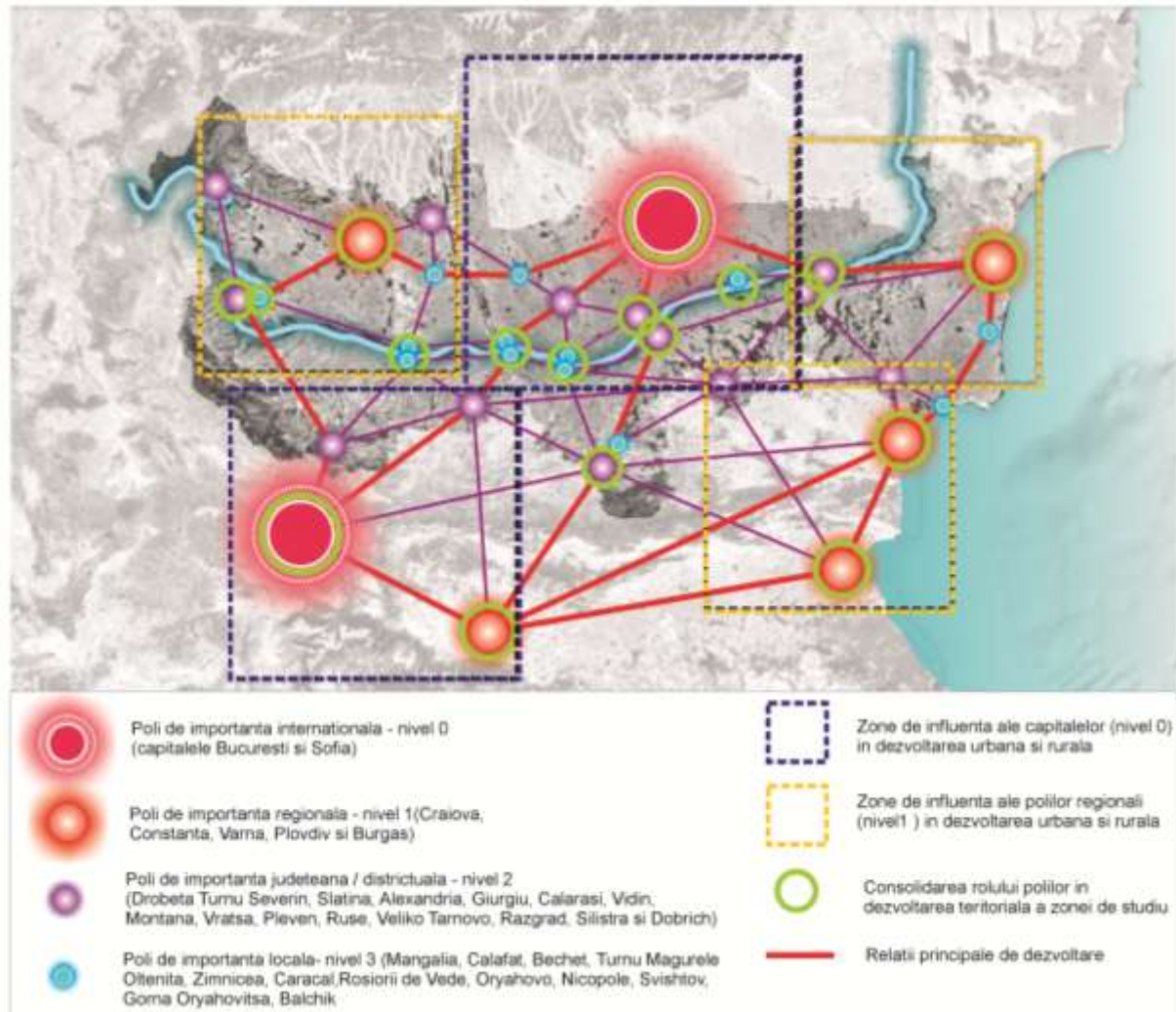
Structuring the economic foundation and linking it to the utilities and services infrastructure differs, determining economically different areas and regions which may be competitive or disadvantaged. The downfall of towns depending on a single economic branch and the negative impact generated in each of their hinterlands require promoting strategies for a viable economic diversification, but also measures to support territorial-administrative units in disadvantaged areas.

The polycentric cross-border development favours, through TEN-E networks, the linkage of territories to power grids necessary for supporting economic development, but also an increase in the work force mobility level, through access to knowledge and information coming from digital technology.

Strategic Objective 2:

Strengthening the role of Danube cities by increasing attractiveness of the public area and providing general interest utilities and services for locals and tourists

Map 3-3



Territorial cohesion consists in the quality of living, in the population's access to public services, housing and vital utilities such as drinking water. The disparities between administrative units for providing these services, the quality level and the rates, cause significant migration, depopulations of territories, low economic performances and major social exclusion risks.

Exclusion from the social-economic loop has a strong territorial nature. The exclusion risk is higher in areas with low accessibility and poor economic performance, and the lack of social cohesion deepens the gap between economic or age groups.

A territory with good public works is a competitive territory, where easy access for companies to lands for investments or for individuals to building homes, as well as power and utilities resources in the vicinity contribute to the setup of economic activities, while access to quality public services favours a healthy and educated human capital.

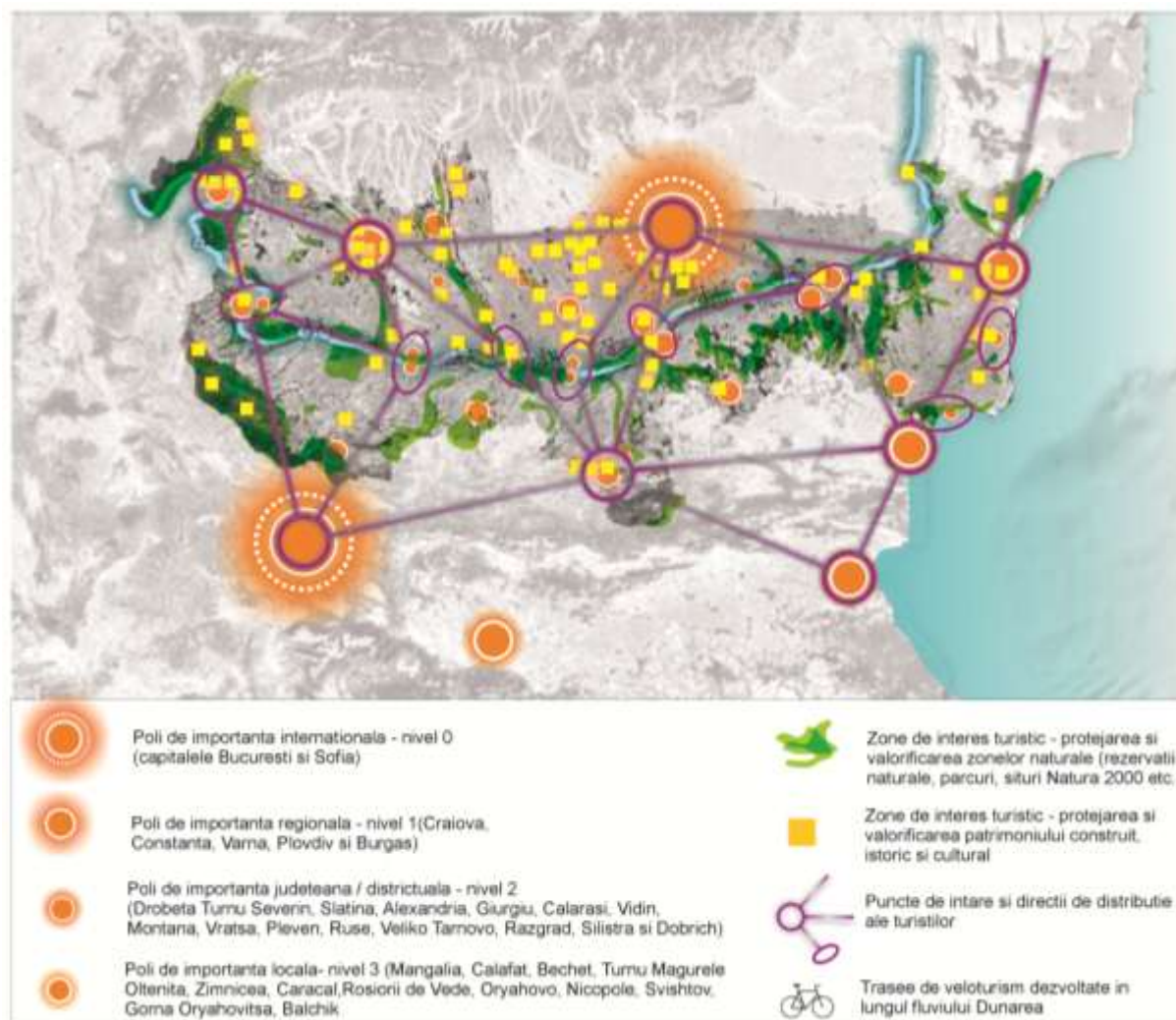
An appealing public domain, sufficient green areas necessary for counteracting global warming or for recreational purposes, adding street furniture, art and ornamental fountains to urban areas, permanent public transport connecting cities and rural areas, transport for entertainment or alternative means of transport, all lead to a better satisfaction of the inhabitants but also to a more compelling argument for companies to relocate and for tourists to visit the area.

Good security and counteracting organized crime increase public trust and favour regional development. Tourism is one of the most sensitive sectors to how this latter aspect is managed by the local and central public administration.

Strategic Objective 3:

Strengthening the cultural and natural values network and linking it to similar networks in the Danube and Black Sea region

Map 3-4



The territory of the cross-border partnership between Romania and Bulgaria bears a significant and diverse natural heritage, stemming from geographical specificity. Providing a good functioning of the environmental systems, of preservation, protection and improvement of the natural heritage is an important prerequisite for sustainable development.

The cross-border territory benefits from the flow of the Danube, with diverse and quality natural scenery integrated in the contexts of rural and urban landscapes. Administrations and communities in general must provide special care to this area so as to best capitalize on these resources, ensuring, by planning and investments, standards and measures for maintaining quality, avoiding water, air

and land loss or deterioration. Air, soil and water quality is also the cause of health problems which may affect residents and tourists.

Draught, desertification, floods or other natural hazards require different forms of information, specific technical answers and administrative measures in the territories facing these problems. An important field is coordinating policies on climate change, energy, water management, agriculture, housing, tourism and transport.

Promoting a low Carbon emission economy gives the cross-border area opportunities in renewable energy production, agriculture and green economy. Creating jobs in the field of ecology, tourism and heritage management contributes to capitalizing on the natural and man-made heritage, to developing an integrated set of activities and to a viable offer on the labour market, creating permanent or seasonal jobs for groups of individuals of different age and qualifications.

A growing sector is the specific research in the area of green heritage. The research serves the cross-border area but is also contributes to surveys in other regions of the Danube. The results of measurements and analyses are a good reason to strengthen the relation with research institutes, which can make available human resources, laboratories and instruments for the scientific substantiation of local and regional interest phenomena.

Strategic Objective 4:

Developing the institutional capacity for cooperation aiming to increase economic, social and territorial cohesion

The set of sectoral interventions required for a sustainable development of the European corridor of the Danube and of adjacent territories require territorial-administrative units eligible for the 2014-2020 programming period to use best practices from the previous period of 2007-2013, but also to find new types of public management and good governance.

Informing, consulting and involving public and private actors at a representative and legitimate level and interested in cross-border development is the main way of securing the maturity of the projects proposed for financing for 2014-2020. For an effective communication, new types of management have the chance to be used during this period, focusing on the use of methods and scenarios to identify existing resources, to promote traditional cultural/historical relations, to territorially plan for counteracting disparities and promoting competitive advantages. Attracting socially, economically and professionally different age groups favours a contribution to joint measures.

Existing and providing for data and information mainly on fields like water resource management, risk caused by climate change and investments and labour market dynamics are the foundation of joint development plans for partnerships between various territorial-administrative units in order to draft sectoral action plans. Furthermore, data accuracy and topicality reduce the risks that the private sector takes in locating new companies in various economic sectors. For certain sectors (such as climate risks), scientific research studies provide credibility of plans and interventions, also strengthening the partnership between the administrative and academic sector.

Joint coordination and monitoring of results or specific indicators for these fields (such as transport, work force migration, environmental quality, natural risks etc.) as well as of the effects of these indicators on territorial development are real opportunities for more mature cross-border cooperation programme. Opening these systems to other cross-border areas, such as Serbia, gives the Strategy added value.

3.2.2. Specific objectives

The mentioned specific objectives pencil a competitive, economic and institutional territorial model based on the quality of the space and services and with increased accessibility. Each strategic objective continues with an integrated set of specific objectives, as follows:

Strategic Objective 1:

- **Developing the connectivity between urban and metropolitan areas to favour a sustainable polycentric territorial development**

Box A: Specific Objectives – Region Connectivity

Strengthening new poles of economic development in the Danube region, meant to increase its competitiveness and to counteract poverty, must rely on European and international transport, energy and communication/information networks.

Specific Objective 1.1:	Specific Objective 1.2:	Specific Objective 1.3:	Specific Objective 1.4:
Providing infrastructure to develop passenger and freight transport	Developing a viable local economic network, backed by high performance technologies and qualified human resources	Providing the energy support of the territorial functioning, with efficiency, competition and environmental respect	Improving communication in the cross-border area by developing the broadband network

Strategic Objective 2:

- **Strengthening the role of Danube cities by increasing attractiveness of the public area and providing general interest utilities and services for locals and tourists**

Box B: Specific Objectives – Region Attractiveness

The quality of the public space in the urban and rural areas supports the growth of the economic and demographic mass of the region. Improvement of general interest services, of planning and rendering operational the territorial infrastructure, increases the functionality of inhabited areas from an economic and social point of view.

Specific Objective 2.1:	Specific Objective 2.2:	Specific Objective 2.3:
Developing human capital by providing general public interest services	Increasing the level of territorial endowment in rural and urban areas	Increasing the attractiveness and quality of living in urban and rural areas

Strategic Objective 3:

- **Strengthening the cultural and natural values network and linking it to similar networks in the Danube and Black Sea region**

Box C: Specific Objectives – Cultural and natural value of the region

Existing values shall be managed in the sense of diversity and the capacity of these values to meet the development of communities and of each individual living in or visiting the region. The history of these areas shall be promoted by actions of protecting and preserving the heritage and shall also be visible for future generations.

Specific Objectives: 3.1:

Increasing the contribution of the cultural heritage of the cross-border area in the European cultural landscape

Specific Objective 3.2:

Preserving biodiversity and improving environmental conditions

Specific Objective 3.3:

Strengthening the risk and emergency response management capacity

Strategic Objective 4:

- **Developing the institutional capacity for cooperation aiming to increase economic, social and territorial cohesion**

Box D: Specific Objectives – Public management and governance

Reaching territorial, economic and social cohesion for a cross-border area requires an increase in the operational capacity of administrative structures in coordinating the implementation of the strategy, in planning the resources, reducing risks and involving the private sector and the communities in the process of drafting and implementing the projects.

Specific Objective 4.1:

Providing types of cooperation and management in common areas of interest

Specific Objective 4.2:

Coordinating public and private initiatives on general interest matters

Specific Objective 4.3:

Operational capacity building of the administrative authorities on managing local development

3.3. Policies, measures and projects

3.3.1. Development policies

In the logic of drafting the strategy, in the zoom-in segments, each specific objective at subchapter 3.2.2. has a pertaining set of multisectoral policies. These policies lead to sectoral or territorially integrated programmes and projects dedicated to expanding, upgrading the current infrastructure, protecting and restoring the environment or guided toward improving services in certain sectors by technological contribution, new types of management and new occupational know-how.

Policies under Specific Objective 1.1: Providing infrastructure to develop passenger and freight transport

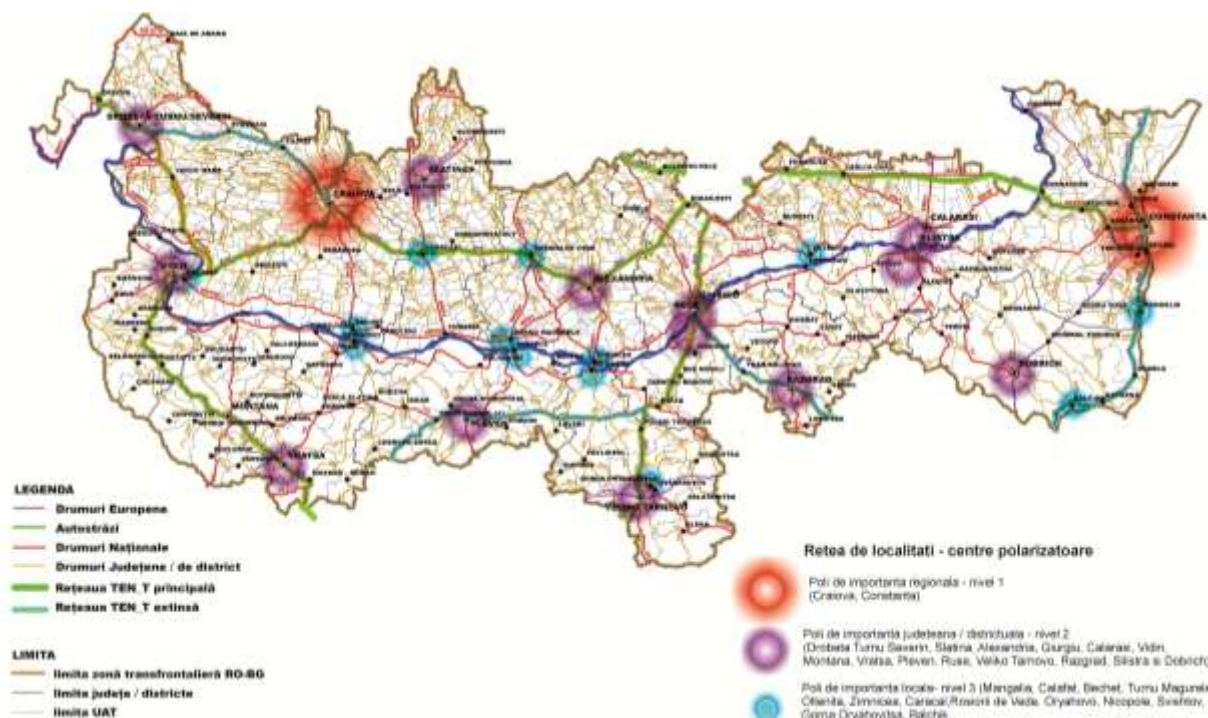
Transport in the cross-border area covers various types of river and maritime transport, road and railway transport as well as air transport. Map 3-5 presents a detailed scheme.

Transnational and national policies aim to (1) improve navigability and upgrade harbour structures, taking into account their current status and future development opportunities, (2) connect harbour cities to the road and railway network (3) complete the main and extended TEN-T network and ensure links between urban functional areas to this network's infrastructure (4) support the development of logistics hubs of a regional and international size.

From the point of view of connectivity, the role of these two capital cities is essential in developing the cross-border area. The Bucharest metropolitan area links modes of transport from the north and east of Romania, Moldova and Transylvania, while road links with Greece, Serbia and Turkey are ensured through Sofia. To this end, finalizing the TEN-T network during 2014-2020 is a top priority, seen as the necessary infrastructure to connect TEN-T and TRACECA networks, to increase mobility in the European, cross-border and national area.

Transport is an important niche for new jobs, with high economic value stemming from the level of qualification of the personnel and from the creation of jobs in the secondary and tertiary sector. Educating and training the youth in developing the ship and land transport sector is seen as an integral part of the transport infrastructure.

Map 3-5



List of policies

Policy 1.1.-a:

Integrating modes of transport and linking them to the European network

Policy 1.1.-b:

Connecting Danube harbours to the network of municipalities in the cross-border area

Policy 1.1.-c:

Complementary development of the harbour network depending on the role and regional specificity

Policy 1.1.-d:

Ensuring safe river and maritime navigability¹⁵

Policy 1.1.-e:

Increasing the operational capacity of qualified personnel in the river transport sector

Policies under Specific Objective 1.2: Developing viable local economies, supported by qualified human resources

The economic development, from a poor area to an economically competitive area, requires integrated policies with components on labour market mobility, connections between economic sectors and research and logistic support centres, technological advance, market research tools and development of human resources.

¹⁵ Policy coordinated with the NAIADES programme and with “The joint statement on inland navigation and environment sustainability in the Danube river basin”

Capital cities of Bucharest and Sofia as well as regional interest poles play a material role in the transfer of know-how through science, technology and information acquired as a result of research and education.

Public and private types of associations shall play an important role in promoting cross-border economy on the new markets and in facilitating the creation of networks oriented toward exchange of technology and experience.

List of policies

Policy 1.2.-a: Increasing the contribution of local enterprises to the development of the cross-border economy
Policy 1.2.-b: Developing agricultural production chains based on added value and protection of water resources
Policy 1.2.-c: Developing tourism services as per international quality and safety standards
Policy 1.2.-d: Supporting research, advisory services through entrepreneurial initiatives in the local communities
Policy 1.2.-e: Providing counselling and professional training for employment

Specific Objective 1.3: Providing the energy support of the territory, with efficiency, competition and environmental respect

Policies on infrastructure and services in the energy sector exceed the cross-border area, their content and impact being the result of national and European initiatives and actions (e.g. TEN-E network).

Upgrading, expanding and interconnecting the energy infrastructure are vital operations to support other policies such as development of the local economy or increasing the quality of life in urban and rural areas in the cross-border territory.

Specific for this area are the policies that focus on green innovation in the field of energy, with benefits for the environment by promoting technologies that reduce CO2 emissions, but also those that favour high performance management of existing resources.

List of policies

Policy 1.3.-a

Upgrading infrastructure and services in the energy sector

Policy 1.3.-b

Producing and using renewable energy

Policy 1.3.-c

Developing cooperation of research on producing green energy

Specific Objective 1.4: Improving communication in the cross-border area by developing the broadband network

Digital connectivity is supported by local policies in public-private partnerships, understanding local administrations, private companies and research centres. These policies support private services on tourism, access to e-markets for products manufactured in the cross-border area, but also public services such as territorial data banks, emergency response, e-learning or medical care.

List of policies

Policy 1.4.-a

Developing the Internet infrastructure and linking individuals and companies

Policy 1.4.-b

Developing types of digital information/communication

Specific Objective 2.1: Developing human capital by providing general public interest services

Increasing the weight of public services, health, education, social care, national policies and significant public funding. Irrespective of their geographic location, communities need safe services, with sufficient equipment and human resources, provided in appropriate and clean areas according to national and European standards.

Policies drafted for the cross-border area, from a qualitative viewpoint, may be covered at local level from local public sources or attracted as a result of national policies and financial resources. Coordination between the needs of local communities and the services offer as well as ensuring equal, non-discriminate access to each member of the community to these services are prerogatives of the local administration.

List of policies

Policy 2.1.-a

Ensuring access to education and health services in a safe and clean environment

Policy 2.1.-b

Increasing the quality of social services for disadvantaged groups

Policy 2.1.-c

Development of human capital through training and counselling services

Specific Objective 2.2: Increasing the level of territorial endowment in rural and urban areas

Policies related to endowment of public utilities, drinking water, sewage, public transport and sanitation increase the level of urbanization of cities and of metropolitan areas and the appeal for investments and inhabitants. Monitoring the drinking water quality ensures, mostly in rural areas, a decrease in the risk of illnesses and counteracting pandemics.

The creation of a structured type of cross-border transport is a sectoral policy and a way of counteracting traffic bottlenecks, increasing work force and tourist mobility, with positive effects by generating jobs and reducing pollution caused by private vehicles. This policy includes actions of rendering operational the transport related both to development and upgrading of means of transport that link the Danube cities and setting up a regional train that loops the cities of Bucharest-Sofia-Athens-Varna-Constanta.

The waste management policy is drafted at the level of counties and regions. Functional storages as per the specific legislation, as well as components covering selection, transport and recycling contribute, alongside the previous policies, to reducing the level of pollution in the cross-border area of the Danube.

List of policies

Policy 2.2.-a

Providing the drinking water supply infrastructure, protecting current resources

Policy 2.2.-b

Providing sewage infrastructure observing water quality conditions of the Danube

Policy 2.2.-c

Developing the multimodal land and river transport system for increasing mobility, using mostly fuels with low levels of pollution

Policy 2.2.-d

Providing a collection system for domestic waste, constructions and medical waste

Policy 2.2.-e

Developing human capital through training services on the supply and management of public utilities

Specific Objective 2.3: Increasing the attractiveness and quality of living in urban and rural areas

Local policies for increasing the attractiveness of urban and rural areas include actions for the rehabilitation of the existing buildings, local roads, public markets, pedestrian areas, public lighting and urban furniture.

A special policy is drafted for increasing urban attractiveness but also for adding to the economic categories abandoned and polluted lands, especially former industrial lands or those near train stations and depots.

An important part of policies on appealing living conditions consists in the urban and peri-urban green areas required to compensate high temperatures during summer. In addition, other actions are required such as planning and modernizing leisure areas, pools and segments of river flows which can be used for recreational activities, also observing the requirements of biodiversity and safety.

List of policies

Policy 2.3.-a:

Energy rehabilitation of existing constructions (buildings, installations)

Policy 2.3.-b:

Development and rehabilitation of deteriorated central and urban areas

Policy 2.3.-c:

Territorial planning of areas required for entertainment and sports

Specific Objectives: 3.1: Increasing the contribution of the cultural heritage of the cross-border area in the European cultural landscape

The rehabilitation, protection and preservation policies regarding the tangible cultural heritage are the required support for local economic development through cultural tourism, but also for promoting the history and values of the communities in the cross-border area.

Cultural heritage management actions from the perspective of consumption, on the one hand, and of revenues and expenses generated by the heritage, on the other hand, provide for the sustainability of rehabilitation activities.

The intangible, diverse and valuable heritage of the area requires active policies of promoting all types of cultural events, literature, theatre, folklore, plastic art etc. in the context of using new presentation technologies.

List of policies

Policy 3.1.-a:

Preserving and rehabilitating the tangible heritage in tourist areas

Policy 3.1.-b:

Valorising the intangible heritage

Policy 3.1.-c:

Promoting specific cultural values of the cross-border area

Specific Objective 3.2: Preserving biodiversity and improving environmental conditions

Cross-border policies on protecting the environmental resources of the Danube are an integral part of the European Union Strategy for the Danube Region. Correlated to the strategy, there are joint cross-border policies of Romania and Bulgaria on preserving the quality and health of natural habitats and monitoring negative man-made effects on ecosystems as well as use of lands and pollution generated by economic activities. Protecting communities against natural or industrial disasters requires joint territorial policies, implemented by investments related mainly to flood protection, fighting draught and land erosion and possible industrial accidents.

Both the types of biodiversity protection and of urban and rural communities demand research-based approaches. Therefore, the research infrastructure has specific dedicated policies through which academic and research institutions and private companies work together to find and implement viable solutions and technologies.

List of policies

Policy 3.2.-a:

Protecting and restoring the natural environment

Policy 3.2.-b:Performing the *Danube Green Corridor* by ensuring air and soil quality**Policy 3.2.-c:**

Planning and restoring environmental conditions of deteriorated banks and sites

Policy 3.2.-d:

Developing the research capacity and implementation of measures for protecting and preserving the biosphere

Policy 3.2.-e:

Developing the capacity to know the Danube and Black Sea biosphere

Specific Objective 3.3: Strengthening the risk and emergency response management capacity

Natural and man-made risks require joint policies both in the planning phase, through accurate estimate and substantiation based on policies in set 3.2 and through types of planning and intervention with qualified human resources and adequate equipment.

List of policies

Policy 3.3.-a:

Promoting joint investments for planning and equipment required to counteract floods

Policy 3.3.-b:

Coordinating prevention and counteracting actions for industrial risks

Specific Objective 4.1: Providing types of cooperation and management in areas of common interest

The spatial and operational coordinated planning of the local and central public administration contributes significantly to ensuring economic, social and territorial cohesion. At the same time, specific cooperation and information exchange policies help reduce border criminality.

Identifying and using new work methods in multi-discipline teams, drawings for spatial planning jointly debated and regulated subsequently as per own national legislations, types of communication between public and private actors as well as types of subsequent active involvement from the private sector and communities in the Danube region in implementing projects, all provide for a gradual change in the work style of the elect and appointed officials and help identify new democratic types of governing.

List of policies

Policy 4.1.-a:

Increasing the spatial planning capacity for the cross-border territory

Policy 4.1.-b:

Providing types of consultation and decision-making on joint interest initiatives and projects

Policy 4.1.-c:

Strengthening the operational capacity to reduce cross-border criminality

Specific Objective 4.2: Coordinating public and private initiatives on general interest matters

Specific cross-border policies include components for increasing the mobility in the area and for developing tourism through services and products. The strategic objective 4 on developing the institutional capacity necessary for cooperation shall be reached by sets of projects generated by research programmes that concern the integration of mobility policies with local economic development policies.

List of policies

Policy 4.2.-a Performing mobility plans for increasing transport service efficiency
Policy 4.2.-b Providing safety conditions for tourists
Policy 4.2.-c Performing research programmes for joint interest areas

Specific Objective 4.3: Increasing the administration's operational capacity on managing local development

Policies on increasing operational capacity aim to monitor the implementation process of the strategy and of the funding used in order to perform the utilities and public services infrastructure. To this end, the compared inventory of results as the local level, within the cross-border area, represents the measurement tool for efficiency and level of consumer satisfaction for a particular service or good.

List of policies

Policy 4.3.-a Performing a benchmarking system based on joint interest services
Policy 4.3.-b Using modern methods and techniques to involve the community in participatory planning

Table 3-1 Matrix for matching objectives to development policies

DEVELOPMENT VISION												
Cross-border area 2045: <i>The Danube region, with the joint contribution of Romania and Bulgaria that connects places and people so as to strengthen a competitive area, in a valuable natural and cultural framework.</i>												
Strategic Objective 1: Developing the connectivity between urban and metropolitan areas to favour a sustainable polycentric territorial development				Strategic Objective 2: Strengthening the role of port cities by increasing attractiveness of the public area and providing utilities and services for locals and tourists			Strategic Objective 3: Strengthening the cultural and natural values network and linking it to similar networks in the Danube and Black Sea region			Strategic Objective 4: Developing the institutional capacity for cooperation aiming to increase economic, social and territorial cohesion		
Specific objectives				Specific objectives			Specific objectives			Specific objectives		
Specific Objective 1.1:	Specific Objective 1.2:	Specific Objective 1.3:	Specific Objective 1.4:	Specific Objective 2.1:	Specific Objective 2.2:	Specific Objective 2.3:	Specific Objectives: 3.1:	Specific Objective 3.2:	Specific Objective 3.3:	Specific Objective 4.1:	Specific Objective 4.2:	Specific Objective 4.3:
Optimizing the Danube River navigation potential to increase passenger and cargo transport	Developing viable local economies, supported by qualified human resources	Providing the energy support of the territory, with efficiency, competition and environmental respect	Improving communication in the cross-border area by developing the broadband network	Developing human capital by providing general public interest services	Increasing the level of territorial endowment in rural and urban areas	Increasing the attractiveness and quality of living in urban and rural areas	Increasing the contribution of the cultural heritage of the cross-border area in the European cultural landscape	Preserving biodiversity and improving environmental conditions	Strengthening the risk and emergency response management capacity	Providing types of cooperation and management in joint interest areas	Coordinating public and private initiatives on general interest matters	Increasing the administration's operational capacity on managing local development
List of policies				List of policies			List of policies			List of policies		
Policy 1.1.-a Integrating modes of transport and linking them to the European network	Policy 1.2.-a Increasing the contribution of local enterprises to the development of the cross-border economy	Policy 1.3.-a Upgrading infrastructure and services in the energy sector	Policy 1.4.-a Developing the Internet infrastructure and linking individuals and companies	Policy 2.1.-a Ensuring access to education and health services in a safe and clean environment	Policy 2.2.-a Ensuring the drinking water supply infrastructure, protecting current resources	Policy 2.3.-a Energy rehabilitation of existing constructions (buildings, installations)	Policy 3.1.-a Preserving and rehabilitating the tangible heritage in tourist areas	Policy 3.2.-a Protecting and restoring the natural environment	Policy 3.3.-a Promoting joint investments for planning and equipment required to counteract floods	Policy 4.1.-a: Increasing the spatial planning capacity for the cross-border territory	Policy 4.2.-a Drafting mobility plans for increasing transport service efficiency	Policy 4.3.-a Performing a benchmarking system based on joint interest services
Policy 1.1.-b Connecting Danube harbours to the network of municipalities in the cross-border area	Policy 1.2.-b Developing agricultural production chains based on added value and protection of water resources	Policy 1.3.-b Producing and using renewable energy	Policy 1.4.-b Developing types of digital information/communication	Policy 2.1.-b Increasing the quality of social services for disadvantaged groups	Policy 2.2.-b Providing sewage infrastructure observing water quality conditions of the Danube	Policy 2.3.-b Development and rehabilitation of deteriorated central and urban areas	Policy 3.1.-b Valorising the intangible heritage	Policy 3.2.-b Performing the <i>Danube Green Corridor</i> by ensuring air and soil quality	Policy 3.3.-b Coordinating prevention and counteracting actions for industrial risks	Policy 4.1.-b: Providing types of consultation and decision-making on joint interest initiatives and projects	Policy 4.2.-b Providing safety conditions for tourists	Policy 4.3.-b Using modern methods and techniques to involve the community in participatory planning
Policy 1.1.-c Complementary development of the harbour network depending on the role and regional specificity	Policy 1.2.-c Developing tourism services as per international quality and safety standards	Policy 1.3.-c Developing cooperation of research on producing green energy		Policy 2.1.-c Development of human capital through training and counselling services	Policy 2.2.-c Developing the multimodal land and river transport system for increasing mobility, using mostly fuels with low levels of pollution	Policy 2.3.-c Territorial planning of areas required for entertainment and sports	Policy 3.1.-c Promoting specific cultural values of the cross-border area	Policy 3.2.-c Planning and restoring environmental conditions of deteriorated banks and sites		Policy 4.1.-c: Strengthening the operational capacity to reduce cross-border criminality	Policy 4.2.-c Performing research programmes for joint interest areas	
Policy 1.1.-d Ensuring safe river and maritime navigability	Policy 1.2.-d Supporting research, advisory services through entrepreneurial initiatives in the local communities				Policy 2.2.-d Providing a collection system for domestic waste, constructions and medical waste			Policy 3.2.-d: Developing the research capacity and implementation of measures for protecting and preserving the biosphere				
Policy 1.1.-e: Increasing the operational capacity of qualified personnel in the river transport sector	Policy 1.2.-e Providing counselling and professional training for employment				Policy 2.2.-e Developing human capital through training services on the supply and management of public utilities			Policy 3.4.-e: Developing the capacity to know the Danube and Black Sea biosphere				

3.3.2. Programmes and projects

This section structures the list of programmes and project areas¹⁶ coordinated with specific policies of the tackled field, from which public and private applicants may select projects that meet their local development priorities. Projects cover the period 2014-2030. Chapter 3.4 has the list of strategic projects necessary for the development of the cross-border region and the fiches for 15 joint projects.

List of policies, programmes and projects organized under Strategic Objective 1:

• Strengthening the harbour cities network to provide a polycentric territorial development

Policy 1.1.-a: Integrating modes of transport and linking them to the European network

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Increasing accessibility	Development / modernization of road networks to Corridor IV and IX and related art works	Development / modernization of road networks to Corridor IV and IX and related art works	Development / modernization of road networks to Corridor IV and IX and related art works
	Modernization of town/commune roads and related art works	Modernization of town/commune roads and related art works	Modernization of town/commune roads and related art works

Policy 1.1.-b: Connecting Danube harbours to the network of municipalities in the cross-border area

Programme	projects financeable through OPCBC-RO-BG	projects financeable through RO OPs	projects financeable through BG OPs
Increasing mobility	Building multi-modal transport hubs	Building multi-modal transport hubs	Building multi-modal transport hubs
	Developing bike routes in tourist areas	-	-
	Transport information/logistics	-	-

Policy 1.1.-c: Complementary development of the harbour network depending on the role and regional specificity

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Harbour modernization	Modernizing terminals and facilities for ship mooring	Modernizing terminals and facilities for ship mooring	Modernizing terminals and facilities for ship mooring

Policy 1.1.-d: Ensuring safe river and maritime navigability

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
River traffic safety	Modernizing equipment for passenger and cargo transport	Modernizing equipment for passenger and cargo transport	Modernizing equipment for passenger and cargo transport
	River traffic information system	-	-

Policy 1.1.-e: Increasing the operational capacity of the personnel in the river transport sector

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Specialized professional	Exchange of experience	-	-

¹⁶ Each applicant, public or private, may submit projects for financing or may finance projects with own resources or raised money observing the field of the projects in this chapter. Columns 2 and 3 underline the need for coordinating the financing of costly projects with European funds of each Member State as per the text of operational programmes in the 2014-2020 programming period.

training per harbour/navigation professions	Improvement training	-	-
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Policy 1.2.-a: Increasing the contribution of local enterprises to the development of the cross-border economy

Programme	project financeable through OPCBC-RO-BG	project financeable through RO Ops	project financeable through BG OPs
Developing, modernizing types of transport	Production activities in the field of transport	Production activities in the field of transport	Production activities in the field of transport
Developing, modernizing related services	Maintenance and repair shipyards	Maintenance and repair shipyards	Maintenance and repair shipyards
Increasing productivity in the cross-border area	Developing logistics and industrial parks	Developing logistics and industrial parks	Developing logistics and industrial parks

Policy 1.2.-b: Developing agricultural production chains based on added value and protection of water resources

Programme	project financeable through OPCBC-RO-BG	project financeable through RO Ops	project financeable through BG OPs
Agricultural products	Spaces and technology for the production-processing-retail chain for vegetables	Spaces and technology for the production-processing-retail chain for vegetables	Spaces and technology for the production-processing-retail chain for vegetables
	Spaces and technology for the production-processing-retail chain for fruits	Spaces and technology for the production-processing-retail chain for fruits	Spaces and technology for the production-processing-retail chain for fruits
Animal/fish/aquaculture products	Spaces and technology for the breeding-processing-retail chain	Spaces and technology for the breeding-processing-retail chain	Spaces and technology for the breeding-processing-retail chain

Policy 1.2.-c: Developing tourism services as per international quality and safety standards

Programme	project financeable through OPCBC-RO-BG	project financeable through RO Ops	project financeable through BG OPs
Energy efficiency	Energy efficiency of buildings for tourist services	Energy efficiency of buildings for tourist services	Energy efficiency of buildings for tourist services
	Rehabilitation of buildings attracting tourist interest	Rehabilitation of buildings attracting tourist interest	Rehabilitation of buildings attracting tourist interest

Policy 1.2.-d: Supporting research, advisory services through entrepreneurial initiatives in the local communities

Programme	project financeable through OPCBC-RO-BG	project financeable through RO Ops	project financeable through BG OPs
Market / market niche surveys	Market surveys for tourism	-	-
	Retail market surveys	-	-
	Surveys on energy consumption and types of energy efficiency	Surveys on energy consumption and types of energy efficiency	Surveys on energy consumption and types of energy efficiency

Policy 1.2.-e: Providing counselling and professional training for employment

Programme	project financeable through OPCBC-RO-BG	project financeable through RO Ops	project financeable through BG OPs
Continuous professional training	Preservation and restoration works of the cultural heritage	-	-
	Hotel services	-	-
	Public food services	-	-
	Foreign languages	-	-
	Property assets maintenance/ management	-	-

Policy 1.3.-a: Upgrading infrastructure and services in the energy sector

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Providing continuous power supply	Feasibility studies for performing hydropower systems	Rehabilitation, modernizing electricity infrastructure	Rehabilitation, modernizing electricity infrastructure
	-	Connecting the natural gas infrastructure	Connecting the natural gas infrastructure

Policy 1.3.-b: Producing and using renewable energy

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Alternative types of energy	Generating hot water	-	-
	Street public lighting	-	-

Policy 1.3.-c: Developing cooperation of research on producing green energy

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Researching alternative energy sources	Using other sources of non-conventional energy : wind, solar, heat pumps etc.	-	-

Policy 1.4.-a: Developing the Internet infrastructure and linking individuals and companies

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Performing the Internet infrastructure	Connecting households	-	-
	Connecting companies	-	-

Policy 1.4.-b: Developing types of digital information/communication

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Telemedicine	e-Diagnostics	-	-
Spatial planning	Spatial development models generated by traffic effects, economic development, natural risks	-	-
Environmental protection	Models on water impact on banks/aquatic habitats	-	-

Table no. 3-1 presents the projects submitted for financing through the 2014-2020 programme, in coordination with the specific development policies of Strategic Objective 1

Table 3-1

Strategic Objective 1 Developing the connectivity between urban and metropolitan areas to favour a sustainable polycentric territorial development											
Specific Objective 1.1:	Providing infrastructure to develop passenger and freight transport	Specific Objective 1.2:	Developing viable local economies, supported by qualified human resources	Specific Objective 1.3:	Providing the energy support of the territory, with efficiency, competition and environmental respect	Specific Objective 1.4:	Improving communication in the cross-border area by developing the broadband network				
Policy 1.1.-a: Integrating modes of transport and linking them to the European network		Policy 1.2.-a: Increasing the contribution of local enterprises to the development of the cross-border economy		Policy 1.3.-a Upgrading infrastructure and services in the energy sector		Policy 1.4.-a Developing the Internet infrastructure and linking individuals and companies					
Policy 1.1.-b: Connecting Danube harbours to the network of municipalities in the cross-border area		Policy 1.2.-b: Developing agricultural production chains based on added value and protection of water resources		Policy 1.3.-b Producing and using renewable energy		Policy 1.4.-b Developing types of digital information/communication					
Policy 1.1.-c: Complementary development of the harbour network depending on the role and regional specificity		Policy 1.2.-c: Developing tourism services as per international quality and safety standards		Policy 1.3.-c Developing cooperation of research on producing green energy							
Policy 1.1.-d: Ensuring safe river and maritime navigability		Policy 1.2.-d: Supporting research, advisory services through entrepreneurial initiatives in the local communities									
Policy 1.1.-e: Increasing the operational capacity of qualified personnel in the river transport sector		Policy 1.2.-e: Providing counselling and professional training for employment									
Programme	project financeable through OPCBC-RO-BG	Programme	project financeable through OPCBC-RO-BG	Programme	project financeable through OPCBC-RO-BG	Programme	project financeable through OPCBC-RO-BG				
Increasing accessibility	Development / modernization of road networks to Corridor IV and IX, related art works	Developing, modernizing types of transport	Production activities in the field of transport	Alternative types of energy	Generating hot water	Performing the Internet infrastructure	Connecting households				
	Modernization of town/commune roads, related art works	Developing, modernizing related services	Maintenance and repair shipyards		Street public lighting		Connecting companies				
		Increasing productivity in the cross-border area	Developing logistics and industrial parks								
Increasing mobility	Building multimodal hubs	Agricultural products	Spaces and technology for the production-processing-retail chain for vegetables	Researching alternative energy sources	Using other sources of non-conventional energy : wind, solar, heat pumps etc.	Telemedicine	e-Diagnostics				
	Developing bike routes in tourist areas		Spaces and technology for the production-processing-retail chain for fruits			Spatial planning	Spatial development models generated by traffic effects, economic development, natural risks				
	Transport information/logistics	Animal/fish/aquaculture products	Spaces and technology for the breeding-processing-retail chain			Protecția mediului	Modele privind acțiunea apei asupra malurilor / asupra habitatelor acvatice				
Harbour modernization	Modernizing terminals and facilities for ship mooring	Accommodation / meals	Energy efficiency of buildings for tourist services Rehabilitation of buildings attracting tourist interest								
River traffic safety	Modernizing equipment for passenger and cargo transport	Market / market niche studies	Market surveys for tourism Retail market surveys Surveys on energy consumption and types of energy efficiency								
	River traffic information system										
Specialized professional training per harbour/navigation professions	Exchange of experience	Continuous professional training	Preservation and restoration works of the cultural heritage Hotel services Public food services Foreign languages Property assets maintenance/management								
	Improvement training										

List of policies structured under Strategic Objective 2: Strengthening the role of Danube cities by increasing attractiveness of the public area and providing general interest utilities and services for locals and tourists

Policy 2.1.-a: Ensuring access to education and health services in a safe and clean environment

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Improving the education infrastructure	- Building new spaces for studies or practical activities	Rehabilitation of school buildings Building new spaces for studies or practical activities	Rehabilitation of school buildings Building new spaces for studies or practical activities
Sports / thematic workshops	Competitions Research	- -	- -
Improving the health infrastructure	- -	Rehabilitation of medical centres, constructions and equipment Rehabilitation, endowment of local hospitals	Rehabilitation of medical centres, constructions and equipment Rehabilitation, endowment of local hospitals
Emergency response system	Information centre on the cross-border health status Equipment, medications for preventing pandemics	Information centre on the cross-border health status Equipment, medications for preventing pandemics	Information centre on the cross-border health status Equipment, medications for preventing pandemics
Exchange of experience	Specialized workshops for preventing pandemics	-	-

Policy 2.1.-b: Increasing the quality of social services for disadvantaged groups

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Improving the social infrastructure	-	Rehabilitation, endowment of social centres	Rehabilitation, endowment of social centres
Social services	Care for elderly without caretakers Access facilities for people with disabilities	Care for elderly without caretakers Access facilities for people with disabilities	Care for elderly without caretakers Access facilities for people with disabilities

Policy 2.1.-c:

Development of human capital through training and counselling services

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Vocational counselling	Occupational counselling for the active elderly Occupational counselling for the young Internships in companies Developing thematic practical workshops/apprenticeships Plans to identify a thematic marketing mix of companies	- - - - -	- - - - -
Specialized training	Apprenticeship/internship in private companies, local administration and education units Training for the unemployed	- -	- -
Specialized training			

	Developing a curriculum adapted to the local labour market/market niche	-	-
	Scholarships for specialized training programmes	Scholarships for specialized training programmes	Scholarships for specialized training programmes

Policy 2.2.-a

Ensuring the drinking water supply infrastructure, protecting current resources

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Supplementing the water networks	-	Network expansion/rehabilitation	Network expansion/rehabilitation
	-	Water treatment	Water treatment
	-	Sources rehabilitation	Sources rehabilitation
Water supply management	Monitoring system for the Danube water quality	-	-

Policy 2.2.-b

Providing sewage infrastructure observing water quality conditions of the Danube

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Stopping water pollution of the Danube and its affluents	-	Sewage network expansion/rehabilitation	Sewage network expansion/rehabilitation
	-	Rehabilitation of treatment stations	Rehabilitation of treatment stations

Policy 2.2.-c

Developing the multimodal land and river transport system for increasing mobility, using mostly fuels with low levels of pollution

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Regional transport	Ship-based modes of transport to connect Danube cities	-	-
	-	Regional train Danube-Black Sea - Mediterranean Sea	Regional train Danube-Black Sea - Mediterranean Sea
Alternative transport	Bike lanes, pedestrian areas	-	-

Policy 2.2.-d

Providing a collection system for domestic waste, constructions and medical waste

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Valorising urban waste	Selective waste collection from constructions and recycling	selective waste collection from constructions and recycling	selective waste collection from constructions and recycling
	Research to identify new uses of by-products from waste recycling	-	-

Policy 2.2.-e

Developing human capital through training services on public utilities

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Specialized training	Maintenance services for the drinking water supply	-	-

	system		
	Water quality monitoring services	-	-
	Water and sewage services management and financing	-	-

Policy 2.3.-a: Energy rehabilitation of existing constructions (buildings, installations)

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Reducing energy consumption	Modernizing installations and types of consumption metering	-	-
Training courses	Building energy management	-	-
	City energy management	-	-
	Local economic development and energy endowment	-	-

Policy 2.3.-b: Development and rehabilitation of deteriorated central and urban areas

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Rehabilitation of the public domain in central areas	Rehabilitation of local roads	Rehabilitation of local roads	Rehabilitation of local roads
	Pedestrian areas	Pedestrian areas	Pedestrian areas
Revitalizing industrial areas	Depollution of urban lands	Depollution of urban lands	Depollution of urban lands
Increasing urban green areas	Parks, linear plantations	Parks, linear plantations	Parks, linear plantations
Public and ornamental lighting (green energy)	Public routes and buildings included in the cultural heritage	Public routes and buildings in the cultural heritage	Public routes and buildings in the cultural heritage
Appealing public areas	Furniture, sculptures, fountains	Furniture, sculptures, fountains	Furniture, sculptures, fountains

Policy 2.3.-c: Territorial planning of areas required for entertainment and sports

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Entertainment	-	Public pools, swimming pools	Public pools, swimming pools
	Lanes for kayaks/canoes	Lanes for kayaks/canoes	Lanes for kayaks/canoes
	Jogging routes	-	-
	Areas for wildlife photography	-	-
Sports	International sport competitions	-	-

Table no. 3-2 presents the projects submitted for financing through the 2014-2020 programme, in coordination with the specific development policies of Strategic Objective 2.

Table no. 3-2

Strategic objective 2: Strengthening the role of port cities by increasing attractiveness of the public area and providing utilities and services for locals and tourists.					
Specific Objective 2.1	Developing human capital by providing general public interest services	Specific Objective 2.2	Increasing the level of territorial endowment in rural and urban areas	Specific Objective 2.3	Increasing the attractiveness and quality of living in urban and rural areas
Policy 2.1.-a Ensuring access to education and health services in a safe and clean environment		Policy 2.2.-a Ensuring the drinking water supply infrastructure, protecting current resources		Policy 2.3.-a Energy rehabilitation of existing constructions (buildings, installations)	
Policy 2.1.-b Increasing the quality of social services for disadvantaged groups		Policy 2.2.-b Providing sewage infrastructure observing water quality conditions of the Danube		Policy 2.3.-b Development and rehabilitation of deteriorated central and urban areas	
Policy 2.1.-c Development of human capital through training and counselling services		Policy 2.2.-c Developing the multimodal land and river transport system for increasing mobility, using mostly fuels with low levels of pollution		Policy 2.3.-c Territorial planning of areas required for entertainment and sports	
		Policy 2.2.-d Providing a collection system for domestic waste, constructions and medical waste			
		Policy 2.2.-e Developing human capital through training services on the supply and management of public utilities			
Programme		projects financeable through OPCBC-RO-BG		Programme	
Improving the education infrastructure	Building new spaces for studies or practical activities	Supplementing the water networks	Research and feasibility studies	Reducing energy consumption	Modernizing installations and types of consumption metering
Sports / thematic workshops	Competitions		Water treatment	Training courses	Building energy management
	Research	Water supply management	Monitoring system for the Danube water quality		City energy management
Improving the health infrastructure	Rehabilitation of medical centres, constructions and equipment	Stopping water pollution of the Danube and its affluents	Research and feasibility studies		Local economic development and energy endowment
	Electronic diagnosis centre	Regional transport	Ship-based modes of transport to connect Danube cities	Public domain	Rehabilitation of local roads
Emergency response system	Information centre on the cross-border health status		Regional train Danube-Black Sea - Mediterranean Sea		Pedestrian areas
	Equipment, medications for preventing pandemics	Alternative transport	Bike lanes, pedestrian areas	Increasing urban green areas	Parks, linear plantations
Exchange of experience	Specialized workshops for preventing pandemics	Valorising urban waste	Selective waste collection from constructions and recycling	Public and ornamental lighting (green energy)	Public routes and buildings included in the cultural heritage
Improving the social infrastructure	Rehabilitation, endowment of social centres		Research to identity new uses of by-products from waste recycling	Appealing public areas	Furniture, sculptures, fountains
Social services	Care for elderly without caretakers				
	Access facilities for people with disabilities (tourist areas)	Specialized training	Maintenance services for the drinking water supply	Entertainment	Lanes for kayaks/canoes
Vocational counselling	Occupational counselling for the active elderly				Jogging routes
	Occupational counselling for the young				Areas for wildlife photography
	Internships in companies			Sports	International sport competitions
	Developing thematic practical workshops/apprenticeships				
	Plans to identify a thematic marketing mix of companies				
Specialized training	Developing thematic practical workshops/apprenticeships				
	Plans to identify a thematic marketing mix of companies				
	Developing a curriculum adapted to the local labour market				
	Scholarships for specialized training programmes				

List of policies structured under Strategic Objective 3:

- **Strengthening the cultural and natural values network and linking it to similar networks in the Danube and Black Sea region**

Policy 3.1.-a: Preserving and rehabilitating the tangible heritage in tourist areas

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Rehabilitation of cultural, historical, architectural values with tourism potential	Rehabilitation of public buildings for multi-cultural activities	Rehabilitation of public buildings for multi-cultural activities	Rehabilitation of public buildings for multi-cultural activities
	Restoration, preservation of heritage buildings, traditional buildings and monuments	Restoration, preservation of heritage buildings, traditional buildings and monuments	Restoration, preservation of heritage buildings, traditional buildings and monuments
	Providing access and facilities to visit tourist attractions	Providing access and facilities to visit tourist attractions	Providing access and facilities to visit tourist attractions
	Restoration, preservation of archaeological sites	Restoration, preservation of archaeological sites	Restoration, preservation of archaeological sites
	Development of cultural tourist routes	-	-
	Development of tourist routes: the Roman Emperors' Road and the Wine Road	-	-

Policy 3.1.-b: Valorising the intangible heritage

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Events on knowing and promoting traditions and history	Gastronomy	-	-
	Architecture style and crafts	-	-
	Folklore (singing, dancing) and traditional costumes	-	-
	Legends, myths	-	-

Policy 3.1.-c: Promoting specific cultural values of the cross-border area

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Advertising and organizing events	Guides, tourist thematic maps		
	Movies and theatre		
	Competitions and thematic cultural debates		
	Exhibitions/museums (this can also be a mobile exhibition/museum set up on a ship)		
	Tourism conferences and fairs		
School education on cross-border culture	Architecture and music Gastronomy Traditional costumes etc.		

Policy 3.2.-a: Protecting and restoring the natural environment

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Rehabilitation of the Danube natural environment	Restoring aquatic habitats, ecosystems, species,	Restoring aquatic habitats, ecosystems, species,	Restoring aquatic habitats, ecosystems, species,

	genetic material	genetic material	genetic material
Planning visiting routes	Marking, signalling and securing protected areas	-	-
	Signalling tourist routes and watch points in protected areas	-	-
Natural resources management	Data gathering and generating maps to monitor the ecological status of the Danube	-	-
	Management plans for identified protected natural areas	-	-

Policy 3.2.-b: Performing the *Danube Green Corridor* by ensuring air and soil quality

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Depollution of industrial lands	Maps with polluted lands	-	-
	Feasibility studies for depollution of lands	-	-
Reducing the pollution of underground water on agricultural lands	Use of organic fertilizers	Use of organic fertilizers	Use of organic fertilizers
Monitoring air pollution	Development of monitoring systems	Development of monitoring systems	Development of monitoring systems

Policy 3.2.-c: Planning and restoring environmental conditions of deteriorated banks and sites

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Restoring natural forest vegetation	Plantations and afforestations of damaged areas	Plantations and afforestations of damaged areas	Plantations and afforestations of damaged areas
Restoring the environment	Restoring natural landscapes affected by economic activities	Restoring natural landscapes affected by economic activities	Restoring natural landscapes affected by economic activities
Preserving the water volume	Unsilting and bank reshaping, use of sediments	Unsilting and bank reshaping, use of sediments	Unsilting and bank reshaping, use of sediments

Policy 3.2.-d: Developing the research capacity and implementation of measures for protecting and preserving the biosphere

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Studies / scientific research	Assessment of areas affected by man-made silting works	-	-
	Restoring aquatic habitats	-	-
	Preventing desertification	-	-

Policy 3.2.-e: Developing the capacity to know the Danube and Black Sea biosphere

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Cultural / scientific events	Study visits	-	-
	Symposia / seminars	-	-
	Lectures / training	-	-
	Publications / videos	-	-

Policy 3.3.-a: Promoting joint investments for planning and equipment required to counteract floods

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
People and property protection	Managing flood water	-	-
	Managing water flows	-	-
	Equipment	Equipment	Equipment

Policy 3.3.-b: Coordinating prevention and counteracting actions for industrial risks

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Monitoring of industrial pollution	Maps with pollution sources	-	-
	Monitoring equipment	Monitoring equipment	Monitoring equipment
	Emergency equipment	Emergency equipment	Emergency equipment

Table no. 3-3 presents the projects submitted for financing through the 2014-2020 programme, in coordination with the specific development policies of Strategic Objective 3.

Table no. 3-3

Strategic Objective 3: Strengthening the cultural and natural values network and linking it to similar networks in the Danube and Black Sea region					
Specific Objective: 3.1	Increasing the contribution of the cultural heritage of the cross-border area in the European cultural landscape	Specific Objective 3.2	Preserving biodiversity and improving environmental conditions	Specific Objective 3.3	Strengthening the risk and emergency response management capacity
Policy 3.1.-a: Preserving and rehabilitating the tangible heritage in tourist areas		Policy 3.2.-a: Protecting and restoring the natural environment		Policy 3.3.-a: Promoting joint investments for planning and equipment required to counteract floods	
Policy 3.1.-b: Valorising the intangible heritage		Policy 3.2.-b: Performing the <i>Danube Green Corridor</i> by ensuring air and soil quality		Policy 3.3.-b: Coordinating prevention and counteracting actions for industrial risks	
Policy 3.1.-c: Promoting specific cultural values of the cross-border area		Policy 3.2.-c: Planning and restoring environmental conditions of deteriorated banks and sites			
		Policy 3.2.-d: Developing the research capacity and implementation of measures for protecting and preserving the biosphere			
		Policy 3.4.-e: Developing the capacity to know the Danube and Black Sea biosphere			
Programme	project financeable through OPCBC-RO-BG	Programme	project financeable through OPCBC-RO-BG	Programme	project financeable through OPCBC-RO-BG
Rehabilitation of cultural, historical, architectural values with tourism potential	Rehabilitation of public buildings for multi-cultural activities	Rehabilitation of the Danube natural environment	Restoring ecosystems, species, genetic material	People and property protection	Managing flood water
	Restoration, preservation of heritage buildings, traditional buildings and monuments	Planning visiting routes	Marking, signalling and securing protected areas		Managing water flows
	Providing access and facilities to visit tourist attractions		Signalling tourist routes and watch points in protected areas		Equipment
	Development of tourist routes: the Roman Emperors’ Road and the Wine Road			Monitoring of industrial pollution	
	Restoration, preservation of archaeological sites	Natural resources management	Data gathering and generating maps to monitor the ecological status of the Danube		Maps with pollution sources
	Development of cultural tourist routes		Management plans for identified protected natural areas		Monitoring equipment
Events on knowing and promoting traditions and history	Gastronomy	Depollution of industrial lands	Maps with polluted lands		Emergency equipment
	Architecture style and crafts		Feasibility studies for depollution of lands		
	Folklore (singing, dancing) and traditional costumes	Reducing the pollution of underground water on agricultural lands	Use of organic fertilizers		
	Legends, myths	Monitoring air pollution	Development of monitoring systems		
Advertising and organizing events	Guides, tourist thematic maps	Restoring natural forest vegetation	Plantations and afforestations of damaged areas		
	Movies and theatre	Restoring the environment	Restoring natural landscapes affected by economic activities		
	Competitions and thematic cultural debates	Preserving the water volume Studies / scientific research	Unsilting, bank reshaping, use of sediments		
	Exhibitions/museums (this can also be a mobile exhibition/museum set up on a ship)		Assessment of areas affected by man-made silting works		
	Tourism conferences and fairs		Restoring aquatic habitats		
			Preventing desertification		
School education on cross-border culture	Architecture and music, traditional costumes Gastronomy		Study visits Symposia / seminars		
		Cultural / scientific events			

	Lectures / training
	Publications / videos

List of policies structured under Strategic Objective 4:

- **Developing the institutional capacity for cooperation aiming to increase economic, social and territorial cohesion**

Policy 4.1.-a: Increasing the spatial planning capacity for the cross-border territory

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Developing the spatial database	Spatial data required for planning the coastal area of the Black Sea	-	-
	Spatial data required for planning the development of the Danube flow	-	-
	Guideline for an integrated spatial planning of the Danube	-	-
Drafting thematic zoning plans	Identifying development areas with a negative cross-border effect	Drafting the thematic zoning plan	Identifying development areas with a negative cross-border effect
Pilot projects	Sectoral studies for drafting a cross-border mobility plan	Sectoral studies for drafting a cross-border mobility plan	Sectoral studies for drafting a cross-border mobility plan
	Feasibility studies for hydro-electrical works on the Danube River	-	-

Policy 4.1.-b: Providing types of consultation and decision-making on joint interest initiatives and projects

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Setting up associative forms	Setting up the Harbour Cities League	-	-
Developing types of communication/participation	Setting up the Danube Forum	-	-
	Setting up the Advisory Committee of the Danube Harbours	-	-
	Quarterly publication – Danube Newsletter	-	-
Thematic focus groups	Debating matters regarding river transport, water quality and aquatic fauna	-	-
	Debating on water quality and developing tourism		
	Debating on the quality of tourism services and increasing job opportunities		
Financing	Setting up the Joint Fund for the revival and development of Danube harbour cities	-	-

Policy 4.1.-c: Strengthening the operational capacity to reduce cross-border criminality

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Surveillance of border check points	Video cameras on the piers	-	-
Sharing experience/ know-how/	Thematic workshop	-	-

practices	Training courses	-	-
	Study visits in other cross-border areas	-	-

Policy 4.2.-a: Drafting mobility plans for increasing transport service efficiency

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Transport management	Mobility plan for harbour cities	Mobility plan for harbour cities	Mobility plan for harbour cities

Policy 4.2.-b: Providing safety conditions for tourists

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Tourist information	Info Centre	-	-
	Taxi services	-	-
	Medical services	-	-
	Police services	-	-
Tourist safety	Video surveillance in the hotel area	-	-
	Assistance Services	-	-

Policy 4.2.-c: Performing research programmes for joint interest areas

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Tourism management	Tourism marketing plan	-	-
Cultural heritage management	Management plan of the tangible heritage	-	-
Danube Nature Management	Observation plans for aquatic habitats (e.g., migration)	-	-

Policy 4.3.-a: Performing a benchmarking system based on joint interest services

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Water quality	Drinking water in harbour cities	-	-
	Waste water in harbour cities	-	-
Air quality	Industrial areas	-	-
	Urban areas	-	-
Quality of tourist services	Accommodation	-	-
	Public/private local transport	-	-
	Food	-	-

Policy 4.3.-b: Using modern methods and techniques to involve the community in participatory planning

Programme	project financeable through OPCBC-RO-BG	project financeable through RO OPs	project financeable through BG OPs
Know-how transfer	Thematic workshop series	-	-
Best practices	White charter on the development of the Danube communities	-	-
Specific training (in-service)	Thematic professional training to strengthen civil positions	-	-
Joint project	Guideline on types of community involvement in local development	-	-

Table no. 3-4 presents the projects submitted for financing through the 2014-2020 programme, in coordination with the specific development policies of Strategic Objective 4.

Table no. 3-4

Strategic Objective 4:						
Developing the institutional capacity for cooperation aiming to increase economic, social and territorial cohesion						
Specific Objective 4.1	Providing types of cooperation and management in joint interest areas	Specific Objective 4.2	Coordinating public and private initiatives on general interest matters	Specific Objective 4.3	Increasing the administration’s operational capacity on managing local development	
Policy 4.1.-a: Increasing the spatial planning capacity for the cross-border territory		Policy 4.2.-a Performing mobility plans for increasing transport service efficiency		Policy 4.3.-a Performing a benchmarking system based on joint interest services		
Policy 4.1.-b: Providing types of consultation and decision-making on joint interest initiatives and projects		Policy 4.2.-b Providing safety conditions for tourists		Policy 4.3.-b Using modern methods and techniques to involve the community in participatory planning		
Policy 4.1.-c: Strengthening the operational capacity to reduce cross-border criminality		Policy 4.2.-c Performing research programmes for joint interest areas				
Programme	project financeable through OPCBC-RO-BG	Programme	project financeable through OPCBC-RO-BG	Programme	project financeable through OPCBC-RO-BG	
Developing the spatial database	Spatial data required for planning the coastal area of the Black Sea	Transport management	Mobility plan for harbour cities	Water quality	Drinking water in harbour cities	
	Spatial data required for planning the development of the Danube flow	Tourist information	Info Centre		Waste water in harbour cities	
	Guideline for an integrated spatial planning of the Danube		Taxi services	Air quality	Industrial areas	
Performing thematic zoning plans	Identifying development areas with a negative cross-border effect		Medical services	Quality of tourist services	Urban areas	
			Police services		Accommodation	
Pilot projects	Feasibility studies for hydro-electrical works on the Danube River	Tourist safety	Video surveillance in the hotel area			Public/private local transport
			Assistance Services	Food		
Setting up associative forms	Setting up the Harbour Cities League	Tourism management	Tourism marketing plan	Know-how transfer	Thematic workshop series	
Developing types of communication/participation	Setting up the Danube Forum	Cultural heritage management	Management plan of the tangible heritage	Best practices	White charter on the development of the Danube communities	
	Setting up the Advisory Committee of the Danube Harbours	Danube Nature Management	Observation plans for aquatic habitats (e.g., migration)	Specific training (in-service)	Thematic professional training to strengthen civil positions	
	Quarterly publication – Danube Newsletter			Joint project	Guideline on types of community involvement in local development	
Thematic focus groups	Debating matters regarding river transport, water quality and aquatic fauna					
	Debating on water quality and developing tourism					
	Debating on the quality of tourism services and increasing job opportunities					
Financing	Setting up the Joint Fund for the revival and development of Danube harbour cities (use of Jessica tools)					
Surveillance of border check points	Video cameras on the piers					
Sharing experience/ know-how/ practices	Thematic workshop					
	Training courses					
	Study visits in other cross-border areas					

3.4. List of strategic projects

3.4.1. Substantiating the selected projects based on the territorial structure of the cooperation area

In the sense of this chapter, the cross-border area is presented as a spatial model that contributes, through coordination and financing, to the selection and subsequent development of (1) Joint projects of the two States and (2) National projects of each State, coordinated with the own strategic objectives, but supporting the category of joint projects. The spatial model pencils the implementation requirements for the projects by coordinating and focusing the financial resources of the Operational Programme for Cross-Border Cooperation with sources of financing from European funds, but also from other public and private sources. The results of the strategic projects shall lead to coherent and competitive urban networks compared to 2014. The 2045 time horizon aims that the cross-border area functionally integrates territorial policies drafted for three functional types with specific features and resources. Figure 1 shows the development through projects of the Romania-Bulgaria cooperation area and relies on the following parameters:

1. Connectivity – Mode of Transport: The main and extended TEN-T network linking the cross-border area with the European area through road, rail, river and air transport.

2. Social and economic territorial development: The municipalities' network consists in a heterogeneous urban-rural layer, with differences on the demographic dynamics and economic development. Urban areas, depending on the proximity to major transport corridors and the economic and demographic mass, weigh differently in the development of the cross-border area, divided into international, regional, county or local centres of interest, as follows:

Level 0 – Metropolitan areas of a worldwide interest: capital cities¹⁷

Romania: Bucharest

Bulgaria: Sofia

Level 1 – Urban centres acting as regional poles:

Romania: Constanta, Craiova (national growth poles)

Bulgaria: Varna¹⁸

17. This level is found outside the cross-border cooperation area, but it has a major impact on the development of the area

18. Varna is outside the cross-border cooperation area

Level 2 – Urban centres acting as county/district poles:

Romania: Calarasi, Giurgiu, Alexandria, Slatina, Drobeta Turnu Severin

Bulgaria: Silistra, Dobrich, Razgrad, Ruse, Veliko Tarnovo, Plevna, Vratsa, Montana, Vidin

Nivel 3 – Urban centres acting as local poles¹⁹:

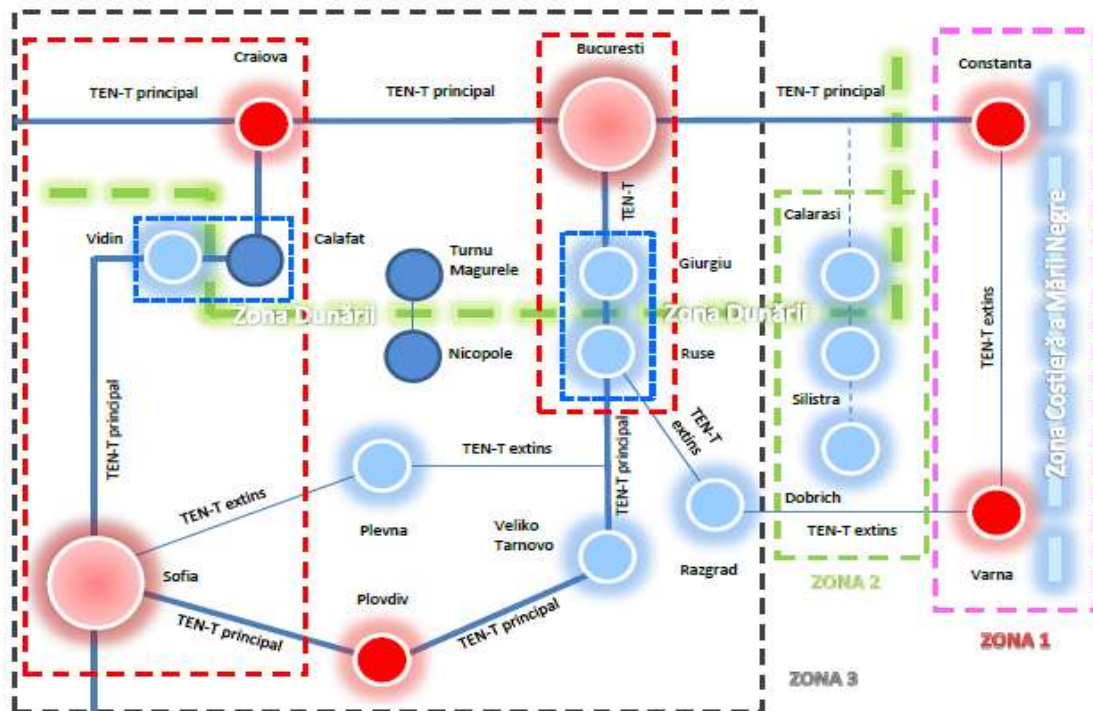
Romania: Constanta: Mangalia; Calarasi: Oltenita; Lehliu Gara; Teleorman: Zimnicea, Turnu Magurele, Rosiorii de Vede; Olt: Corabia, Caracal; Dolj: Bechet, Bailesti, Calafat; Mehedinti: Orsova, Strehaia

Bulgaria - Dobrich: Kavarna, Balchik; Silistra: Tutrakan, Dulovo; Razgrad: Kubrat, Isperih; Ruse: Biala; Veliko Tarnovo: Svishtov, Gorna Oryahovitsa; Plevna: Kerven Briagh, Nicopole; Vratsa: Oriahovo, Biala Slatina; Montana: Lom; Vidin: Dimovo;

3. Tourist attraction areas

Cultural and natural values, depending on their cultural and natural diversity and on how frequently they can be found in the cross-border area, contribute to strengthening an identity and territorial features that give them potential for tourism development

Figure 1: Territorial scheme on supporting strategic projects



19. Cities acting as local poles are located along the main or extended corridors in the TEN-T network and near cities acting as regional or county poles.

3.4.2. Description of focus areas

Area 1 - Seaside

Characteristics:

1. Location: Along the Black Sea coast, mostly urban (50% - 70%)
2. Connectivity: The extended TEN-T network Constanta-Varna with links to Tulcea – Danube Delta on the Romanian side and to Burgas-Istanbul on the Bulgarian side.
3. Economy: Economic development through transport, harbour activities, industrial parks and tourism.
4. Key Areas: Economic development, urban rehabilitation, environmental protection, valorising and promoting the natural and cultural heritage, institutional and human resources.

Predominant economic development: Cargo and passenger harbours such as Constanta, Mangalia in Romania and Varna-Burgas are the most important operational infrastructures at the Black Sea, near Istanbul. Together, they can provide an increased operational capacity and access on the Danube to the western part of the European Union. Well-linked industrial and logistics parks can be developed in the harbour area (transport, power and Internet).

Consequently, from the view of economic and social development, the Black Sea seaside includes transnational territorial connectivity policies, aiming to grow quickly, with technology transfer to modernize transport and harbour activities as the main engine of local and regional development. Harbour activities also require drafting related policies on the development of financial support services and insurance, resulting in the implementation of a diverse and competitive occupational duo on the labour market.

A second main sector of the area's economic growth is tourism and related services. There is a set of policies that aims to turn natural and cultural resources into economic values. It plans to achieve this by modernizing accommodation choices, by bringing new methods of management, services and insurance for a safe market, complementary to those in the Black Sea and Mediterranean Sea region.

Tourism and cities grow together, feeding of each other's success, in a safe and appealing urban environment created by investments in the rehabilitation of historical areas, of the built heritage, of entertainment infrastructure and general interest public services.

From the viewpoint of scenery, the area provides a variety of choices, with harbour landscape in Constanta and Tutrakan, engineering works such as the Saligny Bridge in Cernavoda, but also cultural or natural landscape as follows:

a/. Cultural values: Roman mosaic building – Constanta, Callatis Fortress – Mangalia, Histria Fortress – Histria Commune, Harsova Harbour, Kalakra and Yailata archeological site, Balchik/Chabla.

b/. Natural values: the Danube flow at Capidava-Harsova, the natural reservation *Gura Dobrogei*, Ostrov.

Environmental protection, counteracting and protection against natural and industrial risks require a set of measures both at the level of investment works but also for institutional development through technology, IT and territorial planning.

Area 2 – Mostly rural

Characteristics:

1. Location: Along the flow of the Danube, plain and flood plain, urbanization level below 50%
2. Connectivity: The road corridor in the main TEN-T network Bucharest-Constanta on the Romanian side and in the extended TEN-T network Ruse-Razgrad-Dobrich-Varna on the Bulgarian side, completed by the river transport corridor of the Danube.
3. Economy: Economic development of sectors such as agricultural, agri-food, tourism and harbour activities.
4. Key Areas: Economic-agricultural development, urban revival, environmental protection, natural and cultural tourism, institutional and human resources

Predominant economic development: The western area of the Black Sea coast favours the growth of agriculture and agri-food industry, through various sectors such as fisheries, vegetables, orchards, cereals and crops for non-conventional energy. This territory requires policies that support

agricultural activities and the development of food production chains (from harvest to processing, packaging and transport), taking into account the proximity to an urban market with a material demographic density but also an emerging/modernizing sector of tourism in the cross-border area but also in the Black Sea and Mediterranean Sea region.

Increasing the attractiveness of cities and mainly harbour cities is an area-specific policy aiming to restore the built heritage, to preserve and protect the natural areas and to improve and modernize harbour, entertainment and general interest infrastructure – services and public utilities.

Ensuring navigability on the Danube, protecting environmental conditions alongside measures to counteract and protect living areas from natural and industrial risks require measures both at the level of specific investments, but also for institutional development of types of information, communication and spatial planning.

The scenery of the area includes harbour landscapes in Oltenita and Calarasi, agricultural landscape in Calarasi, natural landscapes in the Calarasi-Oltenita flood area, Mostistei Valley, Danube Island in Calarasi, the plateau and hills of Oltina, the natural reservation of Srebarna or the tumulus in Svestari, the Tutacran-Silistra park and the Suha River Canyon. *UNESCO* sites in Ivanovo and Sveshtarska deserve a special reference. This heritage supports tourism development by not using motorized means of transport, and rather bikes or walking. Recreational activities and visiting, including sport fishing or science tourism, support the development of the area alongside the predominantly agricultural activities.

Area 3 – Mostly urban

Characteristics:

1. Location: Territory alongside the flow of the Danube, with many types of relief such as flood plains, plains and mountains, toward the western part of the cross-border cooperation area. Urbanization level over 50%.
2. The road corridor in the main TEN-T network Calafat-Craiova-Bucharest, on the Romanian side and Vidin-Sofia-Plovdiv-Veliko Tarnovo, on the Bulgarian side, completed by the river transport corridor of the Danube.

3. Economic development of sectors such as production, energy, tertiary, research and IT, business and cultural tourism and road and river/harbour transport activities.

4. Key Areas: Economic development, power, research, urban revival, environmental protection, institutional and human resources

Predominant economic development: The area groups most functional urban areas in the cross-border cooperation area, including the two capital cities Bucharest and Sofia. The economic capacity of the two cities is the major resource underlying the development of the cross-border area. Area 3 is a territory which, through development, brings a wide range of functions from sectors such as industrial production, services, transport and logistic hubs, education and research.

Taking into account the functional and environmental aspects, territorial development policies of the municipalities' network aim to rehabilitate the urban infrastructure of general interest public services, to rehabilitate the tangible cultural heritage and to attract new investments. It aims to do this by tapping into resources provided by the built land so as to develop industrial parks and thematic clusters. National policies must promote the urban side of the cross-border area, fostering a functional development of rural areas in predominantly urban areas by increasing the level of mobility and quality of living and the attractiveness of the built space.

Specific policies are suggested to develop joint research in innovative and competitive sector of European and worldwide interest (e.g., the Bucharest metropolitan area with research infrastructure for high speed lasers, electron accelerators and nuclear physics machinery, ELI-NP).

Supporting competitiveness and economic development of the area requires policies on growing and modernizing types of non-polluting electricity generation.

Providing functionality for the harbour cities, Danube navigability, protecting the natural and cultural heritage, supported also by measures to counteract natural and industrial risks, all require measures both at the level of specific investments and institutional development of types of information, communication/association and spatial planning.

The area has a unique and dynamic landscape mix, with valuable cultural urban heritage backed by a unique natural scenery, with diverse types of relief that reveal watch points of the Danube flow on this segment, portraying to its viewers exquisite artistic images. Study visits organized within the

Landscape Atlas project add an outline between Giurgiu-Ruse and Vidin-Calafat, where wide areas under the Birds or Habitats Directive in Mehedinti, Vidin, Montana, Vratsa (mostly for waterfalls in the mountain landscape) and Comana-Calugareni are completed by agricultural scenery and vineyards in the Oltenia area; with built heritage areas mostly in Veliko Tarnovo that reveal thematic or dynamic landscapes such as Bucharest-Veliko Tarnovo, Bucharest-Plevna-Sofia or Iron Gates Ruse-Giurgiu²⁰.

3.4.3. Strategic projects financed during the 2014-2020 programming period

The strategic projects which support a complete development of the cross-border area are listed in accordance with axes and codes of the Operational Programme of Cross-border Cooperation.

Table no. 3-5: List of strategic projects

Project code	Strategic projects	Priority Axis	code
	STRATEGIC OBJECTIVE 1 - CONNECTIVITY/ACCESSIBILITY		
	Transport Infrastructure Projects		
a1-1	Building the Calafat-Craiova segment from the TEN-T main network	Priority Axis 1: A well-connected region	Rebuilding, improving national, regional or local roads (highways)
a1-2	Building the Craiova-Alexandria-Bucharest segment from the TEN-T main network		
a1-3	Finalizing the Vidin-Montana-Sofia segment from the TEN-T main network		
a1-4	Building the Sofia – Veliko Tarnovo-Ruse segment from the TEN-T main network		
a1-5	Building the Ruse-Varna segment from the TEN-T main network		
a1-6	Building the Constanta-Varna segment from the TEN-T extended network		
a1-7	Modernizing the Giurgiu-Ruse passage (road and railway bridge)		
a1-8	Building the Calarasi-Silistra road passage (road bridge)		
a1-9	Building the Turnu Magurele-Nicopole passage (road bridge)		
a1-10	Modernizing the national roads along the Danube, on the Calarasi-Giurgiu; Giurgiu-Tg Magurele; Tg Magurele-Calafat segments (Romania)		
a1-11	Modernizing the national roads, along the Danube, on the Silistra-Ruse; Ruse-Nicopole; Nicopole-Vidin segments (Bulgaria)		
a1-12	Modernizing the Calarasi-Drajna road - connection with A2 motorway (Romania)		
a1-13	Modernizing the Dobrich-Silistra road (Bulgaria)		
a1-14	Building the regional multimodal hub Giurgiu-Ruse		
a1-15	Building the regional multimodal hub Calafat-Vidin		
a1-16	Modernizing Calafat, Giurgiu harbours (Romania)	Priority Axis 1:	Waterways and harbours (TEN-T)
a1-17	Modernizing Vidin, Ruse harbours (Bulgaria)		
a1-18	Modernizing terminals and facilities for mooring in the following harbours: Bechet, Tg Magurele, Zimnicea, Oltenita, Calarasi (Romania)		
a1-19	Modernizing terminals and facilities for mooring in the following harbours: Oriahovo, Nicopole, Svistov, Tutrakan, Silistra (Bulgaria)		
a1-20	Dredging to prevent traffic blockages of touring ships on the Danube		
a1-21	Procurement/Setup of equipment for emergency response measures		

²⁰ For area specific information, refer to the Landscape Atlas study drafted for the Ministry of Regional Development and Public Administration, by *detente consultants srl* and *atelier foaie verde srl*, May 2014.

a1-22	Building a land public transport line between Giurgiu and Ruse	A well-connected region	Smart transport systems (management of the demand, tax system, IT monitoring, control and information system)
a1-23	Developing and modernizing traffic safety information centres in the following harbours: Vidin-Calafat, Ruse-Giurgiu, Calarasi-Silistra		
a1-24	Expanding and modernizing monitoring and signalling systems of the Danube water level		
a1-25	Developing a surveillance system of the Danubian piers		
a2-1	OBJECTIVE 3: CULTURAL AND NATURAL VALUE OF THE REGION Projects concerning tourist safety measures Implementing an integrated information system for tourists in harbour cities	Priority Axis 2: A green region	Developing and promoting the tourism potential in natural areas
a2-2	Implementing an integrated response system for situations involving tourists (taxi, medical services, police, legal counselling)		
a2-3	Video surveillance in the hotel area		
a2-4	Projects for tourism sustainable development Tourism marketing plan for the Black Sea coast		
a2-5	Marketing plan for the river tourist area (segment 1: Giurgiu-Calarasi and segment 2: Calafat-Zimnicea)		
a2-6	Tangible cultural heritage management plan for protected built urban areas in harbour cities		
a2-7	Signalling tourist routes, pavilions and watch points in protected areas		
a2-8	Projects for recreational purposes Building bicycle lanes and pedestrian areas in specific landscape areas		Protecting, developing and promoting public cultural heritage
a2-9	Building areas for kayak/canoe competitions		
a2-10	Planning for jogging tracks, bicycle competitions		
a2-11	OBJECTIVE 3: CULTURAL AND NATURAL VALUE OF THE REGION Projects to restore the cultural heritage Rehabilitation of public buildings for multi-cultural activities		
a2-12	Restoration, preservation of heritage buildings, traditional buildings and monuments		
a2-13	Providing access and facilities to visit tourist attractions		
a2-14	Restoration, preservation of archaeological sites		
a2-15	Developing tourist routes and cultural areas		
a2-16	Developing tourist routes: the Roman Emperor's Road and the Wine Road		
a2-17	Projects to promote local cultural values Guides, tourist thematic maps		
a2-18	Film and theatre festivals		
a2-19	Competitions and thematic cultural debates		
a2-20	Tourism exhibitions, conferences and fairs		
a2-21	Gastronomy competitions and exhibitions		
a2-22	Building guidelines according to the traditional architectural style and construction methods		
a2-23	Folklore (singing, dancing) and traditional costume competitions		
a2-24	Publications with legends and myths		
a2-25	OBJECTIVE 3: CULTURAL AND NATURAL VALUE OF THE REGION Protecting and restoring the natural environment Restoring aquatic habitats, ecosystems, species, genetic material		Protecting and preserving biodiversity, protecting nature and the green infrastructure.
a2-26	Marking, signalling and securing protected areas		
a2-27	Data gathering and generating maps to monitor the ecological status of the Danube		
a2-28	Observation plans in areas with aquatic habitats and birds (e.g. birds/fish migration)		
a2-29	Projects to protect and preserve the biosphere Assessment of areas affected by man-made silting works		Protecting, restoring and sustainable use of the Natura 2000 sites
a2-30	Restoring aquatic habitats, ecosystems, species, genetic material		
a2-31	Marking, signalling and securing protected areas		
a2-32	Management plans for identified protected natural areas		
	Projects for studying the Danube and the Black Sea biosphere		

a2-33	Study visits		
a2-34	Symposia / seminars		
a2-35	Lectures / training		
a2-36	Publications / videos		
	OBJECTIVE 3: CULTURAL AND NATURAL VALUE OF THE REGION Projects on risk control	Priority Axis 3: A safe region	Adapting to the climate change and preventing and managing risks (erosion, fire, flood, storms and drought including awareness/prevention measures, civil protection and management systems and infrastructure
a3-1	Development of a monitoring system for natural and anthropogenic risks		Risk prevention and management unrelated to climate change (earthquakes) and anthropogenic risks (technological accidents) including awareness/prevention measures, civil protection and management systems and infrastructure
a3-2	Managing flood water for future irrigation of the agricultural lands		
a3-3	Management plan of the Danube's water flow		
a3-4	Procurement of equipment for response measures in case of floods, fires, landslides, storms		
a3-5	Planting and afforestation of areas affected by landslides or storms		
a3-6	Actions to prevent and counteract desertification, especially in Dolj county		
a3-7	Unsilting operations and bank reshaping and use of sediments		
	Projects on industrial risk prevention and control		
a3-8	Maps with pollution sources		
a3-9	Maps with polluted lands from industrial activities		
a3-10	Feasibility studies for depolluting lands in industrial/harbour areas		
a3-11	Procurement of equipment necessary for monitoring air and water quality		
a3-12	Procurement of equipment for response measures to industrial accidents		
	STRATEGIC OBJECTIVE 2: REGION ATTRACTIVENESS Projects for human capital development	Priority Axis 4: A skilled and inclusive region	Access to jobs for the unemployed, for non-active individuals including the long term unemployed, for those excluded from the labour market as well as through initiatives and support for work force mobility
a4-1	Occupational counselling for the active elderly		Work force, companies and entrepreneurs adapting to change
a4-2	Occupational counselling for the young		
a4-3	Training for the unemployed		
a4-4	Internship with companies in tourism, transport, agri-food		
a4-5	Training for the unemployed		
a4-6	Plans to identify a thematic marketing mix of companies		
a4-7	Specialized thematic counselling services		
a4-8	Apprenticeship/internship in private companies, local administration and education units		Modernizing institutions related to the labour market, such as public and private employment services, coordinating with work force needs, including actions which strengthen work mobility at transnational level or mobility
a4-9	Developing a curriculum adapted to the local labour market/market niche		
a4-10	Providing housing to medical and teaching staff		
a4-11	Developing thematic practical workshops/apprenticeships		

			schemes and better cooperation between institutions and relevant players
a5-1 a5-2 a5-3	STRATEGIC OBJECTIVE 2: REGION ATTRACTIVENESS Projects for preventing illnesses Information centre on the cross-border health status Procurement of equipment, medications for preventing and stopping pandemics Specialized workshops for preventing pandemics	Priority Axis 5: An efficient region	Investments in developing the investment capacity and in increasing the efficiency of administrative and public services at national, regional and local level to foster reforms, better regulation and governance
a5-4 a5-5 a5-6 a5-7 a5-8	STRATEGIC OBJECTIVE 4: PUBLIC MANAGEMENT AND GOVERNANCE Projects to increase the spatial planning capacity for the cross-border territory Organizing spatial data required for planning the coastal area of the Black Sea Organizing spatial data required for planning the development of the Danube flow Identifying development areas with a negative cross-border effect Performing sectoral studies and drafting the cross-border mobility plan Feasibility studies for hydro-electrical works on the Danube River	Priority Axis 5: An efficient region	
a5-9 a5-10 a5-11 a5-12 a5-13	Projects on developing types of association, consultation and decision-making on joint interest initiatives and projects Setting up the Advisory Committee of the Danube Harbours Publishing the Danube Newsletter Organizing debates on matters regarding river transport, water quality and aquatic fauna Organizing debates on the quality of tourism services and increasing job opportunities Creating a joint project on the revival and development of Danubian harbour cities through Jessica financial tools		
a5-14 a5-15	Projects to decrease cross-border criminality Video cameras on the piers Organizing thematic workshops, training courses and study visits in other cross-border areas to increase the administrative capacity and local community representatives in the joint plan to counteract cross-border criminality		
a5-16 a5-17 a5-18 a5-19 a5-20	Projects on service performance systems Water quality-designing a benchmarking system in harbour cities to assess the drinking and sewage water quality Air quality-designing a benchmarking system in harbour cities to assess air quality in urban and industrial areas Soil quality-designing a benchmarking system in harbour cities to pinpoint polluted lands, urban and agricultural Accommodation quality-designing a benchmarking system in harbour cities to assess services in the HoReCa sector Transport quality-designing a benchmarking system in harbour cities to assess public/private local transport services		
a5-22 a5-23 a5-24	Projects for participatory planning Drafting and publishing the White Charter on the development of Danubian communities Specific professional training to strengthen the public office for civil servants in the cross-border cooperation area Drafting a guideline on types of community involvement in local		Strengthening the capacity of education providers, lifelong learning, training and employment

	development		and social policies, including sectoral and territorial agreements for reforms at national, regional and local level
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By the end of the programming period, the Romania-Bulgaria cross-border area shall have, from the investment point of view, the spatial configuration presented in the map below.

Among these, a number of 15 projects are detailed under sub-chapter **3.4.4. List of joint interest projects and related project sheets (priority project proposals)**

Map: the spatial distribution of strategic projects for the 2014-2020 period.



3.4.4. List of joint interest projects and related project sheets (priority project proposals)

The list of priority projects consists of the projects mentioned in subchapter 3.4.3. and is structured as per the tender book regulations published by the Contracting Authority.

Criteria used to select joint interest priority projects:

1. The role of the projects in developing the public administration cooperation capacity to prepare and plan projects
2. The role of the projects in increasing tourism and implicitly the tourism market in the area
3. The role of the projects in sustaining the level of accessibility and mobility of the area to support regional development
4. The role of the projects in increasing the level of trust of local communities and tourists in the management capacity of the local public administration
5. The role of the projects in starting and implementing other projects to be implemented or undergoing implementation within or outside the cross-border area

Map of joint interest projects.



Area – Cooperation between local public administrations in the cross-border area

1. Project: Romania – Bulgaria Cross-Border Territorial Observatory

Project code: a 5-4 & a 5-5

Position within strategic objectives: Strategic Objective 4 – Public management and governance

Project content:

- Organizing spatial data required for planning the coastal area of the Black Sea
- Organizing spatial data required for planning the development of the Danube flow
- Organizing spatial data regarding the demographic, social, economic, cultural and environmental structure of the administrative-territorial units in the Romania-Bulgaria cross-border cooperation area
- Monitoring and annual reporting
- External expertise and IT equipment (software/hardware)
- Research studies/methodologies

The need to implement the projects as per the current status analysis:

- The project is important to perform thematic studies, sectoral strategies and to substantiate certain public or private decisions, national or European on joint investments in the field of transport, energy, major economic investments, environmental protection, counteracting risks generated by climate change.
- The analyzed territory is broad and complex, both geographically (various forms of landscape - mountains/ plains, Black Sea coast, the Danube River) and socially-demographically, economically and culturally. Moreover the two countries have a different dynamic in developing the urban and rural physical transport infrastructure by accessing European funds. For an efficient territorial management, with all of its implications (economic, social or environmental etc.), constant monitoring is required, aiming to coordinate thematic studies and update shared territorial databases.

Estimated value:

- Value: 3-5 million Euros

Position in the Strategy		Project objective	Results	Indicators	
Policy 4.1.-a: Increasing the spatial planning capacity for the cross-border territory Programme: Developing the spatial database		Organizing and accessing spatial data of counties/oblasts in the cross-border territorial cooperation area	Shared databases in Romanian, Bulgarian and English regarding the territorial dynamic from a social, economic, spatial and administrative point of view	Online operational atlas at due date Number of visitors Number of studies drafted by using Atlas data	
Initiator	partners	Responsibility	Deadline	Source of funding	
Ministry of Regional Development and Public Administration in Romania and Ministry of Regional Development in Bulgaria based on the Memorandum dated March 7 th 2014	Competent data providers	Ministry of Regional Development and Public Administration	4 th quarter, 2017	European funds, OP CBC Ro-Bg Danube Programme	
Other relevant information: -					

2. Project: Mobility plan for harbour cities in the cross-border area

Project code: a 5-7



Position within strategic objectives: Strategic Objective 2 – Region Attractiveness

Project content:

- Types of transport
- Passenger and commodity movement
- Risk control plan and plan management
- Response measures to risk events

The need to implement the projects as per the current status analysis:

- The project is important as a decision-making tool on the placement of regional and local interest logistic hubs. The lack of mobility plans limits building better connections between main harbour cities and pole centres in the cross-border area.
- The set of common indicators regarding transport infrastructure shows that in both countries developing and modernizing the transport segment is a priority, and the Romania-Bulgaria cross-border area potential to become an eastern gate of the European Union can be capitalized on by connecting this area to European corridors. To this end, ground connectivity of harbour cities and drafting pertaining mobility plans are necessary to develop links that take over more efficiently the flow of goods or passengers, thus leading to an increase in economic and cultural trades.

Estimated value:

- Value: 2-3 million Euros

Position in the Strategy	Project objective		Results	Indicators
Policy 4.2.-a Performing mobility plans for increasing transport service efficiency Programme: Transport management	Increasing accessibility and mobility for harbour cities on land and driver means of transport		Mobility plan in Romanian, Bulgarian and English	Online plan at due date
Initiator	partners	Responsibility	Deadline	Source of funding
Ministry of Regional Development and Public Administration in Romania and Ministry of Regional Development in Bulgaria based on the Memorandum dated March 7 th 2014	Competent data providers	Ministry of Transports	2 nd quarter, 2017	European funds, OP CBC Ro-Bg
Other relevant information:				
-				

Area – Development of types of association, consultation and decision-making on joint interest initiatives and projects

3. Project: Setting up the Advisory Committee of the Danube Harbours

Project code: a 5-9

Position within strategic objectives: Strategic Objective 4 – Public management and governance

Project content

- Legal advice on setting up the Committee
- Medium and short-term action plan
- Sharing experience with similar organizations
- Types and support technologies for effective communication

The need to implement the projects as per the current status analysis:

- The project comes from the need to create representation and support capacities for joint initiatives/project to the Danube harbour cities (including organisations such as the Danube Commission or the International Commission for the Protection of Danube River). Continuing the cross-border cooperation process and strengthening the cooperation mechanisms both in public administrations and in private institutions, is achieved by supporting the role played by harbour cities as transit/access points in the cross-border area. Given the long history shared by riverside cities, they can still serve as entry gates but also bridges to overcome administrative differences and regulations that govern both countries, simplifying trade and economic growth.

Estimated value:

- 200-500 thousand Euros

Position in the Strategy		Project objective		Results	Indicators
Policy 4.1.-b: Providing types of consultation and decision-making on joint interest initiatives and projects Programme: Setting up associative forms		Strengthening the management capacity of local administrations and individuals and companies in the decision-making process on area development		Increasing the communication capacity	Operational Advisory Committee Number of documented meetings Number of decisions made and published
Initiator	partners	Responsibility		Deadline	Source of funding
Ministry of Regional Development and Public Administration in Romania and Ministry of Regional Development in Bulgaria based on the Memorandum dated March 7 th 2014	Local public administrations, private operators, NGOs, education institutions	Ministry of Regional Development and Public Administration		4 th quarter, 2016	European funds, OP CBC Ro-Bg
Other relevant information: -					

Area - Increasing the operational capacity to reduce cross-border criminality

4. Project: Joint plan to counteract cross-border criminality

Project code: a 5-15

Position within strategic objectives: Strategic Objective 4 – Public management and governance

Project content

- Action plan
- Training courses for local administration and communities
- Study visits, internship for civil servants in other cross-border areas to share experience
- Support technology (e.g., video surveillance of city piers)

The need to implement the projects as per the current status analysis:

- One of the primary objectives of the Danube Strategy shows the need *for cooperation in promoting security and solving problems related to organised crime and severe offences*, considering the length of the joint border of the two countries (Romania and Bulgaria), access to the Black Sea and proximity to the European Union border. The need to design a joint plan to counteract crime is all the more obvious as securing borders is becoming an increasingly important problem at international level.

Estimated value:

- 1-3 million Euros

Position in the Strategy		Project objective	Results	Indicators	
Policy 4.1.-c: Strengthening the operational capacity to reduce cross-border criminality Programme: Surveillance of border check points		Developing new ways of management and specific work instruments for the cross-border areas	Reducing and maintaining to a minimum accepted level the cross-border crime methods	Operational action plan number of trainees in the field reducing cross-border criminality	
Initiator	partners	Responsibility	Deadline	Source of funding	
Ministry of Regional Development and Public Administration in Romania	Local public administrations	Ministry of Interior	4 th quarter, 2016 and periodically until the end of 2020	European funds, OP CBC Ro-Bg	
Other relevant information:					
-					

Area – Cooperation on preparatory actions for hydroelectrical planning

5. Project: Turnu Magurele-Nicopole hydropower plant

Project code: a 5-8



Position within strategic objectives: Strategic Objective 4: Public management and governance

Project content:

- substantiating the investment potential
- legal structures regarding shareholder structure and investment management
- financial analysis
- cost-benefit analysis
- risk and sensitivity analysis
- environmental impact analysis

The need to implement the projects as per the current status analysis:

- The project pertains to the field of green energy production, targeting a decrease in reliance on importing power resources, but also reducing emissions with a negative effect on the environment and can cause climate changes. Energetic efficiency and increasing the use of renewable energies, available in the cross-border area are also prioritized.

Estimated value:

- 5-7 million Euros

Position in the Strategy	Project objective		Results	Indicators
Policy 1.3.-a Upgrading infrastructure and services in the energy sector Programme: Providing continuous power supply	Increasing in production of green energy		Finding financial and economic indicators viable for financing and subsequently for investments	Drafting and approving the technical, financial and legal studies preceding the investment
Initiator	partners	Responsibility	Deadline	Source of funding
Ministry of Economy, Commerce and Business Management in Romania and Ministry of Economy, Energy and Tourism in Bulgaria through the Memorandum signed on October 12th, 2011	-	Ministry of Economy, Commerce and Business Management in Romania and Ministry of Economy, Energy and Tourism in Bulgaria	2 nd quarter, 2017	European funds, OP CBC Ro-Bg
Other relevant information:				
-				

Area – Cooperation to complete the transport infrastructure

6. Project: Modernizing the TEN- T land transport network between Romania and Bulgaria

Project code: a 1-4 & a 1-7



Position within strategic objectives: Strategic Objective 1 - Connectivity/Accessibility

Project content:

- Modernizing the Giurgiu-Ruse passage (road and railway bridge)
- Building the link in the TEN-T network for the Sofia-Ruse segment

The need to implement the projects as per the current status analysis:

- The project is important from the perspective of the cross-border area potential to become an Eastern gate of the European Union, linking this territory and the European corridors, developing river transport and providing land transport infrastructure for all urban and rural municipalities. The Danube is both a way of transport and a border between Romania and Bulgaria; therefore, crossing the river with the purpose of increasing economical trades is a priority.
- Accessibility increase through land and driver means of transport in the Giurgiu-Ruse harbour area supports creating a regional logistic hub which contributes to the economic development of communities in the cross-border area.

Estimated value:

Position in the Strategy		Project objective	Results	Indicators	
Policy 1.1.-a: Integrating modes of transport and linking them to the European network Programme: Increasing accessibility		Increasing accessibility in the Balkan area from the TEN-T network	Quick link between the two capital cities by road and railway	finalizing and acceptance of the works increasing the traffic capacity (%) reducing the crossing time (minutes)	
Initiator	partners	Responsibility	Deadline	Source of funding	
Ministry of Regional Development and Public Administration	Local administration, county and city	Ministry of Transport in Romania Ministry of Transport in Bulgaria	3 rd quarter, 2020	European funds, OP CBC Ro-Bg OP LI – Romania ROP - Romania	
Other relevant information: -					

7. Project: Building the Calarasi - Silistra Bridge

Project code: a1-8



Position within strategic objectives: Strategic Objective 1 - Connectivity/Accessibility

Project content:

- Road segment on the Romanian and Bulgarian bank
- Access viaduct on the Romanian and Bulgarian bank
- Building the 1680m long bridge

The need to implement the projects as per the current status analysis:

- The project is important from the perspective of the cross-border area potential to become an Eastern gate of the European Union, linking this territory and the European corridors, developing river transport and providing land transport infrastructure for all urban and rural municipalities. The Danube is both a way of transport and a border between Romania and Bulgaria; therefore, crossing the river with the purpose of increasing economical trades is a priority.
- The lack of border crossing points, mainly bridges, leads to difficulties in direct trades between private companies or the population, both in the cross-border cooperation area, and those in transit, and the Calarasi-Silistra bridge solves this mobility issue.

Estimated value:

- 193 560 thousand Euros

Position in the Strategy	Project objective		Results	Indicators
Policy 1.1.-a: Integrating modes of transport and linking them to the European network Programme: Increasing accessibility	Increasing accessibility to the Southern area of the EU from the main TEN-T network		Quick link between the two capital cities by road and railway	Finalizing and acceptance of the works Increasing the traffic capacity (%) Reducing the crossing time (minutes) Reducing CO2 emissions
Initiator	partners	Responsibility	Deadline	Source of funding
Ministry of Regional Development and Public Administration	Local administration, county and city	Ministry of Transport in Romania Ministry of Transport in Bulgaria	3 rd quarter, 2020	European funds, OP CBC Ro-Bg OP LI – Romania ROP - Romania
Other relevant information: -				

8. Project: Building the bridge to link Turnu Magurele and Nicopole harbours

Project code: a 1-9



Position within strategic objectives: Strategic Objective 1 - Connectivity/Accessibility

Project content:

- Road segment on the Romanian and Bulgarian bank
- Access viaduct on the Romanian and Bulgarian bank
- Building the 850 m long bridge

The need to implement the projects as per the current status analysis:

- The project is important from the perspective of the cross-border area potential to become an Eastern gate of the European Union, linking this territory and the European corridors, developing river transport and providing land transport infrastructure for all urban and rural municipalities. The Danube is both a way of transport and a border between Romania and Bulgaria; therefore, crossing the river with the purpose of increasing economical trades is a priority.
- The lack of border crossing points, mainly bridges, leads to difficulties in direct trades between private companies or the population, both in the cross-border cooperation area, and those in transit, and the Turnu Magurele-Nicopole bridge solves this mobility issue.

Estimated value:

- 922 921 thousand Euros

Position in the Strategy		Project objective		Results		Indicators			
Policy 1.1.-a: Integrating modes of transport and linking them to the European network Programme: Increasing accessibility		Increasing accessibility in the Balkan area from the TEN-T network		Quick link between the two capital cities by road and railway		finalizing and acceptance of the works increasing the traffic capacity (%) reducing the crossing time (minutes)			
Initiator		partners		Responsibility		Deadline		Source of funding	
Ministry of Regional Development and Public Administration		Local administration, county and city		Ministry of Transport in Romania Ministry of Transport in Bulgaria		3 rd quarter, 2020		European funds, OP CBC Ro-Bg OP LI – Romania ROP - Romania	
Other relevant information: -									

9. Project: Modernizing terminals and facilities for tourist and cargo ship mooring

Project code: a 1-16 & a 1-17



Position within strategic objectives: Strategic Objective 1 - Connectivity/Accessibility

Project content:

- modernizing Calafat, Giurgiu harbours (Romania)
- modernizing Vidin, Ruse harbours (Bulgaria)

The need to implement the projects as per the current status analysis:

- Modernizing the infrastructure and facilities related to harbour activities is becoming a crucial factor in the economic development of the cross-border area, and Danubian harbours (both shores) are key points in supporting and creating jobs. The need to maintain and modernize harbour infrastructure is dependent on climate (with dry summers which render inaccessible certain areas in the river bed or with frosty winters when, due to frost, the Danube is less accessible for navigation).

Estimated value:

- as per the feasibility studies

Position in the Strategy	Project objective		Results	Indicators
Policy 1.1.-a: Integrating modes of transport and linking them to the European network Programme: Harbour modernization	Increasing accessibility in the Balkan area from the TEN-T river network		Increasing the operational capacity of the harbours	finalizing and acceptance of the works increasing passenger and cargo traffic capacity (%)
Initiator	partners	Responsibility	Deadline	Source of funding
Ministry of Regional Development and Public Administration	Local administration, county and city	Ministry of Transport in Romania Ministry of Transport in Bulgaria	3 rd quarter, 2020	European funds, OP CBC Ro-Bg OP LI – Romania ROP - Romania
Other relevant information: -				

Area – Tourist Safety

10. Project: Implementing an integrated information system for tourists in harbour cities in the cross-border area

Project code: a 2-1

Position within strategic objectives: Specific Objective 3 – Cultural and natural value of the region

Project content:

- information systems on cultural values and tourism
- information system on taxis, medical services, police, legal counselling
- equipment/software

The need to implement the projects as per the current status analysis:

- The cross-border area has a high tourism potential, poorly valued or promoted. The most developed tourist areas are those near the Black Sea For other areas, tourism information is scarce and does not reach target groups of potential visitors. The need for tourism development of other areas, with increased potential, along the river, is focused around key points such as harbour cities. Investments in information systems for tourists which visit this area can prove to be a catalyst in tourism development not only in visited urban centres, but also in rural bordering areas.

Estimated value:

- 1-3 million Euros

Position in the Strategy		Project objective		Results		Indicators	
Policy 4.2.-b: Providing safety conditions for tourists Programme: Tourist information and safety		Better information for tourists and travel agent, increasing their trust in the accuracy and validity of the information		Increasing the number of tourists		number of tourists	
						hotel booking level (%)	
						reducing criminality	
						tourist level of satisfaction	
Initiator	Partners	Responsibility		Deadline		Source of funding	
Ministry of Regional Development and Public Administration	Local administration, county and city	Local administrations		4 th quarter, 2017		European funds, OP CBC Ro-Bg	
	Accommodation and food suppliers						
Other relevant information:							
-							

Area – Health of local communities

11. Project: Preventing illnesses in harbour cities in the cross-border area

Project code: a 5-1, a 5-2 & a 5-3



Position within strategic objectives: Strategic Objective 2 – Region Attractiveness

Project content:

- Information centre on the cross-border health status (online)
- Equipment, medications for preventing and stopping pandemics
- Specialized workshops for preventing pandemics

The need to implement the projects as per the current status analysis:

- As a transit and access area to and from the European Union, the cross-border cooperation area can also become an area with possible pandemic outbreaks; therefore, the need to equip harbour cities for prevention, information and stoppage of possible epidemiological crises is a priority not only at state level but also at European level.

Estimated value:

- 7-10 million Euros

Position in the Strategy		Project objective		Results		Indicators		
Policy 2.1.-a: Ensuring access to health services in a safe and clean environment Programme: Emergency response system		Preventing and treating emergencies caused by accidents and epidemics		Good health of the local community and tourists		number of cases		
						number of fatal cases		
						number, type and duration of epidemics		
Initiator	Partners		Responsibility		Deadline		Source of funding	
Ministry of Regional Development and Public Administration	Local administration, county and city		Ministry of Health in Romania Ministry of Health in Bulgaria		4 th quarter, 2018		European funds, OP CBC Ro-Bg	
Other relevant information: -								

Area - Projects to restore the natural/cultural heritage

12. Project: Promoting and capitalizing on the Romania-Bulgaria cross-border landscape

Project code: a 2 - 7



Position within strategic objectives: Specific Objective 3 – Cultural and natural value of the region

Project content:

- Identifying and organizing spatial information of watch points along the Danube (30 points)
- Providing technical documentation and planning watch points for the main categories of known landscapes

The need to implement the projects as per the current status analysis:

- *The Landscape Atlas – landscape identification and character assessment in the Romania – Bulgaria cross-border area, 2014* identifies a series of landscape forms which, by means of a legal and sustainable valorisation, can support tourism development and can place less known/accessed areas in the tourist focus. The need to implement a project to create a coherent route stems especially from landscape specificity and the possibility of a sustainable valorisation thereof.

Estimated value:

- 1-3 million Euros

Position in the Strategy		Project objective		Results	Indicators
Policy 2.3.-c: Territorial planning of areas required for entertainment and sports Programme:		Highlighting the values of the Danube landscape and including it in tourist routes		Building an easily accessible network of watch points	Number of watch points completed
					Annual number of visitors
					Type and number of types that promote these watch points
Initiator	Partners	Responsibility	Deadline	Source of funding	
Ministry of Regional Development and Public Administration	local, county administrations private sector	local, county administrations	4 th quarter, 2018	European funds, OP CBC Ro-Bg	
Other relevant information:					
-					

13. Project: Increasing the management capacity of the cross-border criminality

Project code: a 5-15

Position within strategic objectives: Strategic Objective 4 – Public management and governance

Project content:

- Organizing specific workshops
- Sharing experience with other countries that implement cross-border cooperation programmes
- Drafting guidelines and handbooks for specialized training

The need to implement the projects as per the current status analysis:

- One of the priority objectives of Danube Strategy shows the need of *cooperation in promoting security and solving problems related to organised crime and severe offences*. Considering the length of the joint border of the two countries (Romania and Bulgaria), access to the Black Sea and proximity to the European Union border, increasing the management capacity of cross-border criminality is all the more necessary in the context of a growing importance at international level of securing the borders. The need to design a joint plan to counteract crime is all the more obvious as securing borders is an increasingly obvious problem at international level.

Estimated value:

- 500 thousands – 1 million Euros

Position in the Strategy		Project objective		Results		Indicators	
Policy 4.1.-c: Strengthening the operational capacity to reduce cross-border criminality Programme: Sharing experience/ know-how/ practices		Increasing the operational capacity of institutions responsible for counteracting cross-border criminality		Use of joint information and operational methods between responsible institutions		Implementing workshops and materials necessary for specific qualifications Implementing experience exchange programs Reducing cross-border criminality	
Initiator	Partners		Responsibility		Deadline		Source of funding
Ministry of Regional Development and Public Administration	Harbour administration Local public administrations		Ministry of Interior		2015-2020		European funds, OP CBC Ro-Bg
Other relevant information: -							

14. Project: Organizing thematic workshops and laboratory activities for the internship of the young from the cross-border area (3 cycles of 100 interns each/ year)

Project code: a 4-3

Position within strategic objectives: Strategic Objective 2 – Region Attractiveness

Project content:

- Planning work/research areas by rearranging current buildings
- Furniture and endowment of workshops/laboratories
- Procurement of materials and required logistics
- Drafting curricula and handbooks for specialized training
- Compensation for staff involved in training the young

The need to implement the projects as per the current status analysis:

- The need to implement certain youth professional training projects is a direct consequence of factors such as: low economic development, high unemployment rate, especially among the young generation, area depopulation and youth migration to poles in the area (Bucharest, Sofia, Varna etc.), low number and range of jobs, the economic development disparity between urban and rural area, the migration of specialized work force (especially in the fields of health care and education), lack of opportunities for people with special needs or with a low level of training (developing career and professional programs)

Estimated value:

- 3-5 million Euros

Position in the Strategy		Project objective		Results	Indicators
Policy 2.1.-c: Development of human capital through training and counselling services Programme: Specialized training		Training on practical skills for the young on specific fields of the labour market		Developing training centres for the young in fields in demand by the local economy	100 interns per year 80% employment after finalizing the internship
Initiator	Partners	Responsibility		Deadline	Source of funding
Ministry of Regional Development and Public Administration	private companies, NGOs local public administration	private companies NGOs		2015-2020	European funds, OP CBC Ro-Bg
Other relevant information: -					

15. Project: Development of routes and cultural tourism areas - Planning camping sites along the Danube (20 camping sites with 25 seats)

Project code: a 2 - 14



Position within strategic objectives: Specific Objective 3 – Cultural and natural value of the region

Project content:

- Identifying and marking the sites
- Building facilities for hygiene appropriate conditions (shower, restrooms) and waste collection and transport
- Building an administrative/surveillance point
- Procurement of bikes for rent
- Procurement of river means of navigation (rowing boats) for rent

The need to implement the projects as per the current status analysis:

- The cross-border area can provide a wide variety of tourist products, based on the current potential, however poorly tapped into and promoted. Developing new types of tourism, accessible to all categories of tourists, by creating new products, can be sustained by designing appealing tourist trips and endowment with the required infrastructure for a great tourist experience. Therefore, highlighting the value of tourist routes by building access infrastructure (including bicycle lanes) and camping services helps promote the area at regional level.

Estimated value:

- 1-3 million Euros

Position in the Strategy		Project objective		Results		Indicators	
Policy 2.3.-d: Territorial planning of areas required for entertainment and sports Programme: Entertainment		Cautious use of the Danube landscape value		Developing tourism on means of access along the Danube		20 camping sites 80% occupancy/year	
Initiator	Partners	Responsibility		Deadline		Source of funding	
Ministry of Regional Development and Public Administration	local public administrations private entrepreneurs	private entrepreneurs		4 th quarter, 2018		European funds, OP CBC Ro-Bg	
Other relevant information: -							

Table no. 3-6 Implementation schedule for the strategic projects packages

No.	Project title	2015				2016				2017				2018				2019				2020				2021				2022				2023			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Projects code a1 : Rebuilding, improving national, regional or local roads (highways)																																					
1	Building the Calafat-Craiova segment																																				
2	Building the Craiova-Alexandria-Bucharest segment																																				
3	Finalizing the Vidin-Montana-Sofia segment																																				
4	Building the Sofia – Veliko Tarnovo-Ruse segment																																				
5	Building the Ruse-Varna segment																																				
6	Building the Constanta-Varna segment																																				
7	Modernizing the Giurgiu-Ruse passage (road and railway bridge)																																				
8	Building the Calarasi-Silistra road passage (road bridge)																																				
9	Building the Turnu Magurele-Nicopole passage (road bridge)																																				
10	Modernizing the national roads along the Danube,on the Calarasi-Giurgiu; Giurgiu-Tg Magurele; Tg Magurele-Calafat segments (Romania)																																				
11	Modernizing the national roads, along the Danube, on the Silistra-Ruse; Ruse-Nicopole; Nicopole-Vidin segments (Bulgaria)																																				
12	Modernizing the Calarasi-Drajna road - connection with A2 motorway (Romania)																																				
13	Modernizing the Dobrich-Silistra road (Bulgaria)																																				
14	Building the regional multimodal hub Giurgiu-Ruse																																				
15	Building the regional multimodal hub Calafat-Vidin																																				
Projects code a1: Waterways and harbours (TEN-T)																																					
16	Modernizing Calafat, Giurgiu harbours (Romania)																																				


[illegible]

[illegible]

[illegible][illegible]

[illegible]

Note

 Project preparation period
 Project implementation period

3.5. Governance mechanism

The primary objective of the **governance model** herewith proposed is to develop a proper strategic coordination mechanism, which should match the strategic objectives and the specific ones with the policies, programmes and projects herewith submitted, taking into consideration the following elements:

- Commitment and involvement at the level of the two Governments in terms of providing resources and commitment to the strategic priorities;
- Multilevel governance and coordination at national, regional and local level and horizontal coordination involving the economic and social partners, and the civil society;
- Stable institutional structures from the perspective of roles and tasks proposed.

The proposed multilevel governance structure aims to match the sector-based policies of the two countries with the regional and local development policies thus enhancing the territorial cooperation in the cross-border area. Taking into consideration the cross-sector, cross-institutional and cross-border coverage of the strategy, based on the Memorandum of Understanding signed between the Ministry of Regional Development and Public Administration (RO) and the Ministry of Regional Development (BG) in March 2014, the proposal formulated herewith is to **set up a Joint Romanian-Bulgarian Steering Committee**, made up from representatives of relevant ministries from the two countries, in order to provide guidance and overall coordination for the implementation of the provisions of the Common Strategy

The Joint Steering Committee shall represent the strategic monitoring and assessment level of the Common Strategy that will provide its coordination and that will have the following objectives:

- Ensuring the proper implementation, monitoring and assessment of the Common Strategy and also maintaining complementarity with the relevant national strategies;
- Providing guidelines on actions that may be taken at the level of the two countries in order to reach the objectives of the Common Strategy;
- Reporting in front of the two countries' Governments on the progress of implementation made for the Common Strategy, the results achieved, the actions proposed for reaching the overall and specific objectives.

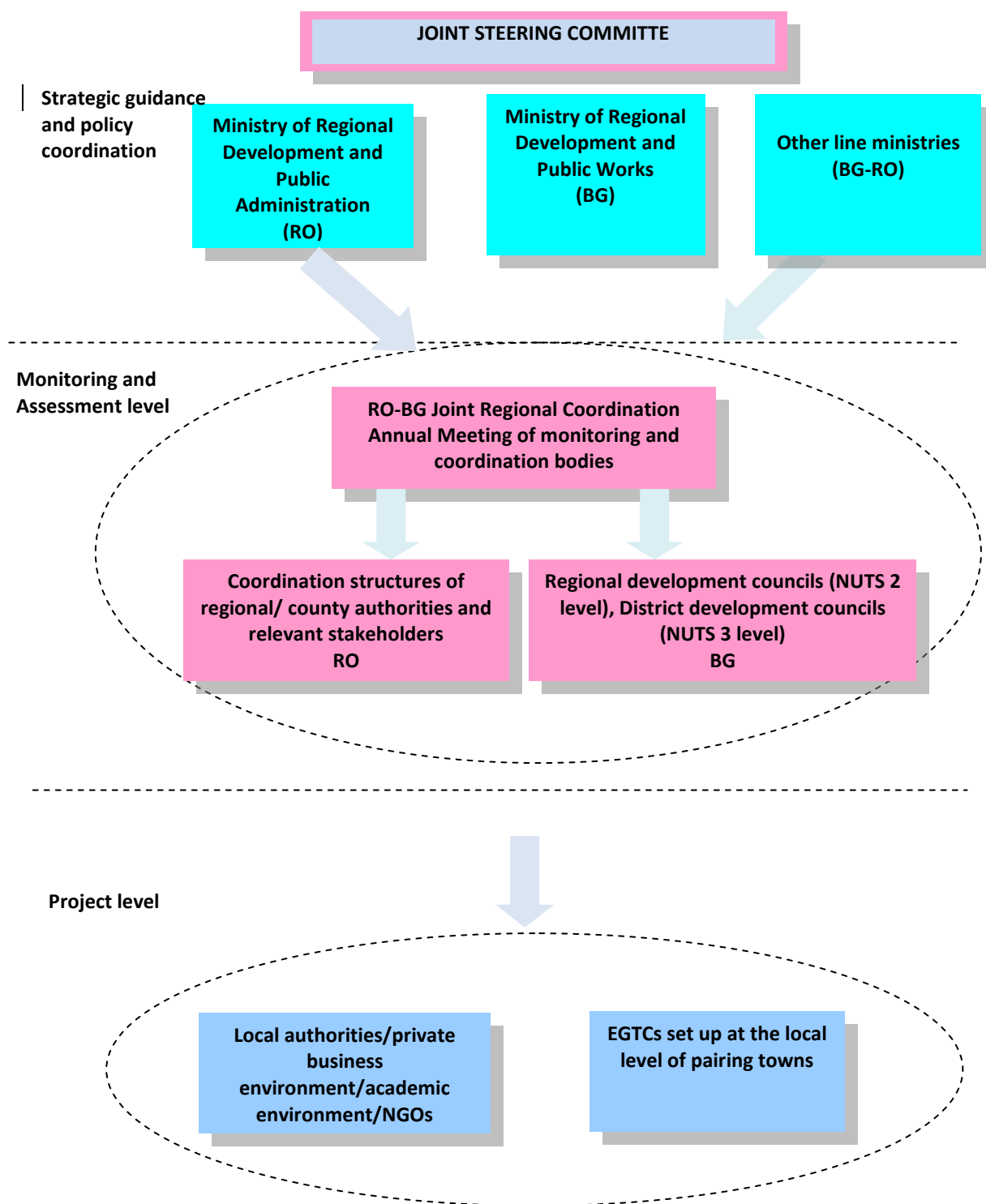
The Joint Steering Committee shall convene at least once a year in order to analyse the current status of implementation of the strategy. The Ministry of Regional Development and Public Administration from Romania and the Ministry of Regional Development from Bulgaria shall successively act as coordinators of the Joint Steering Committee.

Each party shall set up regional coordination and monitoring structures or bodies made from specialists from within the relevant central, regional and local public authorities, the business environment, the academic world, the civil society, who will have the role of operational coordination, implementation and monitoring the Common Strategy and reporting to the coordinating ministry. The regional coordination and monitoring structures or bodies of both parties shall organize joint annual meeting as a platform to monitor the progress made, and enhance the exchange of experience and networking.

Having in view the importance and the increasing role played by EGTCs at European level, the opportunity of setting-up a European Grouping of Territorial Cooperation at the level of the two cross-border areas, will be taken into consideration. Each of the two parties shall initiate the analysis of the favourable national institutional and legal framework for setting-up the EGTC and the conclusions and milestones shall be analysed during the first meeting of the Working Group established as a result of the Memorandum of Understanding. The organization and operation of the Romania-Bulgaria EGTC shall be supported through the 2014-2020 European funding.

Monitoring the Common Strategy – the monitoring of the Common Strategy relies on the collection and analysis of relevant information according to the indicators included in the strategy. The monitoring of the Common Strategy shall be performed within the regional coordination and monitoring structures or bodies and the Joint Steering Committee (JSC) created at the level of the two ministries (as presented above). The monitoring methodology shall be drafted, discussed and approved by the JSC within 1 year from the beginning of the implementation period of the Strategy.

Assessment of the Common Strategy – the assessment of the Strategy shall be performed at the level of the two ministries that act as coordinators for the Joint Steering Committee, as a joint evaluation report shall be drafted on 4-year basis in order to check on the progress of achieving the objectives included within the Strategy and it will also integrate the results of monitoring the tools that should support the implementation of the strategy (e.g., the Operational Programmes). The 4-year evaluation report shall be publicly discussed and submitted to the Governments of the two countries.



3.5.1 Risk assessment matrix

<i>Risks</i>	<i>Risk assessment in compliance with the assessment matrix</i>	<i>Actions taken for preventing the occurrence of such risks</i>
Delays in the establishment of the Joint Commission and of the working groups. Delays in their decision-making process regarding the organization of meetings or contents of documents	M	Formal commitment for the Action Plan for the implementation of the strategy, implicitly over the deadlines for the setup of a monitoring mechanism of the strategy Adoption of a yearly work schedule with clearly defined responsibilities
Different legal framework among the two countries that does not provide enough support for the implementation/monitoring of the strategy.	M	The monitoring procedure of the strategy (to be drafted within 3 months since the date of approval for the strategy) shall also identify potential gaps in legislation and shall identify measures to mitigate/remove their impact during the monitoring stage
A lengthy period for the implementation of the strategy (30 years) combined with the lack of continuity derived from political cycles may impede the implementation of the strategy	S	Yearly assessment of the strategy Regular update of the strategy (the recommended term is once every 4 years) Formal commitment for the updated strategy (if applicable) at the beginning of a new political cycle
Institutional changes including changes within the scope of activity of the two initiators, which may impede the strategy	R	Setting up a European Grouping of Territorial Cooperation between Romania and Bulgaria
Absence of relevant and accurate data and information or their incompleteness, which may affect monitoring and assessment of the strategy	S	Setting up the Romania – Bulgaria Cross-Border Territorial Observatory

The impact and likelihood of risk occurrence during the monitoring process of the territorial development strategy has been assessed according to the matrix presented below:

Risk assessment matrix

Likelihood	Consequences				
	Severe	Major	Medium	Small	Neglectable
Certain	E	R	R	M	M
Most likely	R	R	M	M	S
Likely	R	M	M	S	S
Less likely	M	M	S	S	N
Unlikely	M	S	S	S	N

- E Extreme level of risk** — Immediate action is required.
R High level — An action plan is required as soon as possible.
M Medium level — An action plan is required.
S Low level — Monitoring is needed.
N Insignificant level of risk — No further actions are needed.

Appendix 1. Summary charts for NUTS 3 presentation

This appendix presents the descriptive charts of NUTS 3-level territorial administrative units – counties (Romania) and oblasti (Bulgaria), which make up the cross-border area. Each chart was drafted starting from a batch of joint indicators for the 16 units, grouped together in order to underline some key aspects in terms of:

Competitiveness

- Classification
- Area
- Population
- Density
- Level of urbanization
- Positive migration balance
- Ethnic minority groups
- Network of localities
- Number of universities
- Research clusters
- Higher educated population
- Share of non-educated population
- Share of illiterate population
- Economy
- Typology of tourism
- Natural tourism resources
- Cultural tourism resources
- Heritage structures
- Tourism infrastructure

Connectivity

- Location
- Neighbouring areas
- Border crossing points
- Accessibility/transport

Attractiveness and conditions of living


- Share of active population
- Average number of employees
- Employed population
- Share of employed population per sectors of economy
- Number of the unemployed/Unemployment rate
- Population connected to water supply systems
- Population connected to sewage systems
- Share of population benefiting from waste disposal services
- Number of medical doctors/hospital beds
- Average area available for living

Natural environment

- Environment/biodiversity
- Risk factors


Data used for drafting these charts are based on the following sources:

- National Institute of Statistics (Romania)– the TEMPO database:
<https://statistici.insse.ro/shop/> (*public data*)
- National Institute of Statistics (Bulgaria) -
<http://www.nsi.bg/en/content/11224/demographic-and-social-statistics> (*public data*)
- *Analysis and diagnosis of the current situation within the Romania-Bulgaria Cross-Border Area*, drafted by INCERC - URBAN PROIECT, developed within the Work Package 4 for the Ministry of Regional Development and Public Administration, 2013 (made available by the Contracting Authority)
- Territorial Analysis of the Romania – Bulgaria Cross-Border Area, drafted by Détente Consultants SRL, 2011 (made available by the Contracting Authority)

<p>Mehedinti County</p>	
Classification	Mehedinți – mostly rural (OECD); agricultural (EDORA)/ peri-urban rural region
Location	South West Oltenia Development Region [NUTS2]
Neighbouring areas	South – state border with Republic of Serbia and Republic of Bulgaria (Danube River) West – Caraș Severin county North – Gorj county East– Dolj county
Border crossing points	-
Area	4937.9 km ²
Population	286 240 (2013) – downward trend for the period 2004-2013
Density	57.97 loc / km ²
Network of localities	2 municipalities: Drobeta-Turnu Severin (county capital - 103 184 inhabitants - 2013), Orșova 3 towns: Strehaia, Vânju Mare, Baia de Aramă number of communes– 61 number of villages– 344
Level of urbanization	48.28 % (2013)
Positive migration balance	- 605 (2011)
Ethnic minority groups	roma: 4.11 % (2011)
Share of active population	69.03% (2013)
Average number of employees	43 397 (2012)
Employed population	108 500 (2012)
Share of employed population per sectors of economy	primary sector– 47.3 % (2012) secondary sector– 19.9 % (2012) tertiary sector- 29.3 % (2012)
Number of the unemployed/Unemployment rate	number of the unemployed– 11 600 (2012) unemployment rate- 9.5 (2012)
Number of primary and lower secondary educational units	76 (2012)
Number of highschoools and national-level colleges	18 (2012)
Number of universities	0 (2012)
Research clusters	TURINN Cluster - Sustainable and innovative tourism (Drobeta Turnu Severin)
Higher educated population	number of students – 1973 (2012/2013) number of graduates– 610 (2011)
Share of non-educated population	3.9 % (2011)
Share of illiterate population	2.1% (2011)
Number of hospitals	4 (2012) / 5,02 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	161 (2012)
Number of medical doctors	16.5 (2011)

per 10,000 inhabitants	
Population connected to water supply systems	160 237 / 55.6 % (2012)
Population connected to sewage systems	99 068 / 34.4 % (2012)
Share of population benefiting from waste disposal services	96.4 % (2012)
Average area available for living	16.65 sqm / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the county	<ul style="list-style-type: none"> • Lugoj – Drobeta Turnu Severin - Calafat – Vidin – Sofia – (Greece) – roads • Arad – Timișoara – Caransebeș – Strehaia – Craiova – Calafat – Vidin – Vratsa - Mezdra - Sofia – (Greece) - railways
TEN-T Comprehensive networks crossing the county	<ul style="list-style-type: none"> • Drobeta Turnu Severin – Filiași - roads
European/national roads crossing the county	<ul style="list-style-type: none"> • E 70 / DN 6 ((Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) • DN 67 (Drobeta Turnu Severin – Târgu Jiu – Râmnicu Vâlcea), DN 56 A, DN 56 B, DN 56 C
Harbour towns	Drobeta Turnu Severin, Orșova – Lower Danube water way (border with Serbia)
Airports	does not apply
Length of road/railway networks	highway length – 0 kml (2012) national roads length– 449 kml (2012) total public roads – 1872 (2012) railway lines length – 124 (2012) length of electrified railway lines – 124 (2012)
Economy	GDP / capita(euro): 3.518 (2009) / 3.500 (2010) / 3.700 (2011) Foreign direct investments: 0 (2011) Share of SMEs in the total number of companies: 6.1 % (2012) Total number of active companies: 3 357 (2012) <ul style="list-style-type: none"> • companies in the primary sector: 116 (2012) • companies in the secondary sector: 579 (2012) • companies in the tertiary sector – trade: 1415 (2012) • companies in the tertiary sector – services: 1247 (2012) Number of research and development units: 0 Infrastructure for business environment development: 1 cluster, 1 technological information center
Tourism-related products	Mountainous (hiking, caving tourism), hunting and fishing, leisure tourism, week-end tourism or Danube cruises / agri-tourism and eco-tourism
Natural resources available for tourism	<ul style="list-style-type: none"> • Iron Gates Natural Park • Domogled Valea - Cernei National Reserve • Natural Park – Mehedinți Plateau Geopark
Cultural resources available for tourism	Archaeological sites: the archaeological complex of Drobeta-Turnu-Severin, the ruins of Ada Kaleh fortress. Churches and monasteries: Baia de Aramă (1699-1705), Strehaia (1645), Cerneți, (Șimian commune - 1662), Gura Motrului (1512 – 1521- Butoiești), Topolnița convent (1600-1611, Izvoru Bârzii), the ruins of Vodița Monastery (1370-1375, Drobeta-Turnu Severin), Mraconia, Saint Ana; St. John the Baptist Church (with paintings by Gh. Tătărescu), Sf. Voievozi Church (Baia de Aramă, 18 th century), Sf. Împărați Church of the former monastery of Cuțuieștilor (Broșteni village, 1836), Biserica Domnească under the

	<p>patronage of the Holy Trinity (1659-1660, Cerneți village), St. Nicholas wooden church (Costești, 1835), St. Dumitru wooden church (late 18th century, Negoești), St. Constantine and Helena wooden church (1832, Izvoru Bârzii), Holy Trinity Church (1645, Strehaia), and others.</p> <p>Aristocracy mansions: Cuțui Mansion (1815, Broșteni village), Tudor Vladimirescu Mansion (1800) and Nistor Mansion (1812, Cerneți village).</p>
Heritage structures	Items listed in the List of historic monuments: 21 (2010)
	Monuments listed in the List of historic monuments: 483 (2010)
	Sites listed in the List of historic monuments: 65 (2010)
Tourism infrastructure	<p>Accommodation units: 42 (2013)</p> <p>Incoming tourists: 52323 (2013)</p> <p>Accommodation nights: 117103 (2013)</p>
Environment/biodiversity	<p>Protected natural areas: 33</p> <p>NATURA 2000 sites: 14</p>
Risk factors	<ul style="list-style-type: none"> • flooding risk • moderate landslide risk

<p>Dolj County</p>	
Classification	Dolj – intermediary (2) (OECD); agricultural (EDORA) / intermediary region
Location	South West Oltenia Development Region [NUTS2]
Neighbouring areas	South – state border with Republic of Bulgaria (Danube River) West – Mehedinți county North – Gorj county East – Olt county
Border crossing points	Calafat - Vidin (road and railway bridge) Rast - Lom (ferryboat) Bechet – Oryahovo (ferryboat)
Area	7422 km ²
Population	692 714 (2013) – downward trend for the period 2004-2013
Density	93.33 loc / km ² (2013)
Network of localities	3 municipalities: Craiova (county capital - 294 774 inhabitants - 2013), Băilești, Calafat 4 towns: Bechet, Dăbuleni, Filiaș, Segarcea number of communes– 104 number of villages– 378
Level of urbanization	58.39 % (2013)
Positive migration balance	- 73(2011)
Ethnic minority groups	roma: 4.51% (2011)
Share of active population	68.73% (2013)
Average number of employees	115 628 (2012)
Employed population	266 200 (2012)
Share of employed population per sectors of economy	primary sector– 42.6 % (2012) secondary sector– 19.3 % (2012) tertiary sector- 35.2 % (2012)
Number of the unemployed/Unemployment rate	number of unemployed persons– 2 200 (2012) unemployment rate- 9.4 (2012)
Number of primary and lower secondary educational units	124 (2012)
Number of highschoools and national-level colleges	43 (2012)
Number of universities	3 (2012)
Research clusters	ICT –Regional Competitiveness Pole Oltenia Cluster – Information Technology and Communication (Craiova) Tourism Oltenia Cluster (Craiova) Automotive South West Oltenia Pole (Craiova)
Higher educated population	number of students – 19 876 (2012/2013) number of graduates– 6 566 (2011)
Share of non-educated population	3.2 % (2011)
Share of illiterate population	1.3% (2011)
Number of hospitals	15 (2012) / 6,45 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	415 (2012)

Number of medical doctors per 10,000 inhabitants	30.3 (2011)
Population connected to water supply systems	307 489/ 44.1 % (2012)
Population connected to sewage systems	285 138/ 41% (2012)
Share of population benefiting from waste disposal services	90 % (2012)
Average area available for living	15.85mp / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the county	<ul style="list-style-type: none"> • Lugoj – Drobeta Turnu Severin - Calafat – Vidin – Sofia – (Greece) – roads • Arad – Timișoara – Caransebeș – Strehaia – Craiova – Calafat – Vidin – Vratsa - Mezdra - Sofia – (Greece) - railway • Craiova – Roșiori de Vede – Videle – Bucharest - railway
TEN-T Comprehensive networks crossing the county	<ul style="list-style-type: none"> • Deva – Petroșani – Filiași – Craiova 6. Drobeta Turnu Severin - Filiași - roads • Calafat – Craiova – Alexandria – Bucharest – roads • Simeria – Petroșani – Targu Jiu – Filiași - railway
European/national roads crossing the county	<ul style="list-style-type: none"> • E70/DN 6 ((Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) • E 79 / DN 66 / DN 56 ((Hungary) - Oradea - Beiuș - Deva - Petroșani - Targu Jiu - Craiova - Calafat - Vidin - Vratsa - Botevgrad - Sofia - Blagoevgrad - Serai) • DN 6B, DN 65, DN 65 C, DN 55, DN 55 A
Harbour towns	Bechet, Calafat - Lower Danube water way
Airports	Craiova International Airport
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 473 kml (2012) total public roads – 2435 (2012) railway lines length – 225 (2012) length of electrified railway lines – 84 (2012)
Economy	GDP / capita (euro): 4.476 (2009) / 4.600 (2010) / 4.800 (2011) Foreign direct investments: 0 (2011) Share of SMEs in the total number of companies : 26.6 % (2012) Total number of active companies : 13.091 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 512 (2012) • companies in the secondary sector : 2270 (2012) • companies in the tertiary sector – trade: 5956 (2012) • companies in the tertiary sector – services: 4353 (2012) Number of research and development units: 12 Infrastructure for business environment development: 3 clusters, 1 business and technological incubator, 1 industrial park
Tourism-related products	Urban, cultural, business, religious and agri-tourism
Natural resources available for tourism	<ul style="list-style-type: none"> • Dăbuleni Dunes – botanical reserve • Ciurumela Forest Tunari - Pisc Vechi – forest reserve
Cultural resources available for tourism	Churches and monasteries: Jitianu Monastery (1658), Coșuna Monastery (Bucovăț - 1572), St. Nicholas Church (Bistreț); Sadova Monastery (1663); St. Nicholas Church (Craiova, 1506-1512), Sf.Voievozi Church (Almăj, 1787-1789), Craiova Archbishopric and Oltenia Mitropolia (1780), All Saints wooden church and others. Dacian settlements and fortifications in the archaeological site of

	<p>Coțofenii din Dos, archaeological site of Calopăr-Bâzdana.</p> <p>Buildings, castles, palaces: in the municipality of Craiova - Glogoveanu House (1802), Băniei House (late 17th - early 18th centuries), Prefecture Building, Constantin Mihail Palace - today the Museum of Art (1898-1907), the Administrative Palace - today the Prefecture of the municipality of Craiova (1912-1913), Nicolae Romanescu House (1833), Vorvoreanu House - Metropolitan palace (1905), Nicolae Romanescu park - former Bibescu Park 19th - 20th centuries), the aristocratic court of Jieni (17th - 18th centuries); Stan Jianu's Mansion 18th century - Malu Mare commune).</p> <p>Aristocratic houses (fortified houses - characterized by the tower shape, typical of Oltenia): Poenaru House (Almăj -1833), Izvoranu-Geblescu House (Brabova - 18th century), Cernăteștilor House (Cernătești - 18th century).</p> <p>Museums, memorial houses: in Craiova - Olteniei Museum, Museum of Art, Elena Farago Memorial Museum; in Calafat - Town Museum and others.</p>
Heritage structures	<p>Items listed in the List of historic monuments: 22 (2010)</p> <p>Monuments listed in the List of historic monuments: 623(2010)</p> <p>Sites listed in the List of historic monuments: 54(2010)</p>
Tourism infrastructure	<p>Accommodation units: 51 (2013)</p> <p>Incoming tourists: 85 847 (2013)</p> <p>Accommodation nights: 161 538 (2013)</p>
Environment/biodiversity	<p>Protected natural areas: 37 national reserves</p> <p>NATURA 2000 sites: 7</p>
Risk factors	<ul style="list-style-type: none"> • high landslide risk • technology risks


Olt County



Classification	Olt– mostly rural (OECD); agricultural (EDORA) / peri-urban rural region
Location	South West Oltenia Development Region [NUTS2]
Neighbouring areas	South – state border with Republic of Bulgaria (Danube River) West – Dolj county North – Vâlcea county and Argeş county East– Teleorman county
Border crossing points	Măgura - Corabia (ship transport)
Area	5507.8 km ²
Population	452 080 (2013) – downward trend for the period 2004-2013
Density	82.08 loc / km ²
Network of localities	2 municipalities: Slatina (county capital - 75 284 inhabitants-2013), Caracal 6 towns: Balş, Corabia, Scorniceşti, Drăgăneşti-Olt, Piatra Olt, Potcoava number of communes– 104 number of villages– 377
Level of urbanization	40.58 % (2013)
Positive migration balance	-1170 (2011)
Ethnic minority groups	roma: 2.17% (2011)
Share of active population	68.53% (2013)
Average number of employees	63 169 (2012)
Employed population	167 400 (2012)
Share of employed population per sectors of economy	primary sector– 48.6 % (2012) secondary sector– 21.6 % (2012) tertiary sector- 27 % (2012)
Number of the unemployed/Unemployment rate	number of the unemployed – 12 500 (2012) unemployment rate- 7.7 (2012)
Number of primary and lower secondary educational units	118 (2012)
Number of highschoools and national-level colleges	26 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 512 (2012/2013) number of graduates– 168 (2011)
Share of non-educated population	3.5 % (2011)
Share of illiterate population	1.4 % (2011)
Number of hospitals	152 710/ 33.5 % (2012)
Number of family doctor practices	118 069/ 25.8 % (2012)
Number of medical doctors per 10,000 inhabitants	6 (2012) / 4,51 number of hospitals beds/1000 inhabitants (2012)


Population connected to water supply systems	250 (2012)
Population connected to sewage systems	15.7 (2011)
Share of population benefiting from waste disposal services	93.6 % (2012)
Average area available for living	15.17 sqm / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the county	<ul style="list-style-type: none"> • Lugoj – Drobeta Turnu Severin - Calafat – Vidin – Sofia – (Greece) – roads • Arad – Timișoara – Caransebeș – Strehaia – Craiova – Calafat – Vidin – Vratsa - Mezdra - Sofia – (Greece) – railway • Craiova – Roșiori de Vede – Videle – Bucharest - railway
TEN-T Comprehensive networks crossing the county	<ul style="list-style-type: none"> • Calafat – Craiova – Alexandria – Bucharest - roads
European/national roads crossing the county	<ul style="list-style-type: none"> • E 70 / DN 6 ((Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) • E 574 / DN 65, DN 54, DN 54A, DN 67 B
Harbour towns	Corabia - Lower Danube water way
Airports	does not apply
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 301 kml (2012) total public roads – 2328 (2012) railway lines length – 237 (2012) length of electrified railway lines – 61 (2012)
Economy	GDP / capita (Eur): 3.082 (2009) / 3.600 (2010) / 3.700 (2011) Foreign direct investments: 49.22 mil. Eur (2011) Share of SMEs in the total number of companies : 10.9 % (2012) Total number of active companies : 6.052 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 337 (2012) • companies in the secondary sector : 1176 (2012) • companies in the tertiary sector – trade: 2771 (2012) • companies in the tertiary sector – services: 1768 (2012) Number of research and development units: 0 Infrastructure for business environment development: 0
Tourism-related products	Business tourism, agritourism, adventure, hunting, fishing and leisure tourism and Danube cruising
Natural resources available for tourism	<ul style="list-style-type: none"> • Braniște Forest – forest reserve; • Iris - Malu Roșu – natural reserve; • Academy peony reserve - botanical reserve
Cultural resources available for tourism	Archaeological sites: Sucidava and Acidava - Geto-Dacian relics (Cela) Gumelnița archaeological park, Sucidava and Romula (Reșca) Roman relics. Churches and monasteries: municipality of Slatina - Strehareț convent (1671), Clocociov Monastery (1645), Călu Monastery, Churches St. George (1877), St. Archangels (1512); Domnească Church (1598, Caracal), Wooden church (Leleasca), Brâncoveni Monastery (1582-1583). Fortresses: the ruins of the Aristocratic Court of Caracal, the fortress of Câmpul Mare, the walls of the Byzantine fortress (Celei- Corabia) and the secret fountain. Museums and memorial houses: Village museums of Orlea, Vădastra

	and Stoicănești; The Ethnography Museum of Slatina, National Theatre (1896-1901), Romanațiului Museum (19 th century), the Museum of History (Caracal), Iancu Jianu Memorial House, Nicolae Titulescu Memorial Complex, the medieval watch tower (Hotărești).
Heritage structures	Items listed in the List of historic monuments: 24 (2010) Monuments listed in the List of historic monuments: 664(2010) Sites listed in the List of historic monuments: 70 (2010)
Tourism infrastructure	Accommodation units: 19 (2013) Incoming tourists: 35 678 (2013) Accommodation nights: 67 810 (2013)
Environment/biodiversity	NATURA 2000 sites: 18
Risk factors	<ul style="list-style-type: none"> • low landslide risk • technology risks

Teleorman County	
Classification	Teleorman– mostly rural (OECD); agricultural (EDORA) / peri-urban rural region
Location	South Muntenia Development Region [NUTS2]
Neighbouring areas	South – state border with Republic of Bulgaria (Danube river) West – Olt county North – Dâmbovița county and Argeș county East– Giurgiu county
Border crossing points	Turnu Măgurele - Nicopole / Somovit (ferryboat) Zimnicea - Svishtov (ferryboat)
Area	5800.3 km ²
Population	385 969 (2013) – downward trend for the period 2004-2013
Density	66.54 loc / km ²
Network of localities	3 municipalities: Alexandria (county capital- 47 539 inhabitants - 2013), Roșiorii de Vede, Turnu Măgurele 2 towns: Zimnicea, Videle number of communes– 92 number of villages– 230
Level of urbanization	33.57 % (2013)
Positive migration balance	-702 (2012)
Ethnic minority groups	roma: 2.15% (2011)
Share of active population	64.65% (2013)
Average number of employees	51 028 (2012)
Employed population	158 300 (2012)
Share of employed population per sectors of economy	primary sector– 56.8 % (2012) secondary sector– 14.2 % (2012) tertiary sector- 26.5 % (2012)
Number of the unemployed/Unemployment rate	number of the unemployed– 10800 (2012) unemployment rate- 9.6 (2012)
Number of primary and lower secondary educational units	63 (2012)
Number of highschoools and national-level colleges	21 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 397 (2012/2013) number of graduates– 174 (2011)
Share of non-educated population	4.5 % (2011)
Share of illiterate population	2.3 % (2011)
Number of hospitals	8 (2012) / 4.97 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	179 (2012)
Number of medical doctors	13.7 (2011)


per 10,000 inhabitants	
Population connected to water supply systems	106 513 / 27.2 % (2012)
Population connected to sewage systems	82 360/ 21.1% (2012)
Share of population benefiting from waste disposal services	98.3 % (2012)
Average area available for living	14.94 sqm / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the county	<ul style="list-style-type: none"> • Lugoj – Drobeta Turnu Severin - Calafat – Vidin – Sofia – (Greece) – road • Craiova – Roşiori de Vede – Videle – Bucharest - railway
TEN-T Comprehensive networks crossing the county	<ul style="list-style-type: none"> • Calafat – Craiova – Alexandria – Bucharest – road • Videle – Giurgiu - railway
European/national roads crossing the county	<ul style="list-style-type: none"> • E 70 / DN 6 ((Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria – Bucharest – Giurgiu – Ruse – Razgrad – Shumen – Varna – (ferryboat to Samsun, Turkey) • DN 5C, DN 6 F, DN 51 A, DN 52, DN 65 A
Harbour towns	Turnu Măgurele, Zimnicea - Lower Danube water way
Airports	does not apply
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 390 kml (2012) total public roads – 1525 (2012) railway lines length – 231 (2012) length of electrified railway lines – 68 (2012)
Economy	GDP / capita (Eur): 3.329 (2009) / 3.300 (2010) / 3.500 (2011) Foreign direct investments: 19.8 mil. Eur (2011) Share of SMEs in the total number of companies : 8.9 % (2012) Total number of active companies : 4.921 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 528 (2012) • companies in the secondary sector : 676 (2012) • companies in the tertiary sector – trade: 2396 (2012) • companies in the tertiary sector – services: 1321 (2012) Number of research and development units: 0 Infrastructure for business environment development: 1 technological information center
Tourism-related products	Transit and leisure tourism, followed by fishing and hunting tourism, cultural tourism, ecotourism, agrotourism, wine tasting , Danube cruises etc.
Natural resources available for tourism	<ul style="list-style-type: none"> • Ostrovul Mare Nature Reserve • Suhaia Marsh – avifaunistic nature reserve • Troianu Forest – nature reserve
Cultural resources available for tourism	Archaeological sites: the ruins of the Roman fortress Turrus (Turnu Măgurele), Zimnicea Fortress Geto-Facian settlement (5 th century B.C.), Ciuperceni Palaeolithic reservation, Alexandria Tumulus, La Râpe archaeological reservation (Poroschia), La ziduri feudal fortress (Tătăraștii de Sus), Cossack Fortress (Roşiorii de Vede). Monasteries and churches: Drăgănești Monastery (1674, Roşiorii de Vede), the ruins of Ciolănești Monastery, Țigănia Monastery (Coșoteni), Plăviceni Monastery, (1837, Dudu), St. Alexandru Cathedral (1897, Alexandria), Balaci Church (1684), the wooden churches of Bujoreni, Drăcești, and others. Aristocracy mansions: Costea's Mansion (1718, Frăsinet), Beiu Storbăneasa Mansion, Vitănești Mansion, etc. Museums and memorial houses: the County Museum of History and

	Archaeology (Alexandria), 1907 peasant uprising Museum (Roşiori de Vede), Zaharia Stancu Memorial House (Salcia), Marin Preda Memorial House , Haricleea Darclée Memorial House (Turnu Măgurele).
Heritage structures	Items listed in the List of historic monuments: 25 (2010)
	Monuments listed in the List of historic monuments: 315(2010)
	Sites listed in the List of historic monuments: 53 (2010)
Tourism infrastructure	Accommodation units: 17 (2013)
	Incoming tourists: 13 176 (2013)
	Accommodation nights: 39 434 (2013)
Environment/biodiversity	Protected natural areas: 5
	NATURA 2000 sites: 11
Risk factors	<ul style="list-style-type: none"> • low landslide risk

Giurgiu County	
Classification	Giurgiu– mostly rural (OECD); agricultural (EDORA) / peri-urban rural region
Location	South Muntenia Development Region [NUTS2]
Neighbouring areas	South – state border with the Republic of Bulgaria (Danube River) West –Teleorman county North – Dâmbovița county and Ilfov county East–Călărași county
Border crossing points	Giurgiu - Ruse (road and railway bridge)
Area	3549.1 km ²
Population	279366 (2013) – downward trend for the period 2004-2013
Density	78.71 loc / km ²
Network of localities	1 municipality: Giurgiu (county capital- 65 691 inhabitants - 2013) 2 towns: Bolintin Vale, Mihăilești number of communes– 51 number of villages– 167
Level of urbanization	30.81 % (2013)
Positive migration balance	+ 776 (2012)
Ethnic minority groups	roma: 5.40% (2011)
Share of active population	66.27% (2013)
Average number of employees	29 734 (2012)
Employed population	89 800 (2012)
Share of employed population per sectors of economy	primary sector– 54.1 % (2012) secondary sector– 15 % (2012) tertiary sector- 27.4% (2012)
Number of the unemployed/Unemployment rate	number of the unemployed– 5 900 (2012) unemployment rate- 5.9 (2012)
Number of primary and lower secondary educational units	106 (2012)
Number of highschoools and national-level colleges	11 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – n/a number of graduates– n/a
Share of non-educated population	5.1 % (2011)
Share of illiterate population	3.8% (2011)
Number of hospitals	3 (2012) / 2.89 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	114 (2012)
Number of medical doctors per 10,000 inhabitants	11.3 (2011)
Population connected to water supply systems	77 290 / 27.7% (2012)


Population connected to sewage systems	53 188/ 19.1% (2012)
Share of population benefiting from waste disposal services	94.6 % (2012)
Average area available for living	15.74 sqm / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the county	<ul style="list-style-type: none"> • Lugoj – Drobeta Turnu Severin - Calafat – Vidin – Sofia – (Greece) – road • (Ukraine) – Suceava – Bacău – Buzău – Ploiești – Bucharest – Giurgiu – Ruse – Biala - Veliko Tarnovo – Stara Zagora – road • (R. Moldova) – Iași – Bacau – Buzau – Ploiești – Bucharest – Giurgiu – Ruse- Gorna Oriahovița - Veliko Tarnovo – Stara Zagora – Dimitrovgrad – (Turkey) -railway
TEN-T Comprehensive networks crossing the county	<ul style="list-style-type: none"> • Calafat – Craiova – Alexandria – Bucharest – road • Videle – Giurgiu - railway
European/national roads crossing the county	<ul style="list-style-type: none"> • E 70 / DN 6: (Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severin – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) • E 85 (Ukraine) - Siret - Suceava - Sabaoani - Roman - Bacau - Marașești - Tiandța - Buzau - Urziceni - Bucharest - Giurgiu - Ruse - Biala - Veliko Tarnovo - Stara Zagora - Haskovo - Svilengrad – (Greece) • DN 5, DN 5 A, DN 5 B, DN 5C, DN 41, DN 61
Harbour towns	Giurgiu - Lower Danube water way
Airports	does not apply
Length of road/railway networks	highway length – 28 kml (2012) national roads length – 311 kml (2012) total public roads – 1160 (2012) railway lines length – 47 (2012) length of electrified railway lines – 24 (2012)
Economy	GDP / capita (Eur): 3.283 (2009) / 4.500 (2010) / 4.600 (2011) Foreign direct investments: 0 (2011) Share of SMEs in the total number of companies : 7 % (2012) Total number of active companies : 3.848 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 331 (2012) • companies in the secondary sector : 719 (2012) • companies in the tertiary sector – trade: 1717 (2012) • companies in the tertiary sector – services: 1081 (2012) Number of research and development units: 0 Infrastructure for business environment development: 1 industrial park
Tourism-related products	Transit and business tourism
Natural resources available for tourism	Comana Nature Park (Ramsar site) cu with nature reserves: <ul style="list-style-type: none"> • Padina Tătarului, scientific peony reserve • Oloaga Grădinari, scientific thistle reserve • Comana Marsh – nature reserve and avifaunistic protection area
Cultural resources available for tourism	Monuments of the municipality of Giurgiu: the building of the old prefecture of Vlășia (20 th century), today a museum, the harbour building (1840), the Palace of the Romanian River Navigation (building of the harbour command post, 1939-1945), CFR railway station, County council (1930), County museum (1950), Cama Canal, the ruins of the chemistry factory, Wallachian theatre; Udriște Năsturel architectural site (1642, Hotarele commune); Drugănescu Palace (Stoenești – Florești). Aristocracy mansions: Mavrache (1850, Singureni); Nicu Cantacuzino (1850)

	and Păsăi (19 th century, Vedeia); Ion Barbu Arion (1921, Răsuceni), Ironware museum (Herești). Monasteries: Comana Monastery; Călugăreni museum complex.
Heritage structures	Items listed in the List of historic monuments: 23 (2010)
	Monuments listed in the List of historic monuments: 428(2010)
	Sites listed in the List of historic monuments: 31 (2010)
Tourism infrastructure	Accommodation units: 13 (2013)
	Incoming tourists: 24 983 (2013)
	Accommodation nights: 82 801 (2013)
Environment/biodiversity	Protected natural areas: 5
	NATURA 2000 sites: 8
Risk factors	<ul style="list-style-type: none"> • flooding risk • low landslide risk • technology risks

Călărași County	
Classification	Călărași– mostly rural (OECD); agricultural (EDORA) / intermediary region
Location	South Muntenia Development Region [NUTS2]
Neighbouring areas	South – state border with the Republic of Bulgaria (Danube river) and with Constanța county West –Giurgiu county and Ilfov county North – Ialomița county East–Constanța county
Border crossing points	Oltenița - Tutrakan (ferryboat) Călărași - Silistra (ferryboat)
Area	5067.4 km ²
Population	308655 (2013) – downward trend for the period 2004-2013
Density	60.91 loc / km ²
Network of localities	2 municipalities: Călărași (county capital- 72 132 inhabitants -2013), Oltenița
	3 towns: Budești, Fundulea, Lehliu-Gară
	number of communes– 50
	number of villages– 160
Level of urbanization	38.49 % (2013)
Positive migration balance	-122 (2012)
Ethnic minority groups	roma: 7.47 % (2011)
Share of active population	66.51 % (2013)
Average number of employees	41 464 (2012)
Employed population	100 900 (2012)
Share of employed population per sectors of economy	primary sector– 50.2% (2012)
	secondary sector– 17.7% (2012)
	tertiary sector- 28.8% (2012)
Number of the unemployed/Unemployment rate	number of the unemployed– 9 600 (2012)
	unemployment rate- 7.2 (2012)
Number of primary and lower secondary educational units	65 (2012)
Number of highschoools and national-level colleges	14 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 407 (2012/2013) number of graduates– 87 (2011)
Share of non-educated population	5.9% (2011)
Share of illiterate population	3.5% (2011)
Number of hospitals	5 (2012) / 3.76 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	119 (2012)
Number of medical doctors	10.1 (2011)


per 10,000 inhabitants	
Population connected to water supply systems	131 729 / 42.5% (2012)
Population connected to sewage systems	68 578/ 22.1% (2012)
Share of population benefiting from waste disposal services	97% (2012)
Average area available for living	13.53 sqm / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the county	<ul style="list-style-type: none"> • (Hungary) – Arad – Timișoara – Lugoj – Deva - Sibiu – Pitești – Bucharest – Cernavoda – Constanța – road • (Hungary) – Arad – Deva – Sighișoara – Brașov – Bucharest – Fetești – Constanța - railway
TEN-T Comprehensive networks crossing the county	<ul style="list-style-type: none"> • Videle – Giurgiu - railway
European/national roads crossing the county	<ul style="list-style-type: none"> • A2 / E 81 / <i>The highway of the Sun</i>: Bucharest– Constanța • DN 3, DN 3A, DN 3 B, DN 3 D, DN 4, DN 21, DN 31
Harbour towns	Oltenița, Cetatea - Lower Danube water way
Airports	does not apply
Length of road/railway networks	highway length – 104 kml (2012) national roads length – 502 kml (2012) total public roads – 1348 (2012) railway lines length – 188 (2012) length of electrified railway lines – 147 (2012)
Economy	GDP / capita (Eur): 3.215 (2009) / 4.100 (2010) / 4.200 (2011) Foreign direct investments: 4.84 mil. Eur (2011) Share of SMEs in the total number of companies : 7.6 % (2012) Total number of active companies : 4.232 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 496 (2012) • companies in the secondary sector : 702 (2012) • companies in the tertiary sector – trade: 1923 (2012) • companies in the tertiary sector – services: 1111 (2012) Number of research and development units: 4 Infrastructure for business environment development: 2 technological information centers
Tourism-related products	<ul style="list-style-type: none"> • business tourism • Potential to develop leisure and sports tourism (equitation, swimming)
Natural resources available for tourism	<ul style="list-style-type: none"> • Fundeni, Tămădău, Vărăști, Ciornuleasa Forests – nature forest reserves
Cultural resources available for tourism	Archaeological sites: Păcuil lui Soare, island where lie the ruins of the Byzantine fortress of the 10th century and Durostorum (early 2 nd century), a Roman settlement. Monuments: the historic monument of Cătălui, (1560-1577), the oldest medieval historical monument on the county territory. Monasteries and churches: Plătărești Monastery (1639); the church of the former Negoești Monastery (1648-1649), St. Andrew Church (1732), etc.
Heritage structures	Items listed in the List of historic monuments: 9 (2010) Monuments listed in the List of historic monuments: 210 (2010) Sites listed in the List of historic monuments: 65 (2010)
Tourism infrastructure	Accommodation units: 15 (2013) Incoming tourists: 11 035 (2013)

	Accommodation nights: 34 313 (2013)
Environment/biodiversity	Protected natural areas: 5 NATURA 2000 sites: 13
Risk factors	<ul style="list-style-type: none"> • low landslide risk • technology risks

<p>Constanța County</p>	
Classification	Constanța – intermediary (2) (OECD); rural consumption (EDORA) / intermediary region
Location	South East Development Region [NUTS2]
Neighbouring areas	South – state border with the Republic of Bulgaria (Danube river) and Black Sea West – Black Sea North – Tulcea county and Brăila county East – Ialomița county and Călărași county
Border crossing points	Negru Vodă - Kardam (land-based) Vama Veche - Durankulak (land-based) Ostrov - Silistra (land-based / road based transport)
Area	7079.7 km ²
Population	724506 (2013) – downward trend for the period 2004-2013
Density	102.34 loc / km ²
Network of localities	3 municipalities: Constanța (county capital- 297 251 inhabitants - 2013), Mangalia, Medgidia
	9 towns: Băneasa, Cernavodă, Eforie, Hârșova, Murfatlar, Năvodari, Negru Vodă, Ovidiu, Techirghiol
	number of communes– 58
	number of villages– 189
Level of urbanization	69.08 % (2013)
Positive migration balance	+530 (2012)
Ethnic minority groups	roma: 1.25% (2011) turks: 3.04 % (2011) tatars: 2.86 % (2011)
Share of active population	71.65 % (2013)
Average number of employees	165 211 (2012)
Employed population	295 000 (2012)
Share of employed population per sectors of economy	primary sector– 22.8% (2012) secondary sector– 24.9% (2012) tertiary sector- 49.2% (2012)
Number of the unemployed/Unemployment rate	number of the unemployed– 24 000 (2012) unemployment rate- 4.5 (2012)
Number of primary and lower secondary educational units	101 (2012)
Number of highschoools and national-level colleges	57 (2012)
Number of universities	5 (2012)
Research clusters	<ul style="list-style-type: none"> • MARITIME CLUSTER (Constanța) • MedGreen Pole - Equipment for recovery the residual energy; Electric and thermal energy of alternative sources (Constanța)
Higher educated population	number of students – 23871 (2012/2013) number of graduates– 7183 (2011)
Share of non-educated	2.9% (2011)


population	
Share of illiterate population	1.3% (2011)
Number of hospitals	18 (2012) / 5.70 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	385 (2012)
Number of medical doctors per 10,000 inhabitants	26.4 (2011)
Population connected to water supply systems	536 605 / 74% (2012)
Population connected to sewage systems	407 275/ 56.2% (2012)
Share of population benefiting from waste disposal services	90.6% (2012)
Average area available for living	15.23 sqm / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the county	<ul style="list-style-type: none"> • (Hungary) – Arad – Timișoara – Lugoj – Deva - Sibiu – Pitești – Bucharest – Cernavoda – Constanța – road • (Hungary) – Arad – Deva – Sighișoara – Brașov – Bucharest – Fetești – Constanța - railway
TEN-T Comprehensive networks crossing the county	<ul style="list-style-type: none"> • Constanța – Vama Veche – Varna – Burgas - road
European/national roads crossing the county	<ul style="list-style-type: none"> • E 87 ((Ukraina) - Galați - Tulcea - Constanța - Vama Veche – Durankulak - Varna - Burgas - Marinka - Malko Tarnovo – (Turkey) • A2 / A4 / E 81 / <i>The highway of the Sun</i>: Bucharest – Constanța • E 675 / DN 3 B (Agigea – Negru Vodă - Kardam) • DN 2A /E 60, DN 3, DN 3 A, DN 3 C, DN 22, DN 22 C, DN 39, DN 39 C, DN 39 D
Harbour towns	Murfatlar, Medgidia, Cernavodă - Lower Danube water way
Airports	Mihail Kogălniceanu International Airport
Length of road/railway networks	highway length – 74 kml (2012) national roads length – 551 kml (2012) total public roads – 2492 (2012) railway lines length – 501 (2012) length of electrified railway lines – 85 (2012)
Economy	GDP / capita (Eur): 6.399 (2009) / 6.900 (2010) / 7.200 (2011) Foreign direct investments: 27.2 mil. Eur (2011) Share of SMEs in the total number of companies : 35.9 % (2012) Total number of active companies : 19.901 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 764 (2012) • companies in the secondary sector : 3212 (2012) • companies in the tertiary sector – trade: 6846 (2012) • companies in the tertiary sector – services: 9079 (2012) Number of research and development units: 12 Infrastructure for business environment development:1 technological information center, 1 industrial park, 2 clusters
Tourism-related products	Leisure tourism (seaside) - 13 tourist resorts of national importance; here we find the highest percentage of the national accommodation capacity - about 43%, and approximately 60% of the domestic and international tourist transit
Natural resources available for tourism	<ul style="list-style-type: none"> • Small part of the Danube Delta Biosphere Reserve; • Cheia Massif on Casimca Valley- mixed reserve – botanical and geological; • Nature Complex Gura Dobrogei – mixed nature reserve;

	<ul style="list-style-type: none"> • Marine Sand Dunes Reserve from Agigea, unique in Europe, the only marine sand dunes habitat; • Hârșova Canals – geological and paleontological reserve; • Oltina Lake - mixed nature reserve
Cultural resources available for tourism	<p>Archaeological sites: Histria Fortress (natural and scientific reservation, a natural area part of the National Danube Delta Park); Tomis Fortress (6th century B.C.) became the town of Constanța; Callatis Fortress (late 6th century B.C.) is now the town of Mangalia; the Roman edifice with mosaic of Constanța (4th century B.C.) unique in Eastern Europe.</p> <p>Churches / mosques and monasteries: the Great Mosque of Constanța (1910-1913), Carol Mosque, the Orthodox Cathedral of Constanța (1883 - 1895), Esmahan-Sultan Mosque of Mangalia (1573), Derwent Monastery (1929-1936, Ostrov).</p> <p>Museums: the National Museum of History and Archaeology (Constanța), the Museum of Natural Sciences (Aquarium, Dolphinarium, Astronomic observatory - Constanța), the Museum of Art, Sea Museum (Constanța), Navy Museum (Constanța), Dinu and Sevasta Vintilă Art Museum (Topalu commune).</p>
Heritage structures	<p>Items listed in the List of historic monuments: 10 (2010)</p> <p>Monuments listed in the List of historic monuments: 440 (2010)</p> <p>Sites listed in the List of historic monuments: 234 (2010)</p>
Tourism infrastructure	<p>Accommodation units: 745 (2013)</p> <p>Incoming tourists: 859634 (2013)</p> <p>Accommodation nights: 3418997 (2013)</p>
Environment/biodiversity	<p>Protected natural areas: 38</p> <p>NATURA 2000 sites: 22 Sites of community importance (SCI) and 20 Special Protected Areas of avifaunistic importance (SPA)</p>
Risk factors	<ul style="list-style-type: none"> • flooding risk, • high landslide risk • technology risks

Vidin Oblast	
Classification	Vidin – mostly rural area in the proximity of a city (EDORA / ESPON)
Location	Severozapaden Region [NUTS2]
Neighbouring areas	South – state border with the Republic of Serbia West – state border with the Republic of Serbia North – state border with Romania (Danube river) East–Montana Oblast
Border crossing points	Vidin - Calafat (road and railway bridge)
Area	3038.2 km ²
Population	95467 (2013) – downward trend for the period 2004-2013
Density	102.34 loc / km ²
Network of localities	7 towns: Vidin (capital– population 60222 inhabitants – 2013), Belogradchik, Bregovo, Gramada, Dimovo, Kula, Dunavtsi number of communes– 7 number of villages– 135
Level of urbanization	64.10 % (2013)
Positive migration balance	-703 (2013)
Ethnic minority groups	roma: 7.66 % (2011)
Share of active population	60.67 % (2013)
Average number of employees	17670 (2012)
Employed population	31900 (2012)
Share of employed population per sectors of economy	primary sector– 5.6% (2012) secondary sector– 27.5% (2012) tertiary sector- 59.8% (2012)
Number of the unemployed/Unemployment rate	number of the unemployed– 7900 (2012) unemployment rate- 17.4 (2012)
Number of primary and lower secondary educational units	31 (2012)
Number of highschoools and national-level colleges	4 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – n/a number of graduates– n/a
Share of non-educated population	5.5 % (2011)
Share of illiterate population	1.3% (2011)
Number of hospitals	2 (2012) / 3.69 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	27 (2012)
Number of medical doctors per 10,000 inhabitants	83.8 (2011)
Population connected to water supply systems	96 960 / 99.4 % (2012)

Population connected to sewage systems	54 821 / 56.2 % (2012)
Share of population benefiting from waste disposal services	100 % (2012)
Average area available for living	52.45 sqm/ inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	<ul style="list-style-type: none"> • Lugoj – Drobeta Turnu Severin - Calafat – Vidin – Sofia – (Greece) – road • Arad – Timișoara – Caransebeș – Strehia – Craiova – Calafat – Vidin – Vratisa - Mezdra - Sofia – (Greece) - railway
TEN-T Comprehensive road network crossing the district	-
European/national roads crossing the district	<ul style="list-style-type: none"> • E 79 / DN 1: ((Hungary) - Oradea - Beiuș - Deva - Petroșani - Targu Jiu - Craiova - Calafat - Vidin - Vratisa - Botevgrad - Sofia - Blagoevgrad – Serai (Turkey) • DN 12, DN 14, DN 11
Harbour towns	Vidin - Lower Danube water way
Airports	does not apply
Length of road/railway networks	highway length – 0 km (2012) national roads length – 165 km (2012) total public roads – 611 (2012) railway lines length – 101 (2012) length of electrified railway lines – 80 (2012)
Economy	GDP / capita (Eur): 2.600 (2009) / 2.400 (2010) / 2.600 (2011) Foreign direct investments: 61.2 mil. Eur (2011) Share of SMEs in the total number of companies : 99.9 % (2012) Total number of active companies : 3.121 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 223 (2012) • companies in the secondary sector : 352 (2012) • companies in the tertiary sector – trade: 1435 (2012) • companies in the tertiary sector – services: 1111 (2012) Number of research and development units: 3 Infrastructure for business environment development: 1 free zone
Tourism-related products	Cultural-historical, business tourism; in rural areas, agritourism, thematic tourism (local traditions, gastronomy, etc.) and ecotourism
Natural resources available for tourism	<ul style="list-style-type: none"> • Chuprene Biosphere reserve; • Belogradchik Cliffs or the Stone Forest South of the Danube – natural tourist attraction; • Măgura Cave (one of the largest in Bulgaria); • Wild Animals Reserve Midzhu on Mount Midzur; • Danube River Bank Park (natural monument) includes: Babab Vida Citadel, the Osman Pazvantoglu Mosque and library, Kapiya Telegraph office, the Turkish postal office, as well as archaeological sites (the Roman citadel walls) and a number of memorial sites
Cultural resources available for tourism	Archaeological sites: Vidin Fortress - Baba Vidin, (3 rd - 4 th centuries), Ancient Rastaria - old town of the Ulpia Traiana Rastaria (Rastaria) colony, the Fortress of Belogradchik, (3 rd century B.C.), Martis Castrum - Roman fortress, Kaleto - system of fortifications along the Danube. Churches and monasteries: St. Martyr Dumitru Cathedral (17 th century), St. Pantelimon Church (1634), St. Petka Church (1627), St. George Church (1868), the Synagogue; Albotin Monastery, the stone monastery (13 th -14 th centuries, Dobridol) Dormition of the Holy Virgin Monastery (Izvorski – Lopushanski Monastery), St. Trinity Rakovitsa (preservation area).

	Museums: The museum of ethnography of Vidin, the former Krastata military camp, the Koluka Museum of History (mid 18 th century), the Museum of Natural Sciences Belogradchik, the Astronomic Observatory and others.
Heritage structures	Items listed in the List of historic monuments: n/a
	Monuments listed in the List of historic monuments: 56
	Sites listed in the List of historic monuments: n/a
Tourism infrastructure	Accommodation units: 36 (2013) Incoming tourists: 35 212 (2013) Accommodation nights: 58 229 (2013)
Environment/biodiversity	Protected natural areas: n/a NATURA 2000 sites: 17 Sites of community importance (SCI) and 2 Special Protected Areas of avifaunistic importance (SPA)
Risk factors	<ul style="list-style-type: none"> • moderate landslide risk

Montana Oblast	
Classification	Montana – mostly isolated (EDORA / ESPON)
Location	Severozapaden Region [NUTS2]
Neighbouring areas	South – oblast Sofia West – state border with the Republic of Serbia and oblast Vidin North – state border with Romania (Danube river) East– Oblast Vratsa
Border crossing points	Lom - Rast (ferryboat)
Area	3628.4 km ²
Population	141596 (2013) – downward trend for the period 2004-2013
Density	39.02 loc / km ²
Network of localities	8 towns: Montana (capital city – population 51774 inhabitants – 2013), Berkovitsa, Boychinovtsi, Brusartsi, Chiprovtsi, Lom, Valchedram, Varshets number of communes– 41 number of villages– 121
Level of urbanization	64.29% (2013)
Positive migration balance	-388 (2013)
Ethnic minority groups	roma: 12.71 % (2011)
Share of active population	62.12 % (2013)
Average number of employees	28722 (2012)
Employed population	49100 (2012)
Share of employed population per sectors of economy	primary sector– 6.9% (2012) secondary sector– 42.9% (2012) tertiary sector- 47% (2012)
Number of the unemployed/Unemployment rate	number of the unemployed– 8200 (2012) unemployment rate- 14.9 (2012)
Number of primary and lower secondary educational units	57 (2012)
Number of highschoools and national-level colleges	5 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – n/a number of graduates– n/a
Share of non-educated population	5.8% (2011)
Share of illiterate population	1.3% (2011)
Number of hospitals	5 (2012) / 6.24 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	28 (2012)
Number of medical doctors per 10,000 inhabitants	33.2 (2011)
Population connected to water supply systems	140 932 / 98.1% (2012)

Population connected to sewage systems	84 042 / 58.5 % (2012)
Share of population benefiting from waste disposal services	100 % (2012)
Average area available for living	46.81mp/ inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	Lugoj – Drobeta Turnu Severin - Calafat – Vidin – Sofia – (Greece) – road
TEN-T Comprehensive road network crossing the district	-
European/national roads crossing the district	<ul style="list-style-type: none"> E 79 / DN 1: (Hungary) - Oradea - Beiuș - Deva - Petroșani - Targu Jiu - Craiova - Calafat - Vidin - Vratsa - Botevgrad - Sofia - Blagoevgrad - Serai (Turkey) DN 11, DN 81
Harbour towns	Lom- Lower Danube water way
Airports	Erden Aerodrome
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 217 kml (2012) total public roads – 605 (2012) railway lines length – 115 (2012) length of electrified railway lines – 115 (2012)
Economy	GDP / capita (Eur): 2.800 (2009) / 2.500 (2010) / 2.800 (2010) Foreign direct investments: 31.4 mil. Eur (2011) Share of SMEs in the total number of companies : 99.8 % (2012) Total number of active companies : 4.551 (2012) <ul style="list-style-type: none"> companies in the primary sector : 389 (2012) companies in the secondary sector : 709 (2012) companies in the tertiary sector – trade: 2038 (2012) companies in the tertiary sector – services: 1415 (2012) Number of research and development units: 0 Infrastructure for business environment development: 1 technological park under development
Tourism-related products	<ul style="list-style-type: none"> urban and mountain tourism (ski tourist destination) tourism development potential: ecotourism, culturale, fishing and hunting tourism, balneal tourism, Danube cruises/ leisure etc.
Natural resources available for tourism	<ul style="list-style-type: none"> Vrachanski Balkan Nature Park; N-E Bulgaria Falls - Dursin and Vodniyat Skok, Usketo and Uruchnik; Gornata Korea and Ibisha - ornithological wetland areas
Cultural resources available for tourism	Archaeological sites: the old Montanezium town (Roman military camp of the 1st century B.C.), the ruins of the old Almus town classified as cultural monuments of national importance, belonging to the European cultural patrimony (Lom), Kaleto Fortress (Lom). Churches and monasteries: Borunska Church (Lom), churches Rozhdestvo Bogorodichno and Sveti Nikolay Chudotvorets, Klissura Monastery, Sveti Yoan Ruski Monastery, Sveti Yoan Predtecha Monastery, Sveta Troytsa Monastery, Gushovski Monastery.
Heritage structures	Items listed in the List of historic monuments: n/a Monuments listed in the List of historic monuments: n/a Sites listed in the List of historic monuments: 29
Tourism infrastructure	Accommodation units: 26 (2013) Incoming tourists: 33023 (2013) Accommodation nights: 63694 (2013)

Environment/biodiversity	Protected natural areas: n/a NATURA 2000 sites: 8 Sites of community importance (SCI) and 5 Special Protected Areas of avifaunistic importance (SPA)
Risk factors	<ul style="list-style-type: none"> • flooding risk • moderate landslide risk

Vratsa Oblast



Classification	Vratsa – mostly isolated (EDORA/ESPON)
Location	Severozapaden Region [NUTS2]
Neighbouring areas	South – oblast Sofia West – oblast Montana and oblast Sofia North – state border with Romania (Danube river) East– oblast Pleven and oblast Lovech
Border crossing points	Oryahovo - Bechet (ferryboat) Silistra - Ostrov (land-based)
Area	3623.8 km ²
Population	178395 (2013) – downward trend for the period 2004-2013
Density	49.23 loc / km ²
Network of localities	9 towns: Vratsa (capital – population 70395 inhabitants – 2013), Borovan, Byala Slatina, Kozloduy, Krivodol, Mezdra, Oryahovo, Roman, Mizia number of communes– 0 number of villages– 115
Level of urbanization	59.03% (2013)
Positive migration balance	-1355 (2013)
Ethnic minority groups	roma: 6.18 % (2011)
Share of active population	64.34 % (2013)
Average number of employees	40 506 (2012)
Employed population	63 000 (2012)
Share of employed population per sectors of economy	primary sector– 8% (2012) secondary sector– 32.7% (2012) tertiary sector- 46.3% (2012)
Number of the unemployed/Unemployment rate	number of the unemployed– 6 800 (2012) unemployment rate- 9.4 (2012)
Number of primary and lower secondary educational units	65 (2012)
Number of highschoools and national-level colleges	7 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 605 number of graduates– n/a
Share of non-educated population	5.5% (2011)
Share of illiterate population	1.3% (2011)
Number of hospitals	13 (2012) / 7.00 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	39 (2012)
Number of medical doctors per 10,000 inhabitants	37.2 (2011)
Population connected to water	180 848 / 99.6% (2012)

supply systems	
Population connected to sewage systems	100 774 / 55.5% (2012)
Share of population benefiting from waste disposal services	100 % (2012)
Average area available for living	42.19 sqm/ inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	<ul style="list-style-type: none"> Arad – Timișoara – Caransebeș – Strehaia – Craiova – Calafat – Vidin – Vratsa - Mezdra - Sofia – (Greece) - railway
TEN-T Comprehensive road network crossing the district	-
European/national roads crossing the district	<ul style="list-style-type: none"> E 79 / DN 1: (Hungary) - Oradea - Beiuș - Deva - Petroșani - Targu Jiu - Craiova - Calafat - Vidin - Vratsa - Botevgrad - Sofia - Blagoevgrad - Serai (Turkey) DN 11, DN 15
Harbour towns	Oryahovo, Kozloduy - Lower Danube water way
Airports	does not apply
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 290 kml (2012) total public roads – 637 (2012) railway lines length – 112 (2012) length of electrified railway lines – 112 (2012)
Economy	GDP / capita (Eur): 3.800 (2009) / 4.000 (2010) / 4.300 (2011) Foreign direct investments: 152.8 mil Eur (2011) Share of SMEs in the total number of companies : 99.8 % (2012) Total number of active companies : 5.784 (2012) <ul style="list-style-type: none"> companies in the primary sector : 483 (2012) companies in the secondary sector : 784 (2012) companies in the tertiary sector – trade: 2579 (2012) companies in the tertiary sector – services: 1938 (2012) Number of research and development units: n/a Infrastructure for business environment development: does not apply
Tourism-related products	<ul style="list-style-type: none"> Ecotourism, sports tourism (hunting, fishing), rural tourism, speleological and climbing tourism, cyclotourism. Mountain tourism (the district has one of the longest ski slopes in the country - Coliba Purșevița). in the urban areas there is potential for the development of the cultural-historical tourism in Vratsa and Kozloduy, Oryahovo and Mezdra.
Natural resources available for tourism	<ul style="list-style-type: none"> Vrachanski Balkan - the second largest nature park in Bulgaria; it includes important protected areas – Vrachanski karts reserve (karst phenomena), Ledenika Cave, Ponora reserve, Skaklya Falls (the highest waterfall in Bulgaria) and Boji Most (God's bridge, Roman bridge – natural site of regional importance)
Cultural resources available for tourism	Fortresses and archaeological sites: Vratitsa medieval fortress (1 st century B.C. - 2 nd century A.D.), Patleyna Bulgar medieval settlement, the Christian basilica (5 th - 6 th centuries). Churches/mosques and monasteries: St. George Church, Cerepis Monastery, Strupes Monastery, Archangel Michael Monastery, Eski Mosque, (early 19 th century). Another unique site: Botev's Path memorial complex.
Heritage structures	Items listed in the List of historic monuments: n/a

	Monuments listed in the List of historic monuments: n/a
	Sites listed in the List of historic monuments: n/a
Tourism infrastructure	Accommodation units: 29 (2013) Incoming tourists: 33 503 (2013) Accommodation nights: 75 689 (2013)
Environment/biodiversity	Protected natural areas: n/a NATURA 2000 sites: 12 Sites of community importance (SCI) and 2 Special Protected Areas of avifaunistic importance (SPA)
Risk factors	<ul style="list-style-type: none"> • moderate landslide risk

Pleven Oblast



Classification	Pleven - mostly rural areas in the proximity of a city (EDORA/ESPON)
Location	Severozapaden Region [NUTS2]
Neighbouring areas	South – oblast Lovech West – oblast Vratsa North – state border with Romania (Danube river) East– oblast Veliko Tarnovo and oblast Gabrovo
Border crossing points	Nicopole / Somovit - Turnu Măgurele (ferryboat) Corabia - Magura (ship transport)
Area	4653.9 km ²
Population	259363 (2013) – downward trend for the period 2004-2013
Density	49.23 loc / km ²
Network of localities	14 towns: Pleven (capital – population 126972 inhabitants – 2013), Belene, Gulyantsi, Dolna Mitropoliya, Dolni Dabnik, Levski, Nikopol, Iskar, Pordim, Cherven Bryag, Knezha, Trastenik, Koynare, Slavyanovo number of communes– 77 number of villages– 109
Level of urbanization	66.68% (2013)
Positive migration balance	-1254 (2013)
Ethnic minority groups	roma: 4.15 % (2011) turks: 3.61 % (2011)
Share of active population	62.74 % (2013)
Average number of employees	40506 (2012)
Employed population	103800 (2012)
Share of employed population per sectors of economy	primary sector– 9.9 % (2012) secondary sector– 40 % (2012) tertiary sector- 47.9 % (2012)
Number of the unemployed/Unemployment rate	number of the unemployment – 13000 (2012) unemployment rate- 10.3 (2012)
Number of primary and lower secondary educational units	90 (2012)
Number of highschoools and national-level colleges	8 (2012)
Number of universities	1 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 1329 (2012/2013) number of graduates– 277 (2012)
Share of non-educated population	5.8 % (2011)
Share of illiterate population	1.6% (2011)
Number of hospitals	11 (2012) / 6.26 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	49 (2012)
Number of medical doctors	50.0 (2011)

per 10,000 inhabitants	
Population connected to water supply systems	262 969/ 100% (2012)
Population connected to sewage systems	148 578 / 56.5% (2012)
Share of population benefiting from waste disposal services	100 % (2012)
Average area available for living	40.95mp/ inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	<ul style="list-style-type: none"> Mezdra – Plevna – Gorna Oriahovița - railway
TEN-T Comprehensive road network crossing the district	<ul style="list-style-type: none"> Sofia – Plevna – Biala – road
European/national roads crossing the district	<ul style="list-style-type: none"> DN 3 / E 83, DN 11, DN 34, D 35
Harbour towns	Nikopol- Lower Danube water way
Airports	Bohot and Grivita Aerodromes
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 301 kml (2012) total public roads –791 (2012) railway lines length – 206 (2012) length of electrified railway lines – 116 (2012)
Economy	GDP / capita (Eur): 2.700 (2009) / 2.600 (2010) / 3.000 (2011) Foreign direct investments: 195 mil Eur (2011) Share of SMEs in the total number of companies : 99.8 % (2012) Total number of active companies : 9.371 (2012) <ul style="list-style-type: none"> companies in the primary sector : 728 (2012) companies in the secondary sector : 1272 (2012) companies in the tertiary sector – trade: 4076 (2012) companies in the tertiary sector – services: 3295 (2012) Number of research and development units: 9 Infrastructure for business environment development: 1 industrial area
Tourism-related products	Business, transit, urban and historical tourism
Natural resources available for tourism	<ul style="list-style-type: none"> Persina – nature park; Cernelka – nature reserve; Kaylaka – national park; Canyon valley of Vit River – karst relief with various formations, caves, steeps, depressions, 2 galleries of Gininata cave; the river valley displays 14 archaeological sites, the ruins of a monastery, a Roman road and a citadel
Cultural resources available for tourism	Archaeological sites: the Roman town of Dumum, Lucernaria Bourgon ancient Roman fortress, Ukus ancient Roman settlements, prehistoric and ancient settlements near villages Dabovan and Zagrazhden, and others. Churches and monasteries: Strogoyid Byzantine Church, St. Nicholas Church (1834), St. Parascheva Church (1934) and Holy Trinity Church, (1870), St. Peter and Paul Church(13 th century), Karlukovo Monastery, Plevna 1877 Epopee - "Saint George the Conqueror" Chapel (1903/1907). Museums: The regional museum of history, a cultural monument of national importance (1884-1888), the Museum of Wine (Kaylaka Natural Park).
Heritage structures	Items listed in the List of historic monuments: n/a Monuments listed in the List of historic monuments: n/a

	Sites listed in the List of historic monuments: n/a
Tourism infrastructure	Accommodation units: 23 (2013) Incoming tourists: 50 856 (2013) Accommodation nights: 89 102 (2013)
Environment/biodiversity	Protected natural areas: 60 protected areas and 24 natural objectives NATURA 2000 sites: 11 Sites of community importance (SCI) and 5 Special Protected Areas of avifaunistic importance (SPA)
Risk factors	<ul style="list-style-type: none"> • flooding risk • high landslide risk

Veliko Tarnovo Oblast



Classification	Veliko Tarnovo – intermediary area in the proximity city (EDORA/ESPON)
Location	Severen tsentralen Region [NUTS2]
Neighbouring areas	South – oblast Stara Zagora and oblast Sliven West – oblast Pleven, oblast Lovech and oblast Gabrovo North – state border with Romania (Danube river) East– oblast Ruse and oblast Targovishte
Border crossing points	Svishtov - Zimnicea (ferryboat)
Area	4665.3 km ²
Population	251126 (2013) – downward trend for the period 2004-2013
Density	53.83 loc / km ²
Network of localities	14 towns: Veliko Tarnovo (capital– population 88278 inhabitants – 2013), Gorna Oryahovitsa, Svishtov, Pavlikeni, Lyaskovets, Elena, Strazhitsa, Polski Trambesh, Debeleets, Dolna Oryahovitsa, Byala Cherkva, Zlataritsa, Kilifarevo, Suhindol number of communes– 64 number of villages–322
Level of urbanization	69.87 % (2013)
Positive migration balance	- 695 (2013)
Ethnic minority groups	roma: 1.66 % (2011) turks: 6.71 % (2011)
Share of active population	66.26 % (2013)
Average number of employees	67 706 (2012)
Employed population	96 000 (2012)
Share of employed population per sectors of economy	primary sector– 8.1% (2012) secondary sector– 41.4 % (2012) tertiary sector- 50.5% (2012)
Number of the unemployed/Unemployment rate	number of the unemployed – 12 800 (2012) unemployment rate- 13.8 (2012)
Number of primary and lower secondary educational units	81 (2012)
Number of highschoools and national-level colleges	9 (2012)
Number of universities	3 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 27818 (2012/2013) number of graduates– 8234 (2012)
Share of non-educated population	4.6% (2011)
Share of illiterate population	0.9% (2011)
Number of hospitals	12 (2012) / 6.18 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	63 (2012)
Number of medical doctors	13.5 (2011)

per 10,000 inhabitants	
Population connected to water supply systems	252 820 / 99.7% (2012)
Population connected to sewage systems	168 377/ 66.4% (2012)
Share of population benefiting from waste disposal services	99.1 % (2012)
Average area available for living	42.77 sqm/ inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	<ul style="list-style-type: none"> • (Ukraine) – Suceava – Bacau – Buzau – Ploiești – Bucharest – Giurgiu – Ruse – Biala - Veliko Tarnovo – Stara Zagora - road • Sofia – Veliko Tarnovo – road • (R. Moldova) – Iași – Bacau – Buzau – Ploiești – Bucharest – Giurgiu – Ruse- Gorna Oriahovița - Veliko Tarnovo – Stara Zagora – Dimitrovgrad – (Turkey) – railway
TEN-T Comprehensive road network crossing the district	<ul style="list-style-type: none"> • Varna – Kaspičan – Targovishte - Gorna Oriahovița - railway
European/national roads crossing the district	<ul style="list-style-type: none"> • E 85 / DN 5: (Ukraine) - Siret - Suceava - Sabaoani - Roman - Bacau - Marașești - Tișița - Buzau - Urziceni - Bucharest - Giurgiu - Ruse - Biala - Veliko Tarnovo - Stara Zagora - Haskovo - Svilengrad – (Greece) • E 83 / DN 3, E 772 / DN 4, DN 52, DN 53, DN 55
Harbour towns	Svishtov - Lower Danube water way
Airports	<ul style="list-style-type: none"> • Gorna Oryahovitsa International Airport • Polikraishte aerodrome
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 294 kml (2012) total public roads –937 (2012) railway lines length – 236 (2012) length of electrified railway lines –159 (2012)
Economy	GDP / capita (Eur): 2.900 (2009) / 3.100 (2010) / 3.300 (2011) Foreign direct investments: 81.3 mil. Eur (2011) Share of SMEs in the total number of companies : 99.8% (2012) Total number of active companies : 10.102 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 687 (2012) • companies in the secondary sector : 1439 (2012) • companies in the tertiary sector – trade: 3994 (2012) • companies in the tertiary sector – services: 3982 (2012) Number of research and development units: 15 Infrastructure for business environment development: 2 industrial areas under development
Tourism-related products	Cultural and religious tourism, ecotourism and rural, hunting, balneal tourism, wine tasting tourism .
Natural resources available for tourism	<ul style="list-style-type: none"> • Small part of Persina Nature Park (Plevna District) • Hristovski Falls – protected area; • GeoComplex Ponorite – protected site; • Musinska Cave - protected site; • The Old Oak Reserve on Vardim Island – protected area of national and international importance

Cultural resources available for tourism	<p>Churches and monasteries: St. Dumitru Church (Veliko Tarnovo), Holy Trinity Church (Svishtov), Pokrov Bogorodichen Monastery (Svishtov), Dormition of the Holy Virgin Church (Elena), churches of Asenova slum, the Birth of Christ Church (Arbanasi).</p> <p>Museums: Wine Museum, Archaeology Museum, Bulgarian Renaissance and Constituent Assembly Museum, Regional Museum of History, Museum - Prison (Veliko Tarnovo), Etnography Museum, Museum of Urban culture and life (Svishtov), Aleko Konstantinov museum-house, Sarafkina museum-house, Konstantsaliev's house (Veliko Tarnovo).</p> <p>Unique site: Arbanassi architecture reservation (16th-17th centuries) - assembly of fortified stone houses and Renaissance-style churches.</p>
Heritage structures	Items listed in the List of historic monuments: n/a
	Monuments listed in the List of historic monuments: 140
	Sites listed in the List of historic monuments: n/a
Tourism infrastructure	<p>Accommodation units: 112 (2013)</p> <p>Incoming tourists: 182188 (2013)</p> <p>Accommodation nights: 282946 (2013)</p>
Environment/biodiversity	<p>Protected natural areas: n/a</p> <p>NATURA 2000 sites: 11 Sites of community importance (SCI) and 3 Special Protected Areas of avifaunistic importance (SPA)</p>
Risk factors	<ul style="list-style-type: none"> • flooding risk • moderate landslide risk

Ruse Oblast



Classification	Ruse – intermediary area in the proximity of a city (EDORA/ESPON)
Location	Severen tsentralen Region [NUTS2]
Neighbouring areas	South – oblast Targovishte and oblast Razgrad West – oblast Veliko Tarnovo North – state border with Romania (Danube river) East– oblast Razgrad and oblast Silistra
Border crossing points	Ruse - Giurgiu (road and railway bridge)
Area	2800 km ²
Population	229784 (2013) – downward trend for the period 2004-2013
Density	82.07 loc / km ²
Network of localities	9 towns: Ruse (capital – population 165184 inhabitants – 2013), Byala, Vetovo, Dve Mogili, Marten, Glodzhevo, Slivo Pole, Borovo, Senovo number of communes– 0 number of villages–74
Level of urbanization	77.24 % (2013)
Positive migration balance	+ 57 (2013)
Ethnic minority groups	roma: 3.98 % (2011) turks: 13.23 % (2011)
Share of active population	66.20% (2013)
Average number of employees	70 007 (2012)
Employed population	90 900 (2012)
Share of employed population per sectors of economy	primary sector– 6.5% (2012) secondary sector– 45.1% (2012) tertiary sector- 48.4% (2012)
Number of the unemployed/Unemployment rate	number of the unemployed – 12 200 (2012) unemployment rate- 12.9 (2012)
Number of primary and lower secondary educational units	56 (2012)
Number of highschoools and national-level colleges	15 highschoools (2012)
Number of universities	1 (2012)
Research clusters	Bulgarian Silk - Textile (Ruse)
Higher educated population	number of students – 10297 (2012/2013) number of graduates– 2290 (2012)
Share of non-educated population	4.7% (2011)
Share of illiterate population	0.8% (2011)
Number of hospitals	9 (2012) / 6.49 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	61 (2012)
Number of medical doctors per 10,000 inhabitants	32.4 (2011)
Population connected to water	231 580 / 100% (2012)

supply systems	
Population connected to sewage systems	156 317/ 67.5% (2012)
Share of population benefiting from waste disposal services	100 % (2012)
Average area available for living	36.88 sqm/ inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	<ul style="list-style-type: none"> • (Ukraine) – Suceava – Bacau – Buzau – Ploiești – Bucharest – Giurgiu – Ruse – Biala - Veliko Tarnovo – Stara Zagora - road • Sofia – Veliko Tarnovo – road • (R. Moldova) – Iași – Bacau – Buzau – Ploiești – Bucharest – Giurgiu – Ruse- Gorna Oriahovița - Veliko Tarnovo – Stara Zagora – Dimitrovgrad – (Turkey) – railway
TEN-T Comprehensive road network crossing the district	<ul style="list-style-type: none"> • Sofia – Plevna – Biala – road • Varna – Shumen - Ruse– road • Ruse - Kaspičan - railway
European/national roads crossing the district	<ul style="list-style-type: none"> • E 70 / DN 2 (Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severan – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shumen – Varna – (ferryboat to Samsun, Turkey) • E 85 / DN 5 (Ukraine) - Siret - Suceava - Sabaoani - Roman - Bacau - Marașești - Tișița - Buzau - Urziceni - Bucharest - Giurgiu - Ruse - Biala - Veliko Tarnovo - Stara Zagora - Haskovo - Svilengrad – (Greece) • DN 21, DN 23
Harbour towns	Ruse- Lower Danube water way
Airports	Ruse Airport - inoperative
Length of road/railway networks	highway length – 0 kml (2012) national roads length –265 kml (2012) total public roads –512 (2012) railway lines length – 155 (2012) length of electrified railway lines –155 (2012)
Economy	GDP / capita (Eur): 3.800 (2009) / 3.400 (2010) / 3.900 (2011) Foreign direct investments: 347.3 mil. Eur (2011) Share of SMEs in the total number of companies : 99.8 % (2012) Total number of active companies : 10.883 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 641 (2012) • companies in the secondary sector : 1666 (2012) • companies in the tertiary sector – trade: 4220 (2012) • companies in the tertiary sector – services: 4356 (2012) Number of research and development units: 16 Infrastructure for business environment development: 1 free area and 1 industrial park
Tourism-related products	Business, cultural, religious tourism and ecotourism
Natural resources available for tourism	<ul style="list-style-type: none"> • Rusenski Lom – nature park
Cultural resources available for tourism	More than 20 buildings in Ruse were awarded the " European Heritage Label ". Archaeological sites: Cerven medieval town (14 th century) where fortresses, churches, aristocratic dwellings and blacksmiths' workshops were discovered, as well as fragments of ceramics and golden objects, infrastructure for water supply, 11 churches and a karstic underground spring). Churches and monasteries: rock-carved monastery of Saint Dimitrie

	<p>Basarabov (cultural monument of special importance).</p> <p>Museums: Kaliopa House - the Museum of Urban Life, (late 19th century), the Regional Museum of History, Ruse, the National Museum of Transport and the Zahari Stoyanov Museum, the National museum of transports.</p> <p>Objective listed on the UNESCO world list: <i>The archaeological reservation of the Ivanovo rock-carved churches, including the Ivanovo rupestral monasteries.</i></p>
Heritage structures	Items listed in the List of historic monuments: n/a
	Monuments listed in the List of historic monuments: 140
	Sites listed in the List of historic monuments: 260
Tourism infrastructure	<p>Accommodation units: 112 (2013)</p> <p>Incoming tourists: 88093 (2013)</p> <p>Accommodation nights: 147300 (2013)</p>
Environment/biodiversity	<p>Protected natural areas: n/a</p> <p>NATURA 2000 sites: 8 Sites of community importance (SCI) and 5 Special Protected Areas of avifaunistic importance (SPA)</p>
Risk factors	<ul style="list-style-type: none"> • moderate landslide risk

Razgrad Oblast



Classification	Razgrad – mostly rural area in the proximity of a city (EDORA/ESPON)
Location	Severen tsentralen Region [NUTS2]
Neighbouring areas	South – oblast Targovishte and oblast Shumen West – oblast Ruse and oblast Targovishte North – oblast Ruse and oblast Silistra East– oblast Shumen and oblast Silistra
Border crossing points	-
Area	2414.8 km ²
Population	120594 (2013) – downward trend for the period 2004-2013
Density	49.94 loc / km ²
Network of localities	5 towns: Razgrad (capital – population 49424 inhabitants – 2013), Isperih, Kubrat, Tsar Kaloyan, Zavet, Loznitsa number of communes– 75 number of villages–85
Level of urbanization	47.25 % (2013)
Positive migration balance	-725 (2013)
Ethnic minority groups	roma: 5.00 % (2011) turks: 50.02 % (2011)
Share of active population	67.11 % (2013)
Average number of employees	26742 (2012)
Employed population	45900 (2012)
Share of employed population per sectors of economy	primary sector– 12.9 % (2012) secondary sector– 36 % (2012) tertiary sector- 46.9 % (2012)
Number of the unemployed/Unemployment rate	number of the unemployed – 11100 (2012) unemployment rate- 21.4 (2012)
Number of primary and lower secondary educational units	54 (2012)
Number of highschoools and national-level colleges	4 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 301 2012/2013) number of graduates– 69 (2012)
Share of non-educated population	7.5 % (2011)
Share of illiterate population	2.3% (2011)
Number of hospitals	3 (2012) / 4.42 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	30 (2012)
Number of medical doctors per 10,000 inhabitants	25.9 (2011)
Population connected to water	122 166 / 100% (2012)

supply systems	
Population connected to sewage systems	51 188 / 41.9 % (2012)
Share of population benefiting from waste disposal services	100 % (2012)
Average area available for living	35.74 sqm/ inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	-
TEN-T Comprehensive road network crossing the district	-
European/national roads crossing the district	<ul style="list-style-type: none"> • E 70 / DN 2 (Serbia) - Timișoara – Caransebeș – Drobeta Turnu Severan – Craiova – Alexandria– Bucharest – Giurgiu – Ruse – Razgrad – Shoumen – Varna – (ferryboat to Samsun, Turkey) • DN 49 Tutrakan-Kubrat-Razgrad-Targovishte • DN 23 Ruse-Kubrat-Zavet-Isperih
Harbour towns	does not apply
Airports	does not apply
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 218 kml (2012) total public roads – 506 (2012) railway lines length – 92 (2012) length of electrified railway lines – 49 (2012)
Economy	GDP / capita (Eur): 2.800 (2009) / 2.800 (2010) / 3.200 (2011) Foreign direct investments: 126.3mil Eur (2011) Share of SMEs in the total number of companies : 99.8 % (2012) Total number of active companies : 4.007 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 381 (2012) • companies in the secondary sector : 499 (2012) • companies in the tertiary sector – trade: 1810 (2012) • companies in the tertiary sector – services: 1317 (2012) Number of research and development units: n/a Infrastructure for business environment development: 1 area organized for business
Tourism-related products	Tourism is not a profitable economic activity although there are natural and human resources; Transit tourism is the main form of tourism.
Natural resources available for tourism	<ul style="list-style-type: none"> • Beli Lom – nature reserve; • Kolchachovska Koria - protected area; • Deliorman – remains of century-old forest
Cultural resources available for tourism	Archaeological sites: Abritus archaeology reservation (monument of national importance). Christian Church St. Nikolay Chudotvorets (1860). Museums and memorial houses: Stanka and Nikola Ikonomovi museum-house, Museum of Ethnography, and others. Objective listed on the UNESCO world list: <i>Archaeological reservation Sboryanovo (Isperih) where there is a Thracian tomb, a cultural monument under the protection of UNESCO (near the village Sveshtari, late 4th century B.C.)</i>
Heritage structures	Items listed in the List of historic monuments: n/a Monuments listed in the List of historic monuments: n/a Sites listed in the List of historic monuments: n/a
Tourism infrastructure	Accommodation units: 16 (2013)

	Incoming tourists: 21636 (2013) Accommodation nights: 31031 (2013)
Environment/biodiversity	Protected natural areas: n/a NATURA 2000 sites: 2 Sites of community importance (SCI) and 2 Special Protected Areas of avifaunistic importance (SPA)
Risk factors	<ul style="list-style-type: none"> • moderate landslide risk

Silistra Oblast



Classification	Silistra – mostly isolated areas (EDORA/ESPON)
Location	Severen tsentralen Region [NUTS2]
Neighbouring areas	South – oblast Razgrad and oblast Shumen West – oblast Ruse and oblast Targovishte North – state border with Romania (Danube river) East– oblast Dobrich and state border with Romania (Constanța county)
Border crossing points	Tutrakan - Oltenița (ferryboat) Silistra - Călărași (ferryboat) Ostrov - Silistra (land- based/ road based transport)
Area	2853.3 km ²
Population	116038 (2013) – downward trend for the period 2004-2013
Density	40.67 loc / km ²
Network of localities	5 towns: Silistra (capital – population 49437 inhabitants – 2013), Tutrakan, Dulovo, Glavinitsa, Alfatar number of communes– 63 number of villages–113
Level of urbanization	44.91 % (2013)
Positive migration balance	-377 (2013)
Ethnic minority groups	roma: 5.11% (2011) turks: 36.09 % (2011)
Share of active population	65.23 % (2013)
Average number of employees	21 313 (2012)
Employed population	40 200 (2012)
Share of employed population per sectors of economy	primary sector– 16 % (2012) secondary sector– 32.2 % (2012) tertiary sector- 51.3 % (2012)
Number of the unemployed/Unemployment rate	number of the unemployed – 5 800 (2012) unemployment rate- 16 (2012)
Number of primary and lower secondary educational units	40 (2012)
Number of highschoools and national-level colleges	5 (2012)
Number of universities	0 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 421 (2012/2013) number of graduates– 51 (2012)
Share of non-educated population	8.6 % (2011)
Share of illiterate population	3.8% (2011)
Number of hospitals	3 (2012) / 3.77 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	26 (2012)
Number of medical doctors per 10,000 inhabitants	26.8 (2011)

Population connected to water supply systems	117 214 / 100% (2012)
Population connected to sewage systems	60 600 / 51.7 % (2012)
Share of population benefiting from waste disposal services	99.7 % (2012)
Average area available for living	35.66 sqm / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	-
TEN-T Comprehensive road network crossing the district	-
European/national roads crossing the district	<ul style="list-style-type: none"> • DN 7, DN 21, DN 23, DN 71
Harbour towns	Silistra - Lower Danube water way
Airports	Kaynardzha Aerodrome
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 204 kml (2012) total public roads – 506 (2012) railway lines length – 70 (2012) length of electrified railway lines – 0 (2012)
Economy	GDP / capita (Eur): 2.600 (2009) / 2.300 (2010) / 2.600 (2011) Foreign direct investments: 13 mil. Eur (2011) Share of SMEs in the total number of companies : 99.9 % (2012) Total number of active companies : 3.834 (2012) <ul style="list-style-type: none"> • companies in the primary sector : 495 (2012) • companies in the secondary sector : 494 (2012) • companies in the tertiary sector – trade: 1624 (2012) • companies in the tertiary sector – services: 1215 (2012) Number of research and development units: 3 Infrastructure for business environment development: -
Tourism-related products	Dominant forms of tourism are business and transit; also the cultural, rural, fishing and hunting, hobby tourism, ecotourism, birdWatch, agrotourism.
Natural resources available for tourism	<ul style="list-style-type: none"> • Srebarna Biosphere Reserve, part of the UNESCO “Man and Biosphere” Programme
Cultural resources available for tourism	<p>Archaeological sites: national architecture and archaeology reservation Dorustorum Drastar- Silistra includes 2/3 of the contemporary town of Silistra; on its territory are found unique monuments of the Roman and medieval Bulgarian age, 12 settlement sites, 139 Thracian funeral humps, 60 Thracian-Roman and medieval Bulgarian settlements, 20 fortresses and 13 necropoleis; the archaeological sites around the Danube Park - where was found the basilica of Patriarch Damian (second largest in Bulgaria), as well as a part of Omurtag mansion column.</p> <p>Churches/mosques: Kurşumlu Mosque (16th century), Metropolitan cathedral St. Apostles Peter and Paul and tabernacle with the remains of St. Dasie Dorostolski, the rock-carved sanctuary of Badjaliata (Strelkovo), the rock-carved churches of Suhata Reka (Golesh), Holy Trinity Church (Kaynardja), St. Dumitru of Thessaloniki Church (Garvan), St. Nicholas Church (Tutrakan), and others.</p> <p>Fortresses: Cartalkale stone medieval fortress (9th - 11th centuries, Okorsh), Transmariska (Tutrakan) fortress, Medjidi Tabia fortress (1841-1853) which</p>

	includes an archaeological exhibition and Church St. Peter and Paul (1862).
Heritage structures	Items listed in the List of historic monuments: n/a
	Monuments listed in the List of historic monuments: n/a
	Sites listed in the List of historic monuments: n/a
Tourism infrastructure	Accommodation units: 20 (2013) Incoming tourists: 20 343 (2013) Accommodation nights: 35 655 (2013)
Environment/biodiversity	Protected natural areas: n/a NATURA 2000 sites: 10 Sites of community importance (SCI) and 4 Special Protected Areas of avifaunistic importance (SPA)
Risk factors	<ul style="list-style-type: none"> • moderate landslide risk • technology risks

Dobrich Oblast



Classification	Dobrich- intermediary areas in the proximity of a city (EDORA/ESPON)
Location	Severoiztochen Region [NUTS2]
Neighbouring areas	South – oblast Varna and oblast Shumen West – oblast Silistra and oblast Shumen North – state border with Romania (Constanța county) and oblast Silistra East– Black Sea
Border crossing points	Kardam - Negru Vodă (land-based) Durankulak - Vama Veche (land-based)
Area	4830.1 km ²
Population	184680 (2013) – downward trend for the period 2004-2013
Density	38.24 loc / km ²
Network of localities	6 towns: Dobrich (capital – population 21265 inhabitants – 2013), Balchik, Kavarna, General Toshevo, Tervel, Shabla number of communes– 65 number of villages–209
Level of urbanization	69.12 % (2013)
Positive migration balance	-521 (2013)
Ethnic minority groups	roma: 8.81 % (2011) turks: 13.50 % (2011)
Share of active population	66.51 % (2013)
Average number of employees	42641 (2012)
Employed population	74600 (2012)
Share of employed population per sectors of economy	primary sector– 14.1 % (2012) secondary sector– 29.1 % (2012) tertiary sector- 54.2 % (2012)
Number of the unemployed/Unemployment rate	number of the unemployed – 14900 (2012) unemployment rate- 15.4 (2012)
Number of primary and lower secondary educational units	74 (2012)
Number of highschoools and national-level colleges	6 (2012)
Number of universities	1 (2012)
Research clusters	0 (2012)
Higher educated population	number of students – 1149 (2012/2013) number of graduates– 253 (2012)
Share of non-educated population	7.6 % (2011)
Share of illiterate population	2.7% (2011)
Number of hospitals	7 (2012) / 4.53 number of hospitals beds/1000 inhabitants (2012)
Number of family doctor practices	33 (2012)
Number of medical doctors per 10,000 inhabitants	28.2 (2011)

Population connected to water supply systems	186 258 / 99.9 % (2012)
Population connected to sewage systems	131 817 / 70.7 % (2012)
Share of population benefiting from waste disposal services	94.5 % (2012)
Average area available for living	39.92 sqm / inhabitant (2012)
Accessibility / Transport	The county is crossed by three European transport corridors TEN-T – IV, VII and IX
TEN-T Core networks crossing the district	-
TEN-T Comprehensive road network crossing the district	<ul style="list-style-type: none"> • Constanța – Vama Veche – Varna – Burgas – road
European/national roads crossing the district	<ul style="list-style-type: none"> • E 87 / DN 9: (Ukraina) - Galați - Tulcea - Constanța - Vama Veche – Durankulak - Varna - Burgas - Marinka - Malko Tarnovo – (Turkey) • E 675 / DN 29: Agigea – Negru Voda – Kardam • DN 21, DN 27, DN 71, DN 97
Harbour towns	-
Airports	Balchik aerodrome
Length of road/railway networks	highway length – 0 kml (2012) national roads length – 325 kml (2012) total public roads – 827 (2012) railway lines length – 60 (2012) length of electrified railway lines – 0 (2012)
Economy	<p>GDP / capita(Eur): 3.000 (2009) / 3.300 (2010) / 3.400 (2011)</p> <p>Foreign direct investments: 261.8 mil. Eur (2011)</p> <p>Share of SMEs in the total number of companies : 99.9 % (2012)</p> <p>Total number of active companies : 4.007 (2012)</p> <ul style="list-style-type: none"> • companies in the primary sector : 1.102 (2012) • companies in the secondary sector : 1165 (2012) • companies in the tertiary sector – trade: 3335 (2012) • companies in the tertiary sector – services: 3409 (2012) <p>Number of research and development units: 4</p> <p>Infrastructure for business environment development: 2 industrial areas under development</p>
Tourism-related products	The Dobrich economy is concentrated on leisure tourism, with the main attractions at the seaside, concentrated in Balçik and in Albena resort. Agri-tourism and seaside-based tourism is also practiced at a small scale within the fishing villages and small cities of Shabla, Kavarna.
Natural resources available for tourism	<ul style="list-style-type: none"> • In the South, The Golden Sands resort overlaps a small part of Zlatni Pyasatsi Nature Park; • Kaliakra nature and archaeological reserve; • Taukliman (Birds Bay); Baltata Reserve, located on the Batov River Valley – exotic forest; • Bolata Nature Reserve; • Durankulak Lake – protected area (the lake is a natural one and mostly made up from swamps - marshy)
Cultural resources available for tourism	<p>Archaeological sites: Yailata national archaeological reservation (1989), where a cave-town can be visited, (5th millennium B.C.) and a fortress of the early Byzantine age (late 5th century); Temple of Cybele, (3rd century B.C.); Durankulak Archaeology Park.</p> <p>Churches: St. George Church (1836), Dormition of the Holy Virgin Church (1860) - Kavarna, St. Nicholas Church (Balçik).</p>

	Museums: Dobrogea and Sea Museum (operational inside a restored Turkish bath - 15 th century, Kavarna) and others.
Heritage structures	Items listed in the List of historic monuments: n/a
	Monuments listed in the List of historic monuments: n/a
	Sites listed in the List of historic monuments: n/a
Tourism infrastructure	Accommodation units: 142 (2013) Incoming tourists: 345971 (2013) Accommodation nights: 1998528 (2013)
Environment/biodiversity	Protected natural areas: n/a NATURA 2000 sites: 8 Sites of community importance (SCI) and 9 Special Protected Areas of avifaunistic importance (SPA)
Risk factors	<ul style="list-style-type: none"> • flooding risk • high landslide risk