

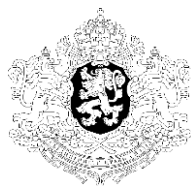


Transdanube.Pearls - Network for Sustainable Mobility along the Danube

WP4 Sustainable Regional Tourism Mobility Plan for region Vidin (SRTMP)



<http://www.interreg-danube.eu/approved-projects/transdanube-pearls>



REPUBLIC OF BULGARIA
REGIONAL GOVERNOR OF VIDIN REGION

WP4/Action 4.2

Author: Regional administration Vidin

Final Version/Date 15.03.2018





Document			Revision/Approval	
Version	Date	Status	Date	Status
Final	15.03.2018	Final	15.03.2018	final

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Revision: (no)

Participating project partners: (no)

More information about TRANSDANUBE.PEARLS and the project activities & results are available on: <http://www.interreg-danube.eu/approved-projects/transdanube-pearls>



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1. SUMMARY

This document, "Sustainable Regional Tourism Mobility Plans" (SRTMP), was developed under the Transdanube.Pearls – Network for Sustainable Mobility Project along the Danube River, DTP1-1-034-3.1, Work Package 4, of the Transnational Cooperation Danube 2014-2020 program and the guidelines provided for its preparation. SRTMPs are strategic plans designed to meet the mobility needs of visitors as well as local populations in regions with priority tourism development.

The basis for the SRTMP is to set up and operate information centers for mobility in tourist destinations. The idea is to offer complete information on mobile options in these centers to be provided to every tourist. In this way, local efforts will demonstrate how access to tourist sites can become more environmentally friendly, safe and healthy for tourists and the general public.

This plan supports the balanced development of all appropriate mobility activities in tourism, by encouraging the orientation to the more sustainable of them. The plan proposes an integrated set of technical, infrastructure, policy-based and non-binding measures to improve efficiency with a view to achieving announced objectives and specific tasks.

2. INTRODUCTION

Tourism is among the main priorities for the development of Vidin region and the participation in the project is of the utmost importance to the region.

The Transdanube.Pearls project is an upgrade and a natural extension of the activities of the previous Transdanub project.

The main objective of the Transdanube.Pearls project is to contribute to the development of the Danube Region that provides social, economic, environmentally friendly and healthy conditions for promoting tourism mobility for visitors and residents of the region by developing environmentally friendly, low carbon and low emission, multimodal and efficient transport systems and sustainable tourism services.

What is Transdanube.Pearls ?

The Pearl is a member of the Transdanube.Pearls network, which will be built during the implementation of the project and must meet certain standards to qualify as such. Perla can be a single municipality / village or region / destination (consisting of several municipalities) devoted to sustainable mobility in tourism.



The definition of SRTMP is:

SRTMP is a strategic plan designed to meet the mobility needs of visitors and indigenous population in the pearls for a better quality of life. It is based on existing transport and tourism planning practices and takes due account of integration, participation and evaluation principles. Compared to SUMP Sustainable Urban Mobility Plans, the SRTMP focuses on the vertical (municipality, region, Danube region) and the horizontal (transport and tourism) integration.

The main focus of the project is sustainability. The SRTMP sets targets and proposes measures for the development of **Sustainable Tourism** - Tourism that meets the needs of current tourists and tourist regions, while protecting and increasing the opportunities for the future. The purpose of the plan is to maintain the economic and social advantages of tourism development while reducing or limiting any undesirable impact on the natural, historical, cultural and social environment. This is achieved by balancing the needs of tourists with those of the tourist destination.

3. PREPARATION PHASE

3.1. Elaboration of regional State of the Art (SoA) analysis

Structural data of the region

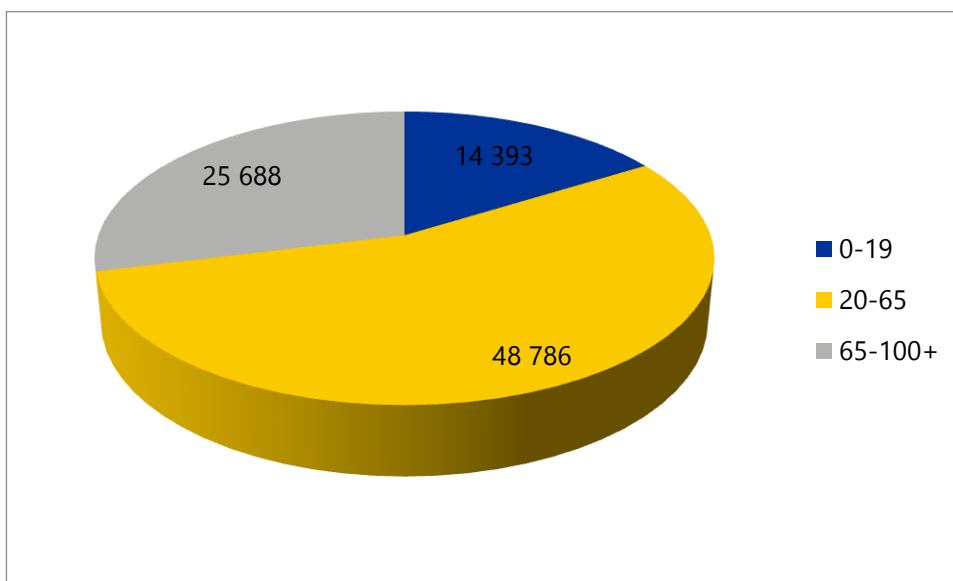
The Vidin Region is located in the northwestern part of Bulgaria. It covers the territory of 3022 square kilometers, which is 2,7 % of the country's total. According to the legislation of the Republic of Bulgaria, Vidin region comprises of 141 settlements divided into 11 municipalities.

Almost 50% of the population lives in the district city Vidin. The strengthening of Vidin as a transport, economic, cultural and educational center has an impact on the development of the whole region. The Belogradchik municipality also stands out not only in the region but also in the country. It has many natural and cultural-historical features and significant tourist potential, which has become more and more visible in national and international terms in recent years. The other smaller municipalities in the area are mainly rural areas - each with its distinctive characteristics and uniqueness. In four of them the center of the municipality is a small town, which strives to be a driving force for the development of the whole municipality. Local authorities are looking for development in different directions - effective use of natural resources, opportunities for cross-border cooperation, local cultural identity and traditional economic activities.

The population of Vidin region is 88 867 people (This dates from 31.12.2016). Most of the population lives in the towns /56 918 inhabitants/ and a smaller part of the villages /31 949



inhabitants/, with a large part of the population concentrated in the municipality of Vidin /55 790 inhabitants/ the largest municipality in the region. The process of population aging is deepening due to the continuous decrease of the relative share of the persons under 19 years and the increase of the population over the age of 65.



For centuries the geographical location of Vidin has favored its development as a transport, trade and cultural center. Vidin region is entrance – exit gate to the Europe.

To the west the region borders Yugoslavia where the borderline follows the ridges of the Balkan and the Pre-Balkan Mountains and, down the lower course of the Timok River, reaches the Danube.

The region is a cross point of two Trans-European corridors N 4 (Budapest – Sofia – Kulata – Thessaloniki and N 7 on the Danube river, international road E 79, which gives the possibilities for good transport relations with the Republic of Serbia. There are specialized terminals RO-RO and RO-LA, as well as a bridge Vidin – Calafat, which is the shortest way from West Europe through Bulgaria to the White Sea.

Vidin region is an area that has natural, historical, and cultural heritage. The variety of natural phenomena, Chuprene Reserve, well-settled museums and the wealth of monuments of cultural and historical heritage are a prerequisite and a good basis for the development of domestic and international tourism, especially in the field of ecological, rural and cultural tourism; hospitable attitude of local people and local authorities to tourism and tourists. The area has great potential for development as it has not yet been burdened by the massive builder of large tourist complexes that has begun in the last 20 years. This has helped to preserve the authenticity of the region and to satisfy the specific needs of the tourist. Among the competitive



advantages of the area is the strategic geographical position, which for many centuries favored its development as a transport, commercial and cultural center. Two European corridors pass through it. The border situation and the water connection with the countries of the Danube Basin will have an impact on the development of tourism in the region in the coming years.

Natural Resources

- Vidin region has rich resources - mountains, lowlands, valleys, virgin areas, riparian and mountain areas, rock formations, caves, rivers, lakes, dams, mineral and karst waters, diverse flora and fauna. These landscapes attract the lovers of nature and offer opportunities for the development of various types of tourism.
- The natural resources of Vidin include:
- Mountains and ridges: Parts of the West Stara Planina protected area, including the Stara Planina Mountains and the Fore Balkan; “Vrashka Chuka” and “Belogradchishki Venec” hills;
- Planes: the Danube Plain, the Vidin and the “Archaro-Orso” Valley;
- Rock formations: “Belogradchik Rocks”, “Borov Kamak”, “Chuturite”;
- Caves - which are natural landmarks – “Magura”, “Levi and Desni Suhi Pech”, “Venets” Cave in Chukara; “Kozarnika Cave” and numerous karst caves;
- Lakes and dams: “Drenovets”, “Poletkovtsi”, “Deleina”, “Bozhurica”, “Rabisha Lake”;
- Protected areas: “Vrashka Chuka”, “Chuprene Buki”, “Koutovo Island”, “Twins Islands”, “Rakovishki Monastery”, “Lipaka”;
- Reserve - Biosphere Reserve “Chuprene”;
- Rivers and waterfalls:
 - Rivers: Danube, Timok, Topolovets, Archar, Lom, Chichilska, Vidbol, Komatitsa, Gramadska, Stakevska, Skomlya, Belshitsa, Chuprenska reka, Voynishka reka, Deleinska reka;
 - Waterfalls: Byalata Voda, Petkov Tserak;

Anthropogenic resources

There are 56 monuments of culture located on the territory of the region of Vidin: archaeological sites from the antiquity and the Middle Ages, churches and mosques from the 15th - 19th centuries, as well as buildings from 1880 to 1925.

- Historical archeological tourist resources (without museums) - Baba Vida Fortress, Gates to the Danube River - Arlak Kapiya, Top Kapiya, Saray Kapiya, Telegraf Kapiya and Surgyun Kapiya and the Main Gate of Vidin Kale - Stambol Kapiya, Kaleto Fortress (near Belogradchik), Kastrata Martis fortress (ancient buildings, ruins, near Kula), Aniste



locality - remains of an ancient settlement (to Salash-Belogradchik road 2 km to the East of the village of Granichak);

- Museums - Konaka Historical Museum, Ethnographic Museum "The Crossroads Barracks", Belogradchik Historical Museum, Natural History Museum in Belogradchik;
- Architectural tourist resources - The Cross-Barracks, The Library of Pazvantoglu, The House with the Dolls, The Palace of the Vidin Bishopric, The Building of the Economic Diocese, The Mausoleum of Antim I, Rabisha Village School, etc.;
- Religious tourist resources - Cathedral "St. Dimitar", " St. Nicholas " Church, "St. Pantaleimon", the Church "St. Petka", the Pazvantoglu Mosque, the Synagogue, the Rakovski Monastery, the Izvorski Monastery, the Dobridolski Monastery, the Albotin Rock Monastery and numerous churches situated in the settlements of the region;
- Cultural Tourism Resources - "St. St. Cyril and Methodius", Philharmonic, Astronomical Observatory of the Institute of Astronomy of the Bulgarian Academy of Sciences, Art Gallery, Municipal Theater;
- Ethnographic tourist resources: The Vidin Region is characterized by an exceptionally rich cultural program, and most of the events have become a tradition expressed through: pleiners, exhibitions of paintings with sculpture, carving, symposia, regional and international festivals, dancing and modern ballet with the participation of representatives from Romania, Macedonia, Slovenia, Hungary and Bulgaria:

- The Dancing Danube International Folklore Festival was held for the first time in 1997 in Vidin. It features folk ensembles from different countries that demonstrate their national wealth and traditions in the field of folk art;

- The "Danube Rhythms" Authentic Folklore Festival was held for the first time in 1998. It includes folk singing and dancing groups, folklore groups, individual performers - narrators, swordsmen etc., from the community centers in the region. The aim is to preserve, popularize and transmit from generation to generation the rich folklore heritage of Vidin region;

- The International Festival of Roma Song and Dance "FOR PEACE" took place for the first time in 2000. It involves Roma performers from the country and abroad community centers;

- Annual International Festival of Bulgarian-Romanian Folklore "Festival of Vlach Song and Dance".

- Major holidays and celebrations organized in the region:
 - Folk Art Fair "From Timok to Midjour";
 - Dimitrovdan - Spiritual Holiday of Vidin;
 - Annual Vidin Fair;
 - International Fair Salash - Novo Korito;



- Summer Opera Festival;
- Holidays in the settlements in the area;
- International plein “Danube ART”;
- Master class for conductors;
- Viennese Ball;
- Celebration of the anniversary of the birth of Jules Paskin (in the town of Vidin);
- May holidays “Danube Spring” – include celebrations and holidays of national and local character;

Tourism data

Destination Vidin is located in the Northwestern part of Bulgaria. The main tourist attractions are located in Belogradchik (Belogradchik Rocks and Magurata), Vidin (Medieval fortress Baba Vida, museums, gallery, etc.), Kula (Castra Martis), Dimovo , Venets Cave, Izvorski Monastery) and Chuprene (Biosphere Reserve, Folklore fair). During the last three years, these places have been visited of about 180 000 tourists per year, each place with about 40 000 tourists per year. The tourist point Belogradchik Rocks was visited in 2016 from 73 073 tourists. The destination has about 1000 beds, with average stay of tourists 2 days and annual occupancy of the accommodation base of 16%. This means that efforts should focus on bringing together tourist attractions in a single product in order to increase visitors’ visitation and tourists stay.

The motivation of the tourists visiting Vidin Destination is related to participation in cultural and adventure trips. For this reason, additional attractions must be developed to provide the tourist sites with new visitor experiences so that they can return again. It would be applicable if we have a product connected with festival, fair, wine route or visit to Romania or Serbia.

The Bulgarians' habits in organizing their holidays show that their main sources of information are informal - from relatives and acquaintances, from their own experience through internet forums. The main formal sources are hotels and brochures. The holidays are usually scheduled from 2 to 3 weeks to 2-3 months before the trip. Pre-bookings are not made by 20% of the tourists and they do not benefit from early bookings and therefore buy the product at higher prices.

From the survey made among the local authorities, NGOs and the business sector in tourism sector, the following main tourist points are identified:

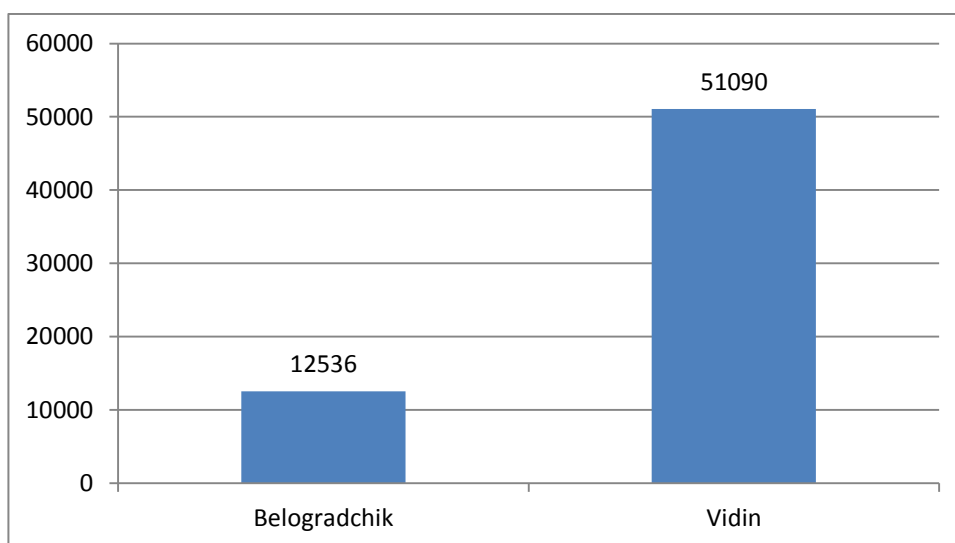
Tourism in Vidin Region is represented mainly by companies offering hotel services, catering establishments and licensed tourist agencies /national agencies and two regional agencies/.



The tourist superstructure in the area includes shelters, restaurants, entertainment establishments, sports and recreation facilities, shopping network within a tourist area.

In recent years there has been a trend of growth in accommodation, with the number increasing to 59 in 2016. The largest number is of the shelters in the regional center of Vidin and in the municipal center Belogradchik. This is due to the fact that these cities are most visited with the highest number of visitors, given the cultural and historical and natural heritage. Another interesting trend is the increase of the accommodation type of guest houses, in small settlements - Izvos, Stakevtsi, Vodnyantsi etc.. Offering holiday and relaxation among nature, aimed at rural tourism.

Given the fact that the main tourist towns in the region are Belogradchik /35 accommodation places/ and Vidin /21 accommodation places/ in 2016, despite the higher number of accommodation places in Belogradchik municipality there is a tendency for a higher number of overnight residents in Vidin municipality:



This fact is due to the following reason, as a regional center in Vidin are held a number of events related to conferences, festivals and celebrations.

The fact that the visit to tourist attractions in Belogradchik is higher is due to the inclusion of the city in the holiday packages offered by the cruise ships.

The largest is the number of Romanian guests, followed by Serbs, English, Spanish, Germans, Polack. Smaller is the number of guests from Russia, USA, France, Hungary, Austria, Turkey, Canadians.



There is a significant difference in the distribution of the types of transport with which guests visit Vidin and Belogradchik. For Vidin there is a road transport - 77%, followed by a bus - 12%, a train - 10%. For Belogradchik the bus transport is 83% and the automobile is 10%.

The reason for the poor use of rail transport is due to the long travel time in the direction of Vidin - Sofia, which will be overcome after 2020 when the modernization of the Vidin-Sofia railway line is envisaged and the travel time will be shortened to 2.30 hours.

On the territory of Vidin region are functioning more than 120 dining establishments of different character: restaurants, bars, coffee shops, fast food establishments, and also those that belong to hotels and hotel complexes. The average number of seating positions is 8,000. Their categories range from 1 to 3 stars.

The following tourism information systems are available from the review:

For Belogradchik Municipality - Information about accommodation, entertainment, sights, significant annual events and festivals, tourist routes, wineries, working hours, visiting conditions and prices of the entrance fees of the tourist sites, address and working hours of tourist information centers, link to the Historical Museum website and others are published on the official web site of Belogradchik Municipality: http://belogradchik.bg/?page_id=291 and facebook page:

<https://www.facebook.com/touristinformationcenterBelogradchik/?ref=bookmarks>

A visitor center was built near the "Kaletu" fortress. There is the "Nature Department" with a fund of 2500 exhibits from the flora and fauna of the region and a shop for promotional materials, souvenirs and advertisement materials.

In the center of Belogradchik are situated a tourist information center. It contains two information kiosks, from which tourists can be informed about the landmarks in the region respectively in English, German, French, Russian and Bulgarian languages. Flyers and brochures for historical and natural objects are also printed in English, German, Russian and Bulgarian languages.

For Vidin Municipality there is a tourist information center of "Prof.D-r Asen Zlatarov" high school.

For Dimovo Municipality there is a tourist Information Center, website: www.archaeology-attractive.eu, in three languages - Bulgarian, English and Serbian, facebook page of the cave "Venetsa".

Vidin despite its small territory has the potential to develop different types of tourism, thanks to the resources at its disposal. Their attractiveness in itself is insufficient for potential



tourists due to the high level of supply of other destinations in the country and abroad by tour operators. The combination of several similar tourism types and their offering as a complex product would give the region a more competitive position on the tourist market.

The main problems that hinder the development of tourism in the area are the poor marketing and the financial resources for the maintenance of the sites, the construction of attractions and the organization of big festivals and events. A variety of museum expositions is needed. The opportunities for applying for national and international programs are part of the way to develop tourism and its popularization. In this respect, cooperation in the Danube region reveals a wide network of partners supporting the establishment of Vidin as a desirable tourist destination.

Regional sustainable transport situation

Quality of the sustainable transport

Railway transport:

Due to the geographical position of Vidin trains from the railway station Vidin move in one direction: Vidin - Sofia and back, with a transfer at the stations Brusartci, Boichinovtsi and Mezdra, for the travelers to the inside of the country.

Transport scheme for services by rail largely satisfies the travelers to and from Vidin region regarding the number of passing fast passenger trains. According to the schedules Vidin - Sofia and Sofia - Vidin travels three fast trains with hours of departure in the morning, at noon and late afternoon. On the directions Vidin - Mezdra and back travels two trains with hours of departure in the morning and afternoon.

Rail transport have a direct link to municipalities Gramada, Dimovo, Makresh and Ruzhintsi with the regional center - Vidin and the capital of the country through rail stations and stops located on their territories.

Most of the trains arriving and departing from the Vidin station (in the municipality of Vidin) have a connection with bus transport to and from neighboring municipalities.

Bus Transport:

The bus transport provides road connections between the settlements of the municipalities of Vidin Region. Route schedules of the buses are running on bus lines included in the Regional transport scheme approved by the Regional governor of Vidin region. On the



territories of the municipalities Belogradchik and Vidin operate municipal transport schemes covering the settlements only on their territories, approved by the respective municipal councils.

The municipality of Vidin borders with eight of the eleven municipalities included in Vidin Region (without the municipalities of Belogradchik, Ruzhintsi and Chuprene). With the exception of two municipalities (Ruzhintsi and Chuprene) all other eight municipalities centers have direct bus links with the regional center - Vidin, as respectively serves the populated areas along the routes of the bus lines respectively in two municipalities (Vidin Municipality and neighboring municipality). There are direct bus connections between settlements located on the territories of three municipalities: Vidin - Dimovo - Belogradchik, Vidin - Makresh - Kula, Vidin - Kula - Makresh and Vidin - Kula - Boynitza.

Public bus transport is performed by companies registered under the Commerce Act, following a competitive procedure and signed a contract with the municipality – contracting the timetables. Nine municipalities in the region of Vidin are entities of route schedules for bus lines without the municipalities of Ruzhintsi and Chuprene. On the territory of Ruzhintsi municipality there is no developed bus transport scheme. The municipal center – Ruzhintsi village is connected by a small number of buses and schedules with the neighbouring town - Belogradchik. The settlements in Chuprene municipality are served by a carrier contracted to implement the neighboring municipality - Belogradchik. Practically the travelers from Ruzhintsi municipality and Chuprene municipality have no direct bus connection with the town of Vidin but indirect - by changing a bus in the town of Belogradchik.

The frequency of the bus lines is determined by the number of passengers and respectively by their needs to travel at certain times of the day. To increase transport efficiency and stability of the transport services there are measures and permanent action for updating and improving of the transport schemes in order to bring the transport services by location, time and frequency with the real need of citizens to travel through:

- Changes in the early hours of the departure of the stops on the bus route according to the transport needs of the population.
- Change in the mode of implementation of the schedules in the direction of reduction: from round performance - in seasonally, respectively. from seasonal to year-round, and every day - on certain days of the week.
- Combining route schedules that satisfy both travelers and carriers in terms of cost-effectiveness in their implementation.

The greatest frequency of bus links is achieved in the municipal transport scheme of Vidin municipality where are located settlements with relatively larger population compared to those in other municipalities. Favourable factor in this case is their proximity to the regional



center - Vidin and the necessity of citizens who have needs of health, social, educational and other services. The frequency of implementation of the route schedules connecting the individual settlements in the municipality of Vidin and the city of Vidin varies from 2-3 to 15-16 per day.

The frequency of bus connections connecting settlements from different municipalities vary from 2-3 to 6-7 per day.

The smallest frequency of bus lines serving the settlements is on the territory of the Ruzhintsi municipality where there is no developed bus transport scheme and also very small population and distanced villages in the municipalities of Belogradchik and Chuprene - 5-6 times a week.

Focus on sustainable transport services connecting transport nodes and tourist points:

Tourist destinations in Vidin region are located near the the road network, locally developed. The main transport nodes are between the regional center - the city of Vidin and municipal centers of the municipalities whose territories are situated tourist sites. With the exception of two municipalities (Ruzhintsi and Chuprene) all other municipal centers (8 centers) have direct bus connections to the regional center - Vidin. Except with personal transport and specialized transportation with buses transporting tourist groups, transportation to the tourist points can be achieved through public transport in the following regular bus lines from the approved transport schemes:

1. Destination "Belogradchik Rocks" (town of Belogradchik, Belogradchik municipality)

- Vidin - Belogradchik
- Belogradchik - Vidin
- Rabisha - Dimov - Rabisha - Belogradchik
- Belogradchik - Vidin - Rayanovtsi - Belogradchik
- Belogradchik - Rayanovtsi - Vidin
- Belogradchik - Rayanovtsi - Vidin - Belogradchik

2. Destination "Reserve Chuprene " (Chuprene municipality)

- Belogradchik - Chuprene - Gorni Lom
- Belogradchik - Chuprene - Ruzhintsi – Gara Oreshets



- Belogradchik - Gorni Lom - Borovitza - Belogradchik passes through the village of Chuprene.

3. Destination "Izvorski monastery" (near by the village of Izvor, Dimovo municipality):

- Vidin - Dimovo - Kladorub - Dimovo - Shipot - Lagoshevtsi - Dimovo - Vidin passes through the village of Izvor.

4. Destination "Albotin monastery" (near to the village of Gradets, Vidin municipality)

- Vidin - Gradets

- Vidin - Rabrovo - Boynitsa - Kula – Vidin, passes through the village of Gradets

- Vidin - Rabrovo - Gradskovski kolibi, passes through the village of Gradets

- Vidin - Rabrovo goes through with. Gradec

5. Destination "Park Bozhuritsa" (near by the village of Sinagovtsi, Vidin region):

- Vidin - Sinagovtsi - "Park Bozhuritsa"

- Vidin - Sinagovtsi

- Gramada - Vodna - Vidin - Gramada – Toshevtsi, stops at the stop "Park Bozhuritsa"

- Toshevtsi - Gramada - Vodna - Vidin, stops at the stop "Park Bozhuritsa"

- Toshevtsi - Gramada - Boyanovo - Vidin, stops at stop "Park Bozhuritsa"

6. Destination "Castra Martis" (town of Kula, Kula municipality):

- Vidin - Kula

- Vidin - Kula - Boynitsa

- Vidin - Tsar Petrovo - Kula

- Vidin - Kula - Golemanovo

- Kula - Vidin - Kula - Golemanovo - Vidin

- Vidin - Kula - Kireevo - Makresh - Vidin

- Vidin - Rabrovo - Boynitsa - Kula - Vidin



7. Destination "Cave Kozarnika" (near by the village of Gara Oreshets, Dimovo municipality)

- Belogradchik – Gara Oreshets
- Belogradchik - Chuprene - Ruzhintsi – Gara Oreshets
- Belogradchik – Dimovo, stops at Gara Oreshets

8. Destination "Magura cave" (near by the village of Rabisha, Belogradchik municipality)

- Belogradchik - Rabisha - Rayanovtsi - Belogradchik, stops at stop "Magurata"
- Belogradchik - Rabisha - Dimovo - Rabisha
- Rabisha - Dimovo - Rabisha - Belogradchik
- Belogradchik - Vidin - Rayanovtsi – Belogradchik, passes through the village of Rabisha
- Belogradchik - Rayanovtsi - Vidin – Belogradchik, passes through the village of Rabisha

9. Destination "Rakovishki monastery" (near by the village of Rakovitsa, Makresh municipality)

- Vidin - Kula - Kireevo - Makresh – Vidin, passes through the village of Rakovitsa
- Vidin - Makresh - Kireevo - Kula – Vidin, passes through the village of Rakovitsa

10. Destination "Baba Vida" is on the territory of the city of Vidin, which is included as a stop in the routes of almost all regular bus lines of the Regional transport scheme of Vidin and necessarily in those of municipal transport scheme of Vidin municipality. There is also a railway connection to Vidin with settlements in the municipalities of Gramada, Dimovo, Makresh and Ruzhintsi, where are situated railway stations and stops.

Transport services connecting the region with neighboring regions or countries:

Transport services between Vidin region and neighboring regions are made through bus and rail transport.

In direction Vidin - Sofia and back are running 16 courses to route schedules given for operation from Vidin municipality and Sofia municipality included in the National transport system (RTS). Intermediary stops on the routes are the regional centers – the city of Montana, Montana region and the city of Vratza, Vratza municipality.



There is operating a route schedule of the bus line Sofia - Belogradchik, with a contractor Belogradchik municipality, the route of which included the cities of Montana and Vratsa.

Direct bus transport from the city of Vidin to other regions in the country is carried out in the following schedules of RTS:

- Vidin - Sveti Vlas, through Sofia, with stops in the route of the line: Vratsa, Stara Zagora, Burgas, Pomorie, Ravda, Nesebar and Slunchev Bryag.
- Vidin - Slunchev Bryag, with stops: Vratsa, Stara Zagora and Pomorie.
- Vidin - Pleven, with stops : Vratsa and Byala Slatina.
- Vidin - Veliko Tarnovo, with stops: Vratsa and Byala Slatina.
- Vidin - Lom
- Vidin – Kozloduy, also operating through the city of Lom

Intermediate stops allow operation of bus and rail links to settlements in the territories of these regions, as well as with those in other regions of the country.

Railway transport serves travelers to and from other regions with six fast trains traveling on the direction Vidin - Sofia and back. The schedules provide the possibility of transfer on the stations Brusartsi, Boychinovtsi and Mezdra, for trips to the hinterland.

On the route Vidin - Mezdra and back are traveling four passenger trains.

Transport scheme for servicing with bus and rail transport covers the needs of the passengers traveling to and from Vidin region regarding the number of passing buses, fast and passenger trains. The quality of service of the operators is good.

Regular bus transport from Vidin to neighboring countries is not realized. In advance could be organized groups for tours and trips to Romania, Greece, Turkey, Serbia and other countries.

There is a daily rail link with Romania in direction: from the city of Sofia, with a short stay at the railway station Vidin, to the city of Craiova (Republic of Romania). In the town of Craiova after a stay of the travelers there is organized a railway connection with Budapest (Hungary).

Organization and financial structure

Bus transport



Organization:

Public transport of passenger with buses on approved transport schemes on the territory of the Republic of Bulgaria can only be performed by individuals and legal persons registered as traders who hold a license for transportation of passengers on the territory of the country or a Community license as well as other documents required by the relevant regulations.

Acting transport schemes are three types:

* **Municipal** - including city bus lines (for transportation between points within the bounds of the settlement) and long distance (for transport linking two or more settlements within the municipality). Route schedules of the lines of the municipal transport are developed by the municipalities and they are approved by the respective Municipal councils.

* **Regional** - include all long distance lines, servicing two or more municipalities within the region. Route schedules of the lines of the regional transport schemes are developed by the respective regional administrations and approved by the Regional governors.

* **Republican** - includes all bus lines connecting points of the territories of two or more regions. The republican transport scheme is developed by the Executive Agency "Automobile Administration" and approved by the Minister of Transport, Information Technology and Communications.

In developing the route schedules from the transport schemes there are coordination between transport modes.

With the approval of the regional and national transport schemes for each municipality are defined lines and courses and the municipality may assign them to the carriers following the principle of equality of both counterparties municipalities, unless one of them waive that right. Following a competitive procedure for the selection of a transport contractor, the successful applicant conclude a contract for public transport of passengers with the mayor of the municipality.

The procedure of assigning transportation is opened with a decision of the Municipal Council that will assign the implementation of the transport route in the concrete municipality.

When the contracting authority provides compensation to carriers for costs incurred, transportations must be awarded following a procedure Concessions Act or Public Procurement Act and in accordance with Regulation (EU) № 1370/2007 of the European Parliament and the Council of October 23, 2007, regarding public services of passenger transport by rail and by road.

Financial issues:



The main revenues from bus transport are the revenues from sale of travel documents (travel tickets subscription cards). The contract for public transportation of passengers concluded between the municipality - contractor and carrier obligatory contain the mechanisms for determining the costs directly related to the provision of services, like staff costs, energy, infrastructure charges, maintenance and repair of vehicles public transport vehicles, moving stock and equipment, necessary to perform the services for passengers transport and others. A reasonable profit rate is also set.

Annually in the State budget Law of the Republic of Bulgaria are foreseen compensation and subsidies for public transport services with bus transport. With the awarding of subsidies it is aimed to promote the maintenance or development of effective management by the carrier and the provision of passenger transport services of a sufficiently high quality.

With a special regulation are defined the terms and conditions for the provision of the provided in the central budget funds to compensate and subsidize the carriers. The means in this regulation are provided in the form of target transfers to municipalities to the amount determined by the State Budget Act for the respective year. The municipalities that have limits must be complied with statutory procedures for the award of public passenger transport under the Law on Public Procurement and Concessions Act, keeping the principles of openness and transparency, free and fair competition and equality and non-discrimination. Provided funds are transferred to carriers in accordance with the real provided transport services.

Target funds from the state budget to finance carriers are:

1. Compensations

The compensations are granted to compensate the reduced revenues from the implementation of price cuts for public passenger road transport provided in the regulations for certain categories of passengers. The funds represent compensation for public service for public passenger transport within the meaning of Regulation (EU) № 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road.

The carriers are object of compensation or discounts for transportation in following cases:

- Veterans who travel free on the main urban lines in interurban transport in all cities in the country and road transport from the approved transport schemes in the region in which they are registered on permanent address.
- Military and War Invalids who travel free on the main city lines in urban transport in all cities in the country and road transport in the approved transport schemes in the municipality where they live.



- children under 7 years of age who travel with card for free travel on internal city transport and transportation ticket with zero amount on the provincial roads.

- Children from 7 to 10 years old traveling with a 50 per cent reduction of fares of the travel ticket for provincial roads.

- students in daily form of education and full-time students who travel with minimal decrease in the price of a season ticket in the main urban lines - 30 percent, and long distance bus lines from local and regional transport schemes - 20 percent to compared fixed regular price .

- recipients of pensions and reached the age referred to in the Social Security Code, traveling with minimal decrease in the price of a season ticket in the main provincial lines and long distance bus lines from local and regional transport schemes - 20 per cent to certain scheduled price.

- employees who travel free in urban transport in the performance of their duties when it is provided by law.

- children of compulsory school age and students from I st to XII th grade including traveling free of settlements that have no kindergarten or school (carrying out training in the relevant s group or class) to kindergarten or school in the nearest settlement in the municipality or a neighboring municipality.

- mothers of many children who travel for free once a year on bus transport in the country – two way ticket on freely choosen route.

2. Subsidies

The carriers that operate on unprofitable bus routes in urban transport and transport in mountainous and border areas have right of subsidies.

The Ordinance on terms and conditions for subsidizing of these transportations are set criteria under which the main bus lines and intercity bus lines or sections of them have right of subsidy and the conditions for granting subsidies.

Railway transport

Organization:

Public passenger transport by rail is carried out by the railway company. The railway company is a trader holding a license for railway transportation of passengers and/or cargo, valid throughout the country - members of the European Union.



The Council of Ministers on a proposal of the Minister of Transport, Information Technology and Communications adopt a decision to carry out a procedure for choosing the carrier for the operation of public transport services by rail. In its decision the Council of Ministers by the Minister of Transport, Information Technology and Communications to conduct procedure for choosing a carrier.

The procedures are conducted under the Public Procurement Act. Upon completion of the selection procedure, Minister of Transport, Information Technology and Communications offers to Council of Ministers to adopt a decision on selection carrier. The proposal is motivated and contains the results of the procedure. The Council of Ministers adopt a decision determining the carrier, which assigns the obligation to perform public transportation services and authorizing the Minister of Transport, Information Technology and Communications to conclude a contract with him. The contract is valid for no more than 15 years .

The awarding of public transport services shall be subject to the requirements of Regulation (EC) № 1370/2007 of the European Parliament and of the Council of 23 October 2007, on public passenger transport services by rail and by road.

At present rail operator of the territory of the Republic of Bulgaria is "BDZ - Passenger services" Ltd, a subsidiary company of "Holding BDZ", which operates public passenger transport by contract for public transport services by rail transport signed between him and the Ministry of transport on 25.06.2009.

The rail takes into account the real needs of railway services and their costs in order to increase their quality and increase revenues when develops the schedules.

Financial issues:

The main revenues of the rail carrier are from the sale of transport documents (travel tickets, rail cards, subscription cards).

There is a centralized financing by the country. The Law on State Budget of the Republic of Bulgaria for a the equivalent year to determine the amount of funds to compensate the carrier, which has a contract for public passenger transport services by rail from reduced revenues in free and discounted travel for students, adults citizens, mothers with many children, the disabled, war veterans or others determined by Act of the Council of Ministers .

The contract for public transport services are described in detailes the parameters on which is estimated the compensation, mechanisms for allocation of revenues and expenses and other.

Is there a Transport Association:



At regional level, with decision №28/07.05.2013 of Vidin District Court in the register of non-profit legal entities was entered a new statute of the Associations of the bus carriers "BADIN EXPRESS" 95 - Vidin, established 1995. The Association has a public activity with aim: Achieving stable and continuous development of services in the field of bus passenger. The objectives and tasks of the association are: protection of the rights and interests of licensed bus operators, helping to permanently increase the quality of transport services of passengers, optimizing passenger traffic and achieve their higher profitability.

One of the goals is to develop cooperation and maintain close contact with other organizations carriers that are part of the common transport structure through contracting and assistance in joint efforts for the protection of public interests in the field of bus transport and the interests of their members.

Transport operators

- **Railway transport:**

The only one operating rail operator on the territory of the Republic of Bulgaria is " BDZ - Passenger services" Ltd., which operates public transport.

- **Bus transport:**

On the territory of Vidin region are operating the following bus operators:

ST. "Aleksiev- 91 - VD - Vergil Aleksiev ", Vidin. Manager: Vergil Aleksiev

ST. "BAM - Mladost" - Boyko Boev, Vidin. Managing: Boyko Boev

"Ventotur " Ltd., Vidin. Manager: Vencho Petkov

ST. "Svetlana - Plamenka Marinova, Vidin Manager: Plamenka Marinova

ST. "Edi - Evstati Kamenov", Vidin Manager: Yanita Kamenova

"Charodey -13" Ltd., Vidin. Manager: Marian Georgiev

ST. "Elpida - Sonya Nikolova", Vidin. Manager: Sonya Nikolova

"Krasi" Ltd., Vidin. Manager: Krasimir Tsvetanov

ST. "Branko - 99 - Branimir Tsekov", Vidin. Manager: Branimir Tsekov

"Evroturing" Ltd., Vidin. Manager: Krasimira Asenova

ST. "Nedi - Gergana Dushanova", Vidin. Manager: Gergana Dushanova

ST. "FAL - Boris Tsvetkov", Belogradchik Manager: Boris Tsvetkov



ST. "Tsetsa 2000 - Tsetsa Petkova" Gramada Manager: Tsetsa Petkova

"Dortikum " Ltd., Bregovo Manager: Malin Georgiev

River transport:

The geographical location of the city of Vidin, on the Danube River, favors development as a transport node and for the river transport.

In the area of the city of Vidin is located Port of Vidin, which is included in the list of ports for public transport with national importance. It consists of three territorial separated port terminals - Port terminal Vidin- North, Port terminal Vidin-Center, and Port terminal Vidin - South.

Port terminal Vidin-North and Port terminal Vidin-South are used for cargo handling and are given on a concession.

Port terminal Vidin Center is used to service passengers. It is managed by a national operator - "Port-Vidin" Ltd.

Access to the travel tickets

Tickets for travel by bus or rail could be purchased on site at the ticket desks of the respective transport companies at a price of the chosen destination.

To the present, there is no functioning system for online ticketing the local level.



Existing plans and projects

No	PROJECT TITLE	BENEFICIARY	STATUS 2017 progress; finished / to /in	TOTAL VALUE OF THE PROJECT	SOURCES OF FINANCING	OBJECTIVE / ACTIVITIES
1.	Project No CB007.1.11.207 Development of competitive tourist attractions for year-round festival tourism that contributes to the diversification of the tourist products in the region of Vidin - Zajecar	15/5000 Lead partner Municipality of Zajecar Partner Vidin Municipality	In progress (23.11.2016 – 22.11.2018)	496 767,40 euro	CBC Program INTERREG IPA Bulgaria– Serbia 2014-2020 Priority axis 1 Sustainable tourism	The overall objective of the project is to: Support the development of competitive tourist attractions by promoting and developing festival tourism. The specific objectives of the project are: 1) To study the festivals in Bulgaria and Serbia and to promote the opportunities for festival tourism in Vidin-Zajecar; 2) To provide a new tourist infrastructure in Zajecar, suitable for festival tourism; 3) Improve the performance of Vidin orchestras by delivering musical instruments.
2.	Project No 15.1.1.006 - Electronic cycling	Lead partner „Regional Development	In progress 02.02.2016 r. - 01.02.2018 r.	762 085,72 euro	Program INTERREG V-A Romania – Bulgaria 2014-2020	The aim of the project is to create and promote a network of electronic bikes covering up to 70 km across the entire



	network „E-bike Net”	Agency and Business Center Vidin” Vidin, Bulgaria Partner-Association for Industrial Electronics and Software-Oltena, Romania Local Employers' Association for Small and Medium Enterprises - Calafat, Romania and Vidin Chamber of Commerce and Industry	duration -24 months		Priority axis 1 – A well-connected region Investment priority 1.1 – Approval of the planning, development and coordination of cross-border transport system for better connectivity in TEN-T transport network	cross-border region, to promote the use of electric bicycles and to build mobility across the entire cross-border area of Bulgaria and Romania. With e-bike anyone who rides a bicycle can travel from 50 to 70 km by relying on an electric battery. 32 filling stations will be built in 32 cities in the cross-border region.
3.	Project № 15.2.1.056 – Integrated multimedia platform for active culture and tourism	Lead partner Association "Regional Partnership for Sustainable Development - Vidin" Vidin,	In progress, duration: 02.02.2016 - 01.02.2018	1 387 448,53 euro	Interreg V-A Program Romania - Bulgaria 2014-2020 Priority Axis 2 - Green Region Investment Priority 2.1 - Improving the	The IMPACT project aims to promote the cross-border region Romania - Bulgaria as an attractive tourist destination based on the sustainable use of natural and cultural resources through innovative and interactive IT solutions for providing tourist



		Bulgaria Partner - Project Association "Alexis-Phillips", Romania Rousse Foundation - a city of free spirit, Bulgaria Municipality of Lom, Bulgaria			sustainable use of national wealth, resources and cultural heritage	services. The main activities of the project are: - Creation of a wide spatial database of cultural, natural and historical sites on the territory of the entire cross-border area according to the multimedia and spatial requirements of the IMPACT project; - Developing an innovative and interactive online GIS based platform for providing information and tourism services; - Combining at least 5 complex tourist routes for the entire cross-border area - culture and history, nature and sports, religion, rural tourism, wine and gourmet.
4.	Project № 15.2.1.058 – „Adventures with a balloon- a new joint tourism product	Lead partner „Regional Development Agency and Business Center Vidin” Vidin, Bulgaria Partners - Association for	In progress 02.02.2016 г. - 01.02.2018 г. duration -24 months	485 460,00 euro	Interreg V-A Program Romania - Bulgaria 2014-2020	The aim of the project is to create a new joint tourism product, to involve all stakeholders in the tourism sector and to increase the number of tourists in the region. - Basic activities: - Delivery of a hot air balloon and necessary equipment; - Developing a marketing strategy for a new cross-border tourist product;



		<p>Industrial Electronics and Software (ARIES), Oltenia, Romania and Agency for Regional Development and Business Center 2000 - Montana</p>				<ul style="list-style-type: none"> - Seminars with stakeholders to create joint cross-border tourist offers; - Development of DVD movie, web site, brochure, photo album, flyers with unique footage shot from the air; - Attached balloon lifting in 20 cities - 10 in Bulgaria and 10 in Romania; - Airborne balloon ground crew training; - Balloon-fiesta.
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Existing systems of planning aims/action plans/mobility concepts

On national level:

1. National Development Program: Bulgaria 2020
2. National Strategy for Sustainable Tourism Development in the Republic of Bulgaria 2014-2030.
3. Integrated transport strategy for the period to 2030.
4. Program for the Development and Operation of the Railway Infrastructure 2017-2021.

At regional and local level, the following strategic documents are currently in force, which refer to the development of the transport and tourism sectors:

1. Regional Development Plan for the Northwest Planning Region 2014-2020
2. Regional Development Strategy 2014 - 2020.
3. Strategy for Local Economic Development District Vidin.
4. Regional Energy Efficiency Plan 2014 to 2020 and program implementation.

At the municipal level are developed and adopted the following strategic documents related to transport systems and tourist region of Vidin.

1. Municipal Development Plan of the Municipality of Vidin for the period 2014 – 2020
2. Strategy for the development of tourism in the municipality of Vidin, developed a project under OP Regional Development
3. "Development Plan Belogradchik Municipality for the period 2014 - 2020," the source of information - the municipal administration of the municipality of Belogradchik;
4. Municipal Development Plan of the Kula Municipality 2014-2020.
5. Municipal Development Plan Chuprene 2014 - 2020,
6. Municipal Development Plan Dimovo 2014 - 2020

In the Program for Development and Operation of the Railway Infrastructure 2017-2021, a Modernization of the Vidin-Sofia railway line is envisaged as a priority project and the Integrated Transport Strategy envisages the preparation of the project: Road I-1 /E-79/ Vidin - Montana - Vratsa- speed road.

In the Northwest Planning Regional Development Plan, key projects are imbeded:

- Modernization of railway line Vidin - Sofia;



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- Speed road Vidin-Botevgrad;
- Reconstruction and recovery of of Vidin airport;

The Regional Strategy for Development 2014-2020 sets the following strategic objective and priority:

STRATEGIC OBJECTIVE 1 -ACCELERATE THE ECONOMIC DEVELOPMENT OF VIDIN REGION

PRIORITY 1.1: ENSURING ECONOMIC GROWTH BASED ON COMPETITIVE ENTERPRISES

PRIORITY 1.3: USE OF AVAILABLE RESOURCES

SUBPRIORITY 1.3.1: Preservation, restoration and promotion of cultural heritage and natural attractions in the Vidin region. Preservation of cultural traditions and craftsmanship.

Activities:

- Develop a plan for management of cultural heritage in the region to ensure the conditions and resources for its preservation and protection;
- Establish cooperation between local stakeholders for uniting financial efforts for the restoration, protection and maintenance of cultural monuments;
- Development and dissemination of information materials about the need to protect the environment and cultural heritage for tourists, employees in tourist services and local people.

SUBPRIORITY 1.3.2: Improve conditions for tourism development in Vidin Region.

Activities:

- Development and maintenance of specialized tourist infrastructure. Reconstruction and modernization of existing facilities;
- Support for the development of rural and ecological tourism;
- Improving the skills of professional and managerial staff;
- Partnership between government institutions, NGOs and entrepreneurs and joint actions for regional tourism marketing;
- Improvement of the work with tour operators and intensifying generic advertising to strengthen its presence in international markets;
- Participation of the area as a destination in tourism fairs and exhibitions (directly in the country and through representatives and promotional materials-abroad);
- Establish and maintain the website of the district and inclusion in the National Tourism Information System;



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- Development of promotional products;
- Maintenance and creation of information centers.

STRATEGIC OBJECTIVE 3-Connectivity and development of territorial cooperation to achieve balanced and sustainable development

PRIORITY 3.2:Development of transport infrastructure in Vidin region

PRIORITY 3.2: DEVELOPMENT OF TRANSPORT INFRASTRUCTURE IN VIDIN REGION

SUBPRIORITY 3.2.1: IMPROVEMENT OF EXISTING AND CONSTRUCTION OF NEW ROAD INFRASTRUCTURE

The most important projects are coming:

- Design and construction of high-speed road Vidin- Montana-Vratsa-Botevgrad;
- Construction of a section of Ruzhintsi Dimovo-road E79;
- Construction of a tunnel through Petrokhan passage;
- Rehabilitation and reconstruction of the national road network 2nd and 3rd Class;
- Rehabilitation and reconstruction of municipal road and street network in the settlements.

SUBPRIORITY 3.2.2: Construction of railway infrastructure

- Modernization of the railway line Sofia-Vidin.

SUBPRIORITY 3.2.3: Improving infrastructure along the the Danube River

Activities:

- Modernizing, strengthening and further development of protective facilities against high waters of the Danube;
- Protection of the banks and soil along the Danube from water and wind erosion;
- Strengthening of landslides;
- Construction of a logistics center adjacent to the Danube Bridge.

No transport plans or concepts of mobility have been developed for Vidin region.

The review of the above mentioned strategic documents shows that the development of the transport and tourism sectors is a priority for Bulgaria, the municipalities and Vidin region. This is particularly relevant because joining at regional, local and national level for the development of a sector always gives a positive result.



SWOT-analysis

	Positive for reaching the objectives	Negative for reaching the objectives
Internal characteristics	<p>S t r e n g t h s</p> <ul style="list-style-type: none"> - Diversity of natural and antropogenic resources for the sustainable development of various forms of tourism, traditional and specialized, that can be developed both independently and through effective combining between them; - Increase the attendance of the major tourist sites; - Existence of accommodation and feeding capacity in the two main tourist centers Vidin and Belogradchik; - Strategic cross-border geo-economic situation; - Presence of priority national projects for the development of the transport system of Vidin region; - The definition of tourism and transport as priorities for the development of Vidin region at regional and local level; - Development of cruise tourism 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Poorly developed tourist base for accommodation and feeding outside Vidin and Belogradchik; - Poor presentation and promotion of the region as a tourist destination on Internet; online reservations; - Inadequate spatial planning of tourist routes (unmarked sites, lack of toilets, signboards etc.); - Poor state of the transport infrastructure in Vidin region. Insufficient infrastructure, lack of transport to tourist sites; - Road infrastructure in populated and non-populated areas is not suitable for bicycles;
External characteristics	<p>Opportunities</p> <ul style="list-style-type: none"> - Possibilities for diversifying the tourist product – offering specialized tourist services and products; - Opportunities to restore air transport; - Opportunities for development of an Intermodal regional center connecting air, rail, road and river transport; - Opportunities for development of balneo and spa tourism; - Adapting the business in creating new transport services for the tourist and the local population; - Opportunities to attract funds from the European programs; - Opportunities to increase river transport; 	<p>T h r e a t s</p> <ul style="list-style-type: none"> - Incomplete use of the natural and antropogenic resources; - Insufficient financial resources for the development of transport and tourism infrastructure; - Insufficient tourism and transport information system; - Poor link between transport services and tourist sites outside the regional center; - Movement of trained staff from tourism and transport abroad and to the large resorts; - Large intra-regional economic differences between planning regions; - Backwarness of the new



informational technologies and use of Internet.

3.2. Conclusions from the SWOT analysis

- Despite the exceptional potential of the Danube River, at that moment on the territory of Vidin District, it remains unrealized.
- The development of railway transport in the region of Vidin is below the national average.
- Although two trans-European transport corridors (No 4 and No 7) pass through the territory of the area, the development of transport corridor 4 is based exclusively on international road traffic.
- There are no motorways running through the territory of Vidin.
- Despite the existing potential for tourism development in the municipalities of Vidin, Belogradchik, Dimovo and Chuprene, not all tourist information centers have been built.
- The region of Vidin is poorly known on the international tourist market, due to the poor performance of advertising and information systems for the offered tourist services.
- Vidin has the potential to develop the following types of tourism: cultural and historical tourism, ecotourism, sports tourism (hunting and fishing), water, cave, spa, rural, cruise, thematic, wine and weekend tourism, alternative (mountain, adventure, cycling)

3.2.1 Determining the scope of the SRTMP

The SRTMP is a comprehensive plan for the sustainable development of tourism mobility in the Vidin region and a framework for investment in both sectors.

Two of the main trans-European transport corridors - Corridor 4 (Berlin - Thessaloniki - Istanbul) and Corridor No 7 on the Rhine - Main - Danube rivers cross the territory of the region, creating preconditions for developing a transport and commercial center with a wide range of services. With its geographical location, Vidin is considered the eastern gateway to Central and Western Europe. The Danube Bridge Vidin-Calafat created the missing link on the road and railway network of Corridor 4 and gave the opportunity to carry out combined road, rail and water transport.

The SRTMP builds on the Transdanubian Project, funded under the Transnational Cooperation Program in South East Europe Regional Action Plan. And it includes measures and goals that are oriented towards tourists and offer mobility that contains environmentally friendly means of transport, including mainly rail, bus and water transport.



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In this connection, the transport services provided in the territory of Vidin region related to the railway and road transport, an extremely positive role will be played, by the implementation of two projects:

- "Modernization of the Vidin - Sofia railway line". This is the largest transport project. The new route is currently being designed. The project envisages the modernization of the route and the construction of new sections and stations. It is part of the Strategy for Development of the Transport System in the Republic of Bulgaria until 2020. The main priority for its realization is the development of the Trans-European Transport Network by modernizing the Vidin-Sofia-Kulata railway line.
- High-speed road Vidin-Sofia. In 2018, the tender procedures for the selection of contractors for construction and supervision of the construction of two sections of road I-1 (E-79) Vidin - Botevgrad will be launched. These are the stretches from Vidin to Rujntsi - 52 km, and from Mezdra to Botevgrad - 33 km.
- Vidin-Botevgrad is a priority project until 2022, because the overall homogenization and

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modernization of the route from the Danube Bridge II will provide fast and convenient connection with the "Hemus", "Trakia" and "Struma" highways. Its total length 167 km. With the implementation the project, the transit traffic will taken out of the settlements, which will increase the traffic safety, limit the harmful impact of the noise and environmental pollution, from the heavy traffic from the Danube Bridge II.

3.2.2 Identification of stakeholders and competencies

Tourism and transport systems have contributed to the application of the principle of sustainable mobilities in tourism. They can be considered as a regional concept of great importance, affecting objectives, the achievement of which depends on different stakeholders. The main stakeholders identified are:

National public authorities and agencies:
- Ministry of Tourism, http://www.tourism.government.bg/ - Ministry of Transport, Information Technologies and Communications, https://www.mtitc.government.bg/



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<ul style="list-style-type: none"> - Executive Agency "Automobile Administration" - Executive Agency "Railway Administration" - Executive Agency "Exploration and maintenance of the Danube River" – city of Rousse - Agency "Road Infrastructure" - "Holding BDZ" EAD
<p>Regional and national government bodies:</p>
<ul style="list-style-type: none"> - District Governor - 11 municipalities in Vidin region - National Tourism Council - Administrative Department "Automobile Administration" - Regional traffic management
<p>Private stakeholders, acting at national level:</p>
<ul style="list-style-type: none"> - Association of Bulgarian Tour Operators and Travel Agents, http://www.abtta.com/index.php?lang_id=1&ldata= - Bulgarian Hotel and Restaurant Association, http://www.bhra-bg.org/index.php - Bulgarian Association of Travel Agencies (BATA), http://www.batabg.org/index.htm?ReadForm - Bulgarian Association of Balneology and Spa Tourism, http://www.bubspa.org/
<p>Interested parties in Vidin region:</p>
<ul style="list-style-type: none"> - Atos Tour - Travel Agency, Bononia - Tourist Association, Eutouring - Tourist Agency, Agency for Regional Development and Business Center, Chamber of Commerce and Industry - Vidin, Prof. Dr. "Asen Zlatarov", PGT "Mihalaki Georgiev" – Vidin, Symphony - Vidin, History Museum - Vidin, Information Business Center - Belogradchik, Regional Commission for "Trade and Consumer Protection Commission" - Montana-Vidin, Vidin Association of Hoteliers and Restaurants, Association "Regional Handicraft Chamber" - Vidin, Association of bus carriers - "Bydin Express 95" - Vidin, Representative of the National Association of bus carriers in Bulgaria.
<p>Public Local Advice:</p>
<ul style="list-style-type: none"> - Public Council for Integration of People with Disabilities, Regional Advisory Council on Tourism, Municipal Advisory Council on Tourism - Vidin, Municipal Advisory Council on Tourism - Belogradchik, Regional Transport Commission
<p>Legal framework - public transport:</p>
<ul style="list-style-type: none"> - Commercial Shipping Code, Road Transport Law, Road Act, Concessions Act, Civil Aviation Act, Railway Law, Maritime Spaces Act, Inland Waterways and Ports Act of the Republic of Bulgaria



Legal framework - tourism:

- Tourism Law, Tariff of Fees Collected under the Tourism Act, Ordinance on the Organization of the Unified Tourist Information System, Annexes to the Regulation on the Common Organization of the Tourist Information System, Ordinance on Categorization of Accommodation Facilities, Restaurants and entertainment, Ordinance for categorization of tourist chalets and adjoining restaurants, Ordinance on beaches, Ordinance on the conditions and procedure for concluding obligatory liability insurance for tour operators, Ordinance for the staff of tour operators and travel agencies to the person performing the management functions and the premises for the activities of the tour operators or of the travel agencies.

When developing the SRTMP, information was collected from stakeholders in the Vidin region, about the main factors that influence the choice of type of transport by tourists (transport prices, travel time, reliability, safety, etc.)

4. CREATING A COMMON BASIS AND VISION

4.1. Creating a common vision of the pearls

The main vision of the SRTMP is the vision of the Transdanub Project - "Development of Sustainable Mobility of Tourism in the Danube Region"

The common vision for mobility aims to develop the Danube region, which provides socially fair, cost-effective, environmentally-friendly mobility and provides mobile transport and tourism offers to citizens and guests in different regions. A key prerequisite for this is the creation of a favorable multimodal and efficient transport system and sustainable tourist services, based on renewable energy sources that protect the environment and at the same time provide sustainable regional development and offer new energy efficient services in the region.

Regional Vision: "Vidin Region - Competitive and Modern Danube Destination Developing Durable Mobility in Tourism"

The plan can be implemented under the motto "For the Danube Region - A pearl net, attractive and environmentally friendly, through sustainable mobility in tourism"

For this purpose, we will strengthen our efforts, dedicate resources and further develop our cooperation to promote the implementation of our common vision in practice.

4.2. Define the main objectives of the SRTMP



SRTMP

- Intensive information campaign on the concepts of "sustainable mobility in tourism" and "mobility management" in order to reach, understand and perceive it by a maximum number of people, institutions, companies, schools and other organizations;
- Reduction of harmful emissions in the air, by introducing restrictions on the use of a private car to tourist sites;
- Increase the number of visitors to tourist sites that use alternative, environmentally friendly transport at the expense of private cars;
- Increasing opportunities for offering attractive public transport;
- Improving collaboration between the transport and tourism sectors, for the creation of new energy-saving mobile options for tourists' visits;
- Applying good practices from other regions, in order to introduce more sustainable mobile options.

4.3. Application of the principle of integration

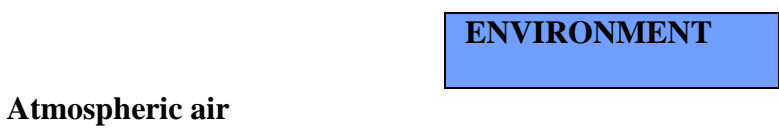
4.3.1. Horizontal integration

Horizontal integration is a combination of services and / or products from the tourism and transport sectors in order to increase the volume and quality of tourism products.

There are no major pollutants on the territory of Vidin, and the environment in generally is very good. The large forestry fund in the Municipality of Belogradchik and the Municipality of Chuprene assists the air purity, and the many protected areas that stimulate the development of eco tourism, contribute to the preservation and promotion of the idea of sustainable development and conservation of resources for future generations. In Vidin there are 21 protected areas under Natura 2000 and 17 under the Protected Areas Act.



Figure 2: Example of horizontal integration





At present, the deterioration of the atmospheric air condition in Vidin due to tourist activities is not recorded, although access to tourist sites takes place in the highest percentage of road transport and the increase in road traffic could lead to a temporary increase of pollutants in the air. Atmospheric air in the area of the municipality is under anthropogenic influence during the autumn-winter period, mainly due to emissions from combustion plants, but even then the atmospheric load is significantly below the country average.

Water

Vidin region is rich in quality sources of drinking water. Available water resources are able to meet the needs of the area in perspective. On the territory of the Municipality of Vidin in the village of Slanotrone there is a mineral water deposit, which has exceptional qualities and can be a major resource in the municipality for its socio-economic development. At the moment the deposit is captured and looking for an investor, for its development. The water supply network in most municipal centers is new, built on projects funded by the European funds. On the territory of the region, however, there are no modern and effective facilities for wastewater treatment, currently a project for a Wastewater Treatment Plant in the municipality of Vidin is being implemented.

Waste

The problem with the waste in the area is currently resolved for the municipal centers because there is a modern municipal waste landfill funded by European funds under the Operational Program Environment. As a result of the implementation of the project, the situation is significantly improved, although there is still a solid household waste contamination within small settlements.

Noise

The results of the measurements carried out in 2017 by RIOSV-Montana show that there are no exceedances of the permissible noise levels on the territory of the area by large industrial sources.

TOURISM

Tourism in Vidin is a industry with a strong potential for development and is essential for the development of the region's economy. As a result of the nomination of the Belogradchik Rocks in the campaign for the 7th natural wonders of the world in 2009, tourist visit has increased sharply, as a result of which the number of shelters has increased. Taking into account the beneficial effect on the economy, the local authorities of Belogradchik, Vidin, Kula, Dimovo and Chuprene combined their efforts for general marketing of the destination. Tourism in Vidin region is represented mainly by companies offering hotel services, catering establishments and licensed travel agencies. Despite the existing traditions, the wealth of natural and cultural heritage, this



industry has not developed enough its potential and the implementation of the Transdanube.Pearls project, will provide a real opportunity for successful tourism development.

SIGNIFICANT TOURIST OBJECTS

- ✓ Old Castle "Baba Vida" - Vidin;
- ✓ The Cross Barracks - Vidin;
- ✓ Turkish Konak "Kolluka" - Vidin;
- ✓ Remains of a Roman fortress wall and a tower in the "Kaleto" district - Vidin;
- ✓ Gates – "Vidbolska", "Enicar", "Florentine", "Telegraph", "Pazar", "Stambol" - Vidin;
- ✓ Cathedral "St. Dimitar" - Vidin;
- ✓ Mosque and library of Osman Pazvantoglu - Vidin;
- ✓ Remains of the Roman fortress "Kastru Martis" - Kula;
- ✓ Belogradchik Rocks and Belogradchik Fortress - Belogradchik;
- ✓ Remains of the ancient settlement "Ratiaria" Archar village, Dimovo municipality;
- ✓ "Izvorski Monastery", Dimovo municipality;
- ✓ Rock monastery in the area "Albutin" - Gradets village, municipality of Vidin;
- ✓ Biosphere Reserve "Chuprene", included in the UNESCO list in 1977;
- ✓ The Rabisha Lake;
- ✓ The Magura Cave.

TRANSPORT

The transport system in Vidin Region is represented by a relatively well developed road network, water transport, rail transport, and a potential opportunity for development of air transport. This provides excellent opportunities for the development of intermodal transport. The area includes one international road first class - E 79, 3 roads second class, the rest of the network is from the 3rd class and 4th class road network. There is a well-developed port network. Cruise ships land at River Station - passenger port. A cargo port "Vidin - North" is also built. The new Danube Bridge offers an opportunity for combined transport - road and rail.



Figure 3: Horizontal intermodal integration



The availability of several types of transport currently does not provide good connections between them. The SRTMP must improve the interaction between different transport networks as well as between transport and tourist services.

Finally, the impact of tourism and transport on the environment, can be said to be positive. Some of the strengths in the aspect of ecology are due to the existence of protected areas, territories, animals and plants, whose preservation is the basis for ecotourism development. There is realisation of number of ecological projects such as reconstruction of street networks, water supply and sewerage networks built for recreation areas, eco-paths and alleys for the tourists, purchase of electric bikes in the city of Vidin and construction of filling stations, electric train in Vidin and a tourist train in the town of Belogradchik.

4.3.2. Vertical integration

The development and implementation of the SRTMP follows an integrated approach with a high degree of cooperation, coordination and consultation between the different levels of government and relevant bodies. To facilitate this process, appropriate structures and procedures should be established.

The Regional Plan for Sustainable Mobility in Tourism follows a transparent and participatory approach. A Regional Advisory Council on Tourism has been set up at the Regional Administration, which includes the relevant stakeholders - representatives of civil society, transport operators, tourist operators and agencies, local authorities and state institutions. Also, in the Regional Administration - Vidin, a Commission acts to discuss proposals for changes in the route schedules of the Regional Transport Scheme / District Transport Commission /, with members of the municipalities of Vidin, the transport operators and the branch organizations. The Regional Advisory Council on Tourism and the Local Transport Commission has been involved in the development and implementation of the plan from the outset and throughout the process to ensure broad acceptance and support.

The Regional Advisory Council on Tourism and the Regional Transport Commission will contribute to the implementation of a unified, targeted policy for sustainable mobility in tourism.

In this sense, it is of the utmost importance that the Vidin Regional Administration should actively participate in the work and management of the tourist region in which it falls geographically, to establish partnerships with the other Pearls involved in the project, to implement joint activities, initiatives and projects aimed at the development of sustainable mobility in tourism.

Tourism policy at the district level is carried out by the District Governor, together with the Advisory Council on Tourism. The Council is a consultative body to the Regional Governor of



Tourism, who makes proposals and gives opinions on issues related to the development of tourism in the area.

A clear understanding of the roles and responsibilities of participants in the sustainable mobility process in tourism and partnership and cooperation between the tourism and transport sectors, which is the key to successful business expansion and market access, they are decisive for the success of this tourism policy.

Vertical integration occurs when tour operators, travel agencies, transport operators and the tourism services sector, which have a different subject of activity but depend on each other, as a result of the tourist product's characteristics, unite their activity, entering the market with complex of services and goods, most often in the form of a travel trip with a total price.

Example of vertical integration: Users buy Thomson tour operator travel package with a Thomsonfly airline flight through Thomson travel agent. In this case, the commission that the tour operator pays to the tour agent remains in the same organization. At the same time, the price levels of airline tickets are much lower, and the purchase of goods on board the aircraft further contributes to the increase in the travel agency's profits.

In conclusion, it can be stated that the travel agencies and the transport operators that introduce the strategies of horizontal and vertical integration in their activity aim to achieve maximum economic efficiency, increase of the market share and, in particular, effective integrated supply chain management, which is why they are generally driving the development of the tourism industry in Europe.

4.4. Identifying success factors (references to existing examples of good practice)

- Promoting energy-efficient and sustainable mobility policies and practices in the tourism field through cooperation of local institutions in the Local Mobility Plans Network. <http://www.starter-project.eu/>
- Providing information in the established Regional Mobility Center.
Good practice example - Graz is the first city in Austria to open a Mobility Center. Provides full information to tourists about the type of transport, transport links, destination, attraction, event and provides the "one ticket" service, which is combined for all modes of transport. Graz, Austria, conducts mobile management for events such as concerts, football matches and exhibitions; Preliminary information is provided on the opportunities created, such as combined tickets for the event and the trip to it, event access roadmaps, internet information. Separately, public transport in Graz runs with bio-diesel from an environmental point of view.



<http://civitas.eu/city/graz> and the Trendsetter project at <http://civitas.eu/content/trendsetter>

Another good example of a mobility center is that built in Brno, Czech Republic.

<https://civitas.brno.cz/?q=english>

- Changing travel habits towards more sustainable forms of transport. Providing an adequate transport scheme linking major public transport hubs with remote destinations visited by tourists is of utmost importance to both visitors and the local population. The aim is to give tourists security at the final stage of the trip and to offer an alternative to private car transport.
<http://www.seemore-project.eu/>
- Creating special solutions for flexible and sustainable transport services that are energy efficient and with limited emissions. This will increase the attractiveness of the destinations. It is envisaged that the users - tourists and local residents - will receive information about them through modern information tools / mobile applications, Internet schedules, special information stands of the initial transport units and others.; Experience shows that demand for an adequate transport scheme embedded in the main public transport network is an effort with a very wide range of benefits.

5. DEVELOPMENT OF SRTMP

The development and implementation of SRTMP requires committed and widespread involvement of the state and local authorities as well as all stakeholders. The understanding of sustainable mobility in tourism, which is practiced at regional and local level, should guide the formation of regional and municipal policies and priorities. State, regional and municipal governments and expert teams should engage in a range of actions and measures at their respective levels, aimed at:

- ✓ looking at sustainable mobility in tourism as part of long-term and operational planning of work;
- ✓ development and implementation of secondary legislation and incentives;
- ✓ selecting and implementing the most appropriate financial mechanisms to promote the development of sustainable tourism.

5.1 Choice of measures -

Transport

Measure 1	
- Improvement of the road infrastructure - construction, repair and rehabilitation of	-Vidin-Sofia Highway Construction / Vidin-Montana / - Road II-14 o.p. Vidin - Kula - Vrashka Chuka - border Republic of Bulgaria, stretch from km 0 + 097 to km 27 +



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<p>the road infrastructure in Vidin district. Preparation of technical documentation for the construction of Euro Velo 6.</p>	<p>450. Approximate value - about BGN 13 million with VAT.</p> <ul style="list-style-type: none"> -Road II-12 on. Vidin - Inovo - Bregovo - border Bulgaria, sections from km 12 + 600 to km 19 + 600, from km 22 + 370 to km 23 + 848 and from km 25 + 427 to km 25 + 987. Indicative value - BGN 5 million with VAT. - Rehabilitation and new construction on road III-1102 (Archar - Mali Drenovets - Dimovo - Ostrokaptsi - Kladorub - Salash), stretch from km 20 + 612 to km 27 + 594 and km 45 + 000 to 50 + 075.52 2. - Preparation of a Technical Project on road III-114 (Dondukovo - Drenovets - Rujintsi - Chuprene - Byalata Voda area), section from km 49 + 700 to km 63 + 000- Kladorub - Salash), section from km 20+612 to km 27+594 and km 45+000 50+075.52 2. - Preparation of Technical Project on road III-114 (Dondukovo - Drenovets - Rujintsi - Chuprene - Byalata Voda area), section from km 49 + 700 to km 63 + 000 - Preparation of technical documentation for the construction of Euro Velo 6.
<p>Expected impact of the measure and contribution to it</p>	<p>Rehabilitation and reconstruction of the republican and municipal road network will contribute to improving the state of road infrastructure, which is below the national average. It will reduce the time to reach tourist sites and increase the level of security and comfort - both for arriving and departing tourists and for local residents. Combined transport of bus transport and air transport will be created. / Development of tourist packages including flights from / to Sofia Airport /.</p> <p>Rehabilitation and reconstruction of the second-class roads to the border checkpoint in Vidin will improve the connection with the neighboring pearls.</p> <p>Rehabilitation and new construction of road III-1102 is an important transport connection of the adjacent settlements with the municipal centers and first-class road I-1 / E-79 /.</p> <p>The same is important for the development of tourism with a natural landmark cave "Magurata" and Rabishko Lake</p>
<p>Estimated value of realisation in euro , including information and</p>	<p>n/a</p>



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promotion	
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - the European structural and investment funds, the Transport Operational Program, the Connecting Europe Facility and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025, long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Road Infrastructure Agency, Municipalities in Vidin district
Responsible organization of implementation	Road Infrastructure Agency, Municipalities in Vidin district
Priority	high

Measure 2	
- Improvement of the railway infrastructure	<p>Modernization of Vidin-Sofia railway line: The route of Sofia-Vidin railway line is served by fast and passenger trains. The time needed to overcome the 200 km distance between the capital and Vidin by a fast train varies between 5-5 ½ hours. This is an extremely serious problem affecting the comfort of passengers on a railway track.</p> <p>After the commissioning of the Danube Bridge 2 "New Europe" (June 2013) and the beginning of the international railway traffic via Vidin - Calafat to Budapest, a significant increase in passengers and tourist flows is expected.</p>
Expected impact of the measure and contribution to it	<p>The planned design speed of the new railway line varies from 160 to 200 km / h, which will reduce the time required for a trip between Sofia and Vidin from the current over 5 hours to 3 hours. The successful realization of the project will have a very favorable impact on the future functioning of the connections and trips between Sofia and Vidin.</p> <p>It will reduce the time to reach tourist sites and increase</p>



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	the level of security and comfort - both for arriving and departing tourists and for local residents. Combined transport of bus transport and air transport will be created. / Developing tourist packages including flights from and to Sofia Airport /.
Estimated value of realisation in euro , including information and promotion	The indicative value of the project amounts to nearly EUR 2.7 billion, the modernization and / or construction of every kilometer of railway track is estimated at around EUR 12 million.
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - the European structural and investment funds, the Transport Operational Program, the Connecting Europe Facility and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025, long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	BDZ
Responsible organization of implementation	BDZ
Priority	high

Measure 3	
Development of public transport services between Bulgaria and Romania and Bulgaria and Serbia.	Development of public transport services for daily combined cross-border sustainable transport between Bulgaria and Romania and Bulgaria and Serbia. The measure consists in the development of public transport services for the development of combined cross-border transport and, in particular, of public transport by cycling. This development should be based on the universally accepted principles of sustainable transport mobility in the Danube region and implemented through sustainable means of transport mobility.
Expected impact of the measure and contribution to it	Development and implementation of public transport services between Bulgaria and Serbia and Bulgaria -



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	<p>Romania will improve the connectivity between pearls. Access to the main tourist sites will be facilitated and tourism will be increased.</p> <ul style="list-style-type: none"> - The implementation of the measure will improve the region's transport accessibility and raise awareness and knowledge of sustainable transport mobility at cross-border level; - The opportunity for daily cross-border travel will contribute to the development of tourism in the border regions of the three countries and will increase the added value of tourism; - The initiation and implementation of joint projects for sustainable transport mobility will stimulate cross-border cooperation, economic and cultural exchanges between Bulgaria and Romania and Bulgaria and Serbia.
Estimated value of realisation in euro , including information and promotion	n/a
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025, long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Municipalities, transport operators
Responsible organization of implementation	Municipalities, transport operators
Priority	high

Measure 4	
Creating the 'One Ticket' service at specific destinations involving the replacement of several vehicles with a one-off payment.	The offers for combined sustainable public transport / integrated tariff systems / in Vidin region should be fully in line with consumer needs and expectations. The implementation of the measure should be aimed at



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	facilitating tourists in their travels on specific destinations.
Expected impact of the measure and contribution to it	<ul style="list-style-type: none"> - The implementation of the measure will improve the transport accessibility of the region and will improve the quality of transport and tourist services in Vidin region; - As a result of the service provided, the number of tourists will increase, which will contribute to increasing the added value of tourism; - The opportunity to visit several tourist sites / attractions with the purchase of "One Ticket" will raise awareness and knowledge of sustainable transport mobility in the region.
Estimated value of realisation in euro , including information and promotion	- Investment costs for the preparation of a uniform ticketing system - BGN 55 000,00 excluding VAT
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025, long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Municipalities, Transport Operators, Regional Administration-Vidin
Responsible organization of implementation	Municipalities, Transport Operators, Regional Administration-Vidin
Priority	high

Measure 5	
Improvement of the opportunities for transport mobility by bicycle transport in Vidin region	Construction of bicycle infrastructure, bicycle parks. Increase of cyclists, opening of bicycle rental opportunities.
Expected impact of the measure and contribution to it	- The implementation of the measure will increase the awareness and knowledge of tourists about sustainable transport mobility and will stimulate the transition to environmentally friendly transport mobility systems in the



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	<p>region;</p> <ul style="list-style-type: none"> - Linking bicycle transport to rail, river and bus stations will be improved; - The opportunities for cycling will contribute to the development of sustainable tourism (pedestrian, rural, youth, ecotourism) in the region.
Estimated value of realisation in euro , including information and promotion	- Investment costs for bicycles and adaptation of the existing road infrastructure to the needs of the bicycle transport - 40 000,00 BGN without VAT per kilometer.
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - the combined efforts of business and public sector (PPPs) - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025 , long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Municipalities, Transport Operators, Regional Administration-Vidin, NGOs
Responsible organization of implementation	Municipalities, Transport Operators, Regional Administration-Vidin, NGOs
Priority	medium

Measure 6	
Development of integrated information packages	Development of integrated information packages containing tourist and transport information - a description of the main attractions and how to reach them without a car. They will be printed in 4 languages (Bulgarian, German, English and Romanian) and distributed in tourist centers, hotels and ticket centers (1500 pieces);
Expected impact of the measure and contribution to it	Improvement of transport and tourist services
Estimated value of realisation in euro , including information and	7000 Euro



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promotion	
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025 , long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Tourism and transport operators, municipalities, hotels
Responsible organization of implementation	Project team, Regional Advisory Council on Tourism
Priority	medium

Tourism

Measure 1	
Improvement of tourist infrastructure, incl. and the accompanying tourist and technical infrastructure	<ul style="list-style-type: none"> - The implementation of the measure will improve the quality of tourism services and will contribute to raising the added value of tourism in the region; - Opportunities for development of tourism in the municipalities with the necessary potential will be created; - New jobs will be created for local residents, which will help speed up economic development in the region.
Expected impact of the measure and contribution to it	<ul style="list-style-type: none"> - Increasing the revenues from the tourist sector in the field - growth rate of 10% on an annual basis compared to the current level; - Increase in number of shelters and their categorization - growth rate of 10% on an annual basis compared to the current level; - Increase in the number of nights spent in accommodation - a 10% growth rate on an annual basis compared to the current level; - Built / refurbished facilities for tourism and accommodation - 10% growth rate on an annual basis compared to their current number;



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	- Increase of the share of the employed in the sectors of transport and tourism in the field - growth rate of 2% on an annual basis compared to the current level.
Estimated value of realisation in euro , including information and promotion	- The investment and operating costs are determined on the basis of the average norms in the construction of new sites or the repair of existing ones. The average price for new construction in Vidin region is 350 euro per square meter turnkey without VAT and repair works are realized within 150 euro per square meter without VAT / these values do not refer to buildings monuments of culture /;
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025, long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Ministry of Culture, Tourist and Transport Operators, Municipalities, hotels
Responsible organization of implementation	Ministry of Culture, Municipalities, Regional Advisory Council on Tourism
Priority	high

Measure 2	
Organization / development of new tourist attractions	The measure consists in creating tourist attractions that increase tourist attendance in them.
Expected impact of the measure and contribution to it	<ul style="list-style-type: none"> - Strengthening the major cities in the region as tourist destinations with their specific regional identity will contribute to raising the added value of tourism; - The implementation of the measure, combined with activities to raise awareness of the benefits of sustainable transport mobility for tourists, will contribute to its further promotion; - Increasing the revenues of the tourism sector in the field - a growth rate of 10% on an annual basis compared to the current level;



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	<ul style="list-style-type: none"> - Increase in the number of tourist attractions - 5% growth rate on an annual basis compared to the current level; - Increase in the number of tourists visiting the tourist sites in the area - growth rate of 15% on an annual basis compared to the current level; - Rehabilitation, conservation, exhibition, equipment, introduction of techniques and programs for interpretation and animation of natural, cultural and historical attractions - 2 projects per year; - Increase in the number of attractions - 5% growth rate on an annual basis compared to the current level.
Estimated value of realisation in euro , including information and promotion	n/a
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025 , long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Tourist and transport operators, municipalities, NGOs hotels
Responsible organization of implementation	Municipalities, Regional Advisory Council on Tourism
Priority	medium

Measure 3	
Construction of Information Center for Mobility in Tourism in Vidin	The lack of an unified information center for mobility in tourism hinders tourists' access to credible transport and tourist information. The construction of such a center will significantly increase the awareness of the tourists about the available tourist attractions / directions and the possible ways of transporting them. The information center has to be built in the district town, within an easily accessible



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	public object / stations, hotels, public buildings /, which will make it easier for tourists to find reliable and timely transport and tourist information.
Expected impact of the measure and contribution to it	<ul style="list-style-type: none"> - the transport accessibility of the settlements in the region will be improved; - Access to up-to-date information on transfer services will raise awareness and promote sustainable mobility; - The implementation of the measure will contribute to the pursuit of reduced use of personal cars on tourist trips. - Increasing revenues from the transport and tourism sector in the field - growth rate of 10% on an annual basis compared to the current level; - Number of additional tourists expected - growth rate 10% on an annual basis compared to the current level; - Increase in number of tourists using sustainable means of transport instead of their personal car - 10% growth rate on an annual basis compared to the current level; - Developed promotional materials - at least 1 kind of package advertising the available information terminals.
Estimated value of realisation in euro , including information and promotion	n/a
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025 , long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Tourist and transport operators, municipalities, NGOs hotels
Responsible organization of implementation	Municipalities, Regional Advisory Council on Tourism
Priority	high

Measure 4	
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<p>Development of a common ticket for visiting the tourist sites in Perla Vidin</p>	<p>The implementation of the measure consists in the development of a general ticket for visiting the tourist sites in Perla Vidin, aimed at a wide consumer circle - the local population of the region, Bulgarian citizens from other regions, tourists from neighboring countries, foreign tourists from distant countries, cruise ships. Tourist offers for a general ticket should be based on priority types of tourism for the region: cognitive / cultural, historical, religious /, rural, ecotourism, business, holiday, river, health, thematic, student tourism. The main cities in the area will be established as tourist destinations offering a specific tourist product and experience.</p>
<p>Expected impact of the measure and contribution to it</p>	<ul style="list-style-type: none"> - Getting to know Perla Vidin; - The implementation of the measure will contribute to improving transport accessibility and increase the added value of tourism in the region; - Tourists' access to tourist attractions will be improved; - The implementation of the measure will contribute to the absorption of the tourism development potential in more municipalities in the area. - Increasing revenues from the transport and tourism sector in the field - growth rate of 10% on an annual basis compared to the current level; - Number of additional tourists expected - growth rate 10% on an annual basis compared to the current level; - Developed promotional materials - at least 1 kind of package advertising the available tourist sites
<p>Estimated value of realisation in euro , including information and promotion</p>	<p>n/a</p>
<p>Funding opportunities</p>	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
<p>Orientation horizon</p>	<p>(short-term - 2020, medium - until 2025, long-term - by 2030)</p>
<p>Responsible organizations which to</p>	<p>Tourist and transport operators, municipalities, NGOs</p>



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take part in the next steps of the process	hotels
Responsible organization of implementation	Municipalities, Regional Advisory Council on Tourism
Priority	high

Measure 5	
Construction of information terminals for the public sustainable transport, serving the main tourist directions in the region of Vidin	The implementation of the measure will have a significant impact on the improvement of the quality of the public sustainable transport services offered in the Vidin region. It is necessary for the arriving tourists to have easy access to up-to-date information on the transfers made by public sustainable transport along the main tourist directions. This will improve the quality of service.
Expected impact of the measure and contribution to it	<ul style="list-style-type: none"> - Getting to know Perla Vidin; - Developing offers for sustainable transport mobility and the construction of information terminals will improve the transport accessibility of settlements in the region; - Access to up-to-date information on transfer services will raise awareness and promote sustainable mobility; - The implementation of the measure will contribute to the pursuit of reduced use of personal cars on tourist trips. - Increasing revenues from the transport and tourism sector in the field - growth rate of 10% on an annual basis compared to the current level; - Number of additional tourists expected - growth rate 10% on an annual basis compared to the current level; - Increase in number of tourists using sustainable means of transport instead of their personal car - 10% growth rate on an annual basis compared to the current level; - Developed promotional materials - at least 1 kind of package advertising the available information terminals.
Estimated value of realisation in euro , including information and promotion	n/a
Funding opportunities	- Municipal budget;



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	<ul style="list-style-type: none"> - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025 , long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Tourist and transport operators, municipalities, NGOs hotels
Responsible organization of implementation	Municipalities, Regional Advisory Council on Tourism
Priority	medium

Measure6	
Construction of Perla Vidin transport and tourist site and development of applications for mobile phones.	The integration of information on the means of transport, the location of tourists and nearby tourist sites and their inclusion in a common website and applications for mobile phones corresponds to the commonly agreed sustainable transport mobility objectives in the Danube region. These are: improving river transport accessibility / public transport services for sustainable mobility / and increasing value added from tourism / products / packages for sustainable tourism /.
Expected impact of the measure and contribution to it	<ul style="list-style-type: none"> - Getting to know Perla Vidin; - The implementation of the measure will contribute to improving the access of tourists to up-to-date transport and tourist information; - Improved quality of travel services during travel will contribute to increasing the added value of tourism; - Access to reliable information on public sustainable transport will contribute to reducing the proportion of tourists traveling with their private cars (both at the place of accommodation and during their stay). - Increasing revenues from the transport and tourism sector in the field - growth rate of 10% on an annual basis compared to the current level; - Increase in the number of tourist attractions - 5% growth



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	rate on an annual basis compared to the current level; - Increase in the number of tourists visiting the tourist sites in the area - a growth rate of 15% on an annual basis compared to the current level.
Estimated value of realisation in euro , including information and promotion	n/a
Funding opportunities	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Orientation horizon	(short-term - 2020, medium - until 2025 , long-term - by 2030)
Responsible organizations which to take part in the next steps of the process	Tourist and transport operators, municipalities, NGOs hotels
Responsible organization of implementation	Municipalities, Regional Advisory Council on Tourism
Priority	medium

The process of public consultation with local stakeholders from Vidin region allows for detailed information on each specific development measure proposed in the sustainable regional mobility plan for tourism. The development measures developed for Vidin were presented to all participants in the public consultation process, among which representatives of the Regional Administration - Vidin and the 11 municipalities falling within the territorial scope of the district. The inclusion of experts from the transport and tourism sectors, which have a direct bearing on the proposed measures, is an integral part.

After the comprehensive presentation of the development measures, the consultation process went to one of its key points - a comparison of the measures developed by the team with the real needs of the target groups in the region. The co-ordination of the proposed 12 measures with the local stakeholders allows us to make the following clarifications on the future development of the transport and tourism sectors:

In "transport" direction / 6 pcs. measures / participants in the public consultation process express their agreement on the measures proposed by the team and emphasize the need for the urgent realization of a large part of them. Experts define as key to the successful development of the transport sector, the measure aimed at improving the road and rail infrastructure in the region. All



participants emphasize its unsatisfactory condition and the indisputable need for construction, repair and rehabilitation of the road infrastructure and modernization of the railway infrastructure in Vidin pearl. In connection with the developed measure for improving the conditions for sustainable transport mobility in Vidin region, agreement was reached on the proposal for the inclusion of new railway, bus, river and bicycle transport services. Among the key measures for the development of the transport sector in the region, the experts also define: the development of public transport services for daily combined cross-border sustainable transport between Bulgaria and Romania and Bulgaria and Serbia; the creation of the 'One Ticket' service, providing the opportunity to change several vehicles with a one-off payment; as well as stimulating the development of bicycle transport in the region. The high degree of agreement reached by local stakeholders allows four of the proposed six measures to develop the transport sector in the region as high-priority.

When comparing the measures developed in the "tourism" direction / 6 measures / with the real needs of the target groups in the region, a high degree of agreement was reached. Representatives of the Regional Administration - Vidin, the 11 municipalities from the region and experts from the tourism sector, emphasize their desire and will for a purposefully sustainable development of the tourism sector in Perla Vidin. Among the key measures for the future development of tourism, experts define: linking the organization of the existing transport system with the main tourist directions in the area, and improving the tourist infrastructure in the region. Regarding these measures, experts in the sector noted the existence of many problems limiting the successful development of tourism in Vidin region. A high degree of agreement from local stakeholders allows three of the six measures developed to develop the tourism sector in the field as high-priority ones.

Given the high degree of agreement reached in the public consultation process and due to the number of proposed measures for the development of the transport and tourism sector in Vidin, the stakeholders involved in the process do not take into account the need to include additional development measures for the two sectors in the region.

5.2. Determination of responsibilities

The determination of responsibilities in the implementation of the Sustainable Mobility Plan in tourism will ensure its implementation. For this purpose, it is useful for every institution associated with transport and tourism in Vidin to have an idea what exactly the plan is, why it is and what is the personal role of the organization in its implementation. It is important for stakeholders to know what they are supposed to do, but also why it is important to do so and how all this is in unison for the development of Perla Vidin. This is necessary, because if such an understanding exists, the stakeholders will be involved in the implementation of the strategic plan and this will affect the implementation of the Sustainable Tourism Mobility Plan of Vidin Region. For this reason, the responsible organizations are clearly identified, for the purpose of



taking part in the next steps of the implementation process, as well as the responsible organizations for their implementation. The main responsible organizations for the implementation of the plan are - municipalities, agencies managing tourist sites, transport and tourism organizations, the Regional Tourism Advisory Council.

5.3. Funding plan

The envisaged measures will be implemented after strengthening the consistency between the different management structures and promoting the application for all possible Operational Programs related to the achievement of sustainable transport mobility of the tourism in Vidin region.

Encouraged application for projects in the transport and tourism sectors will contribute to raising the knowledge of tourists about sustainable transport mobility in tourism;

The increased share of projects applied for under the Operational Programs will contribute to the development of the transport and tourism sector over the current programming period.

Integration of sustainable transport mobility into tourism through educational events in Vidin region.

Establishment of a framework for strengthening the coherence and integration between rail and bus transport in Vidin region.

Cooperation in financial co-financing in projects for restoration, preservation and maintenance of tourist sites / attractions in Vidin region.



ACTION PLAN 2019-2030

Measure	Responsible organization/Partners	Indicative deadline for implementation	Estimated value (BGN)	Funding opportunities
Improvement of the road infrastructure - construction, repair and rehabilitation of the road infrastructure in Vidin district.	Road Infrastructure Agency, Municipalities in Vidin district	long-term - by 2030	n/a	<ul style="list-style-type: none"> - Municipal budget; - State budget; - the European structural and investment funds, the Transport Operational Program, the Connecting Europe Facility and other financial instruments.
Improvement of the railway infrastructure	BDZ	long-term - by 2030	The indicative value of the project amounts to nearly EUR 2.7 billion, the modernization and / or construction of every kilometer of railway track is estimated at around EUR 12 million	<ul style="list-style-type: none"> - Municipal budget; - State budget; - the European structural and investment funds, the Transport Operational Program, the Connecting Europe Facility and other financial instruments.
Development of public transport services between Bulgaria and Romania and Bulgaria and Serbia.	Municipalities, transport operators	long-term - by 2030	n/a	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial



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					instruments.
Creating the 'One Ticket' service at specific destinations involving the replacement of several vehicles with a one-off payment.	Municipalities, Transport Operators, Regional Administration-Vidin, NGO	long-term - by 2030	Investment costs for the preparation of a uniform ticketing system - BGN 55 000,00 excluding VAT		<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Improvement of the opportunities for transport mobility by bicycle transport in Vidin region	Municipalities, Transport Operators, Regional Administration-Vidin, NGOs	medium - until 2025	Investment costs for bicycles and adaptation of the existing road infrastructure to the needs of the bicycle transport - 40 000,00 BGN without VAT per kilometer.		<ul style="list-style-type: none"> - Municipal budget; - State budget; - the combined efforts of business and public sector (PPPs) - European structural and investment funds, Operational programs, and other financial instruments.
Development of integrated information packages	Tourism and transport operators, municipalities, hotels	medium - until 2025	7000 Euro		<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Improvement of tourist infrastructure, incl. and the accompanying tourist and technical infrastructure	Ministry of Culture, Tourist and Transport Operators, Municipalities, hotels	long-term - by 2030	The investment and operating costs are determined on the basis of the average norms in the construction of new		<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.



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			sites or the repair of existing ones. The average price for new construction in Vidin region is 350 euro per square meter turnkey without VAT and repair works are realized within 150 euro per square meter without VAT / these values do not refer to buildings monuments of culture /	
Organization / development of new tourist attractions	Ministry of Culture, Tourist and Transport Operators, Municipalities, hotels	medium - until 2025	n/a	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Construction of Information Center for Mobility in Tourism in Vidin	Ministry of Culture, Tourist and Transport Operators, Municipalities, hotels	medium - until 2025	n/a	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Development of a common ticket for visiting the tourist sites in Perla Vidin	Ministry of Culture, Tourist and Transport Operators, Municipalities, hotels	medium - until 2025	n/a	<ul style="list-style-type: none"> - Municipal budget; - State budget; - European structural and investment funds,



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				Operational programs, and other financial instruments.
Construction of information terminals for the public sustainable transport, serving the main tourist directions in the region of Vidin	Municipalities, Regional Advisory Council on Tourism	medium - until 2025	n/a	- Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.
Construction of Perla Vidin transport and tourist site and development of applications for mobile phones.	Municipalities, Regional Advisory Council on Tourism	medium - until 2025	n/a	- Municipal budget; - State budget; - European structural and investment funds, Operational programs, and other financial instruments.



5.4. Include monitoring and evaluation of the implementation of the measures

Implementation of the SRTMP as a whole necessitates monitoring.

Monitoring of SRTMP can be defined as a process of systematic and continuous collection and analysis of information on the progress of the plan implementation and the achievement of the objectives and results. The information obtained should be used for management purposes - to control and make management decisions on the continuation, amendment or supplementation of the document. As a result of the monitoring, timely adjustments and updates of the implementation method can be made. Current monitoring plays a particularly important role in long-term planning, which takes place in several phases. The implementation of each subsequent phase should be preceded by monitoring and evaluation of the activities and the results of the previous stages.

An important milestone in the implementation of the SRTMP is to obtain an assessment based on the expected and achieved results, impact and satisfaction. Evaluation is determined on the basis of specially collected and analyzed information and should be carried out in accordance with certain criteria and standards in terms of efficiency, effectiveness, sustainability, etc. Information gathering is done through a review of documentation - technical and financial, site visits, meetings and interviews.

Monitoring and evaluation can be both internal (carried out by administrative staff and members of the Regional Tourism Advisory Council and Commission to discuss proposals for changes in the regional timetables) and external (by independent experts). In the case of internal monitoring and evaluation, the focus is mainly on the allocation and use of resources, the spending of the financial resources, the quality and timeliness of the planned activities and interventions, the events requiring changes in policy implementation, the identification of the progress made in implementation. The advantages of internal monitoring and evaluation are related to the use of own resources that can be optimized, building capacity for program management, greater operational efficiency. External monitoring and evaluation are carried out by local or foreign experts or legal entities independent of the respective administration. They provide greater objectivity, independence, openness and transparency to the evaluation process and its outcomes. The choice between internal or external monitoring / evaluation is determined by a number of factors - the purpose of the evaluation, deadlines, available resources, etc. The assessment of the performance of the SRTMP is done by comparing the results obtained with the baseline data. Besides the objective technical and economic results it is necessary to take into account and non-quantifiable results as well as indirect results. On the basis of the evaluation carried out, changes may be proposed to some of the objectives and parameters of the Plan as well as changes in the instruments for their implementation.



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Our team decided to work on the method of internal monitoring and evaluation, especially in terms of operational and financial resources. The assessment will be mid-term (mid-term of the SRTMP implementation) and subsequent (final). Estimates will provide information on:

- ✓ the progress achieved in meeting the objectives and priorities for the period;
- ✓ the problems encountered and the actions taken by the competent authorities to overcome them;
- ✓ an estimate of the expected fulfillment of the objectives and priorities for the implementation of the Plan for the next period of action.

The implementation of these monitoring and evaluation tools ensures the relevance and effectiveness of the decision-making process, related to the implementation of the SRTMP, based on a periodic and systematic assessment of resources, activities and outcomes.

6. Admission and Application of SRTMP

6.1. Admission of SRTMP

The SRTMP, in consultation with stakeholders, on the work meetings, will be presented at:

1. Regional Advisory Council on Tourism

The Regional Advisory Council on Tourism of Vidin is a public expert - advisory body that assists the District Governor of Vidin in defining, organizing and controlling the implementation of the national policy for development of tourism on the territory of the Vidin Region.

2. The Committee for consideration of proposals for changes in the route schedules of the bus routes from the Regional Transport Scheme / Regional Transport Commission /

Once approved by the board and the committee, it will be represented to The Regional Development Adoption Council.

The Regional Development Council is the body that assists in the implementation of the state policy for regional development in Vidin and approves the main strategic documents in the Vidin region:

- Discusses and coordinates the initiatives of the municipalities related to the annual planning of the funds and the measures for realization of activities in the regions for targeted support.
- Discusses and proposes initiatives and schemes to ensure the implementation of the regional development strategy, including the financing of municipal projects.
- Assists in providing information on the implementation and evaluation of the regional development strategy.



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- It adopts decisions to conclude cooperation agreements with other areas in the country and beyond for the implementation of joint activities on regional development and territorial cooperation.
- Discusses and approves the intermediate and final report on the implementation of the regional development strategy on a proposal by the regional governor.

Chairman of the Regional Development Council is the Regional Governor.

Members of the Regional Development Council are the mayors of the municipalities in the area, one representative of the municipal council of each municipality, delegates of the regional structures of the representative organizations of employers and employees at national level.

The main strategic document for the territory of Vidin Region is the Regional Strategy for Development, which is for the period 2014-2020.

On the basis of It, Municipal Development Plans are developed, which are the main strategic documents for the development of the municipalities.

The Regional Development Council, after approving the SRTMP, will become a sectoral strategic document.

Upgrading the Regional Development Strategy will take into account the developed SRTMP and the measures will be reflected.

In this way they will become a priority for the municipalities of Vidin region.

INSTITUTIONAL FRAMEWORK



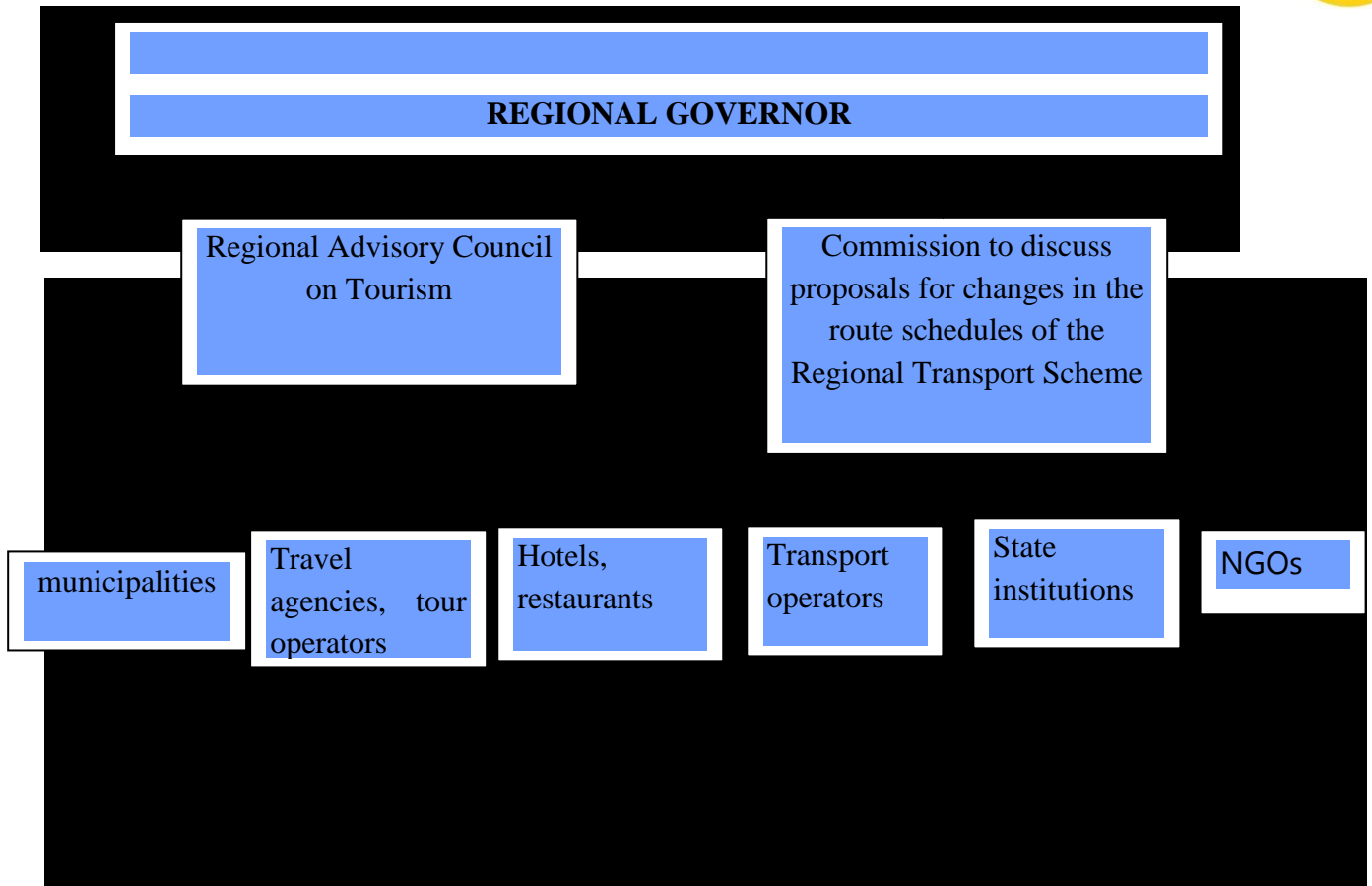


Figure 4: Institutional framework

6.2. Monitoring and updating of SRTMP

The monitoring and updating of the SRTMP are key stages of the overall process of regional planning in order to take timely action to address emerging problems in its implementation and, if necessary, take action to update it. In this sense, monitoring and refurbishment are mainly aimed at achieving sustainability, efficiency, expediency and legality in the implementation of the SRTMP.

A detailed monitoring should be carried out on the implementation of the SRTMP. Progress towards the objective and specific tasks of the plan and the achievement of its results should be evaluated regularly on the basis of the indicators selected. Appropriate action should be taken to ensure timely access to relevant data and statistical information. A monitoring report should lay the basis for performance review.

The process of organization of implementation, monitoring, control and ex-post evaluation of tourism development policy, in particular this document, "Sustainable Regional Tourism Mobility Plans", is organized by the Regional Governor or by another official authorized by him.



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Tourism Act (TA)

Pursuant to Article 10 of the TA, the regional governors conduct the state policy for the development of tourism on the territory of the respective area, such as:

1. Develop the regional strategy and participate in the development of tourism development programs on the territory of the respective area and coordinate their implementation;
2. Assist the Minister of Tourism in carrying out the functions referred to in Art. 6 of the Law on Tourism, on the territory of the given area;
3. Cooperate and support initiatives of the state authorities, tourist management organizations and tourist associations for tourism development on the territory of the respective area in pursuance of the national policy in the field of tourism;
4. Carry out control functions in the cases provided for in the Law on Tourism.

The subject of monitoring is the fulfillment of the objectives and measures according to certain physical and financial indicators, the organization and methods of implementation applied by the management bodies and the measures to provide information and publicity on the results of the implementation of the SRTMP.

To achieve the objectives of the monitoring, a monitoring system is in place, which meets the specific conditions and organization of the Plan.

The monitoring system of the Plan covers:

- the sources, ways and periodicity of collecting, processing and analyzing information;
- monitoring indicators;
- the monitoring bodies, the organization and the methods of their work;
- the system of reporting, provision of information and publicity.

Surveillance of the implementation of the SRTMP is based on data provided by the local tourism business, municipalities, transport operators, and data from other reliable regional and local sources of information.

Monitoring bodies for the implementation of the SRTMP are the Regional Tourism Advisory Council and the Commission to discuss proposals for changes to the route schedules of the Regional Transport Scheme.

In the process of monitoring implementation, both bodies:



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- ensure the involvement of interested bodies, organizations, individuals and legal entities, respecting the principle of partnership, publicity and transparency in the implementation of this document "Sustainable Regional Tourism Mobility Plans ";
- examine proposals and take decisions to increase the effectiveness of the monitoring process in the event of problems and omissions;
- make decisions to update the Plan as necessary;

For the purposes of monitoring, evaluating and updating the strategic objectives of the SRTMP, it is proposed to extend the powers of the Advisory Council on Tourism with functions to monitor and assess the implementation of the main objectives and measures and funding and to include these issues on the agenda of the regular meetings. This activity can be assisted by holding periodic forums to discuss objectives and measures with other stakeholders.

Monitoring and evaluation can provide timely information on progress, and early detection of weaknesses that require action to update the SRTMP can be helped.

7. OBSTACLES AND PREREQUISITES FOR SUCCESSFUL IMPLEMENTATION OF SRTMP -

The main risks to the achievement of strategic goals are related to a set of factors that are largely unpredictable in the future. Obviously, it is not possible to predict with a high level of credibility any changes that would occur to the horizon of meeting the strategic objectives and specific actions in the Action Plan. **The SRTMP sets realistic goals and concrete measures that can be implemented, so there are no serious obstacles to its implementation at this stage.** This means that the implementation of this document "Sustainable Regional Tourism Mobility Plans" should be a continuous process of monitoring, control and updating, analysis and correction of errors, difficulties and failures to adapt planned activities to new circumstances and market conditions in the tourism sector.

Vidin region has the potential and capacity to develop as an attractive destination for active tourism in all seasons of the year. The SRTMP should contribute to sustainable, integrated tourism development of the area, attracting investors to the sector, improving and expanding the basic infrastructure, enhancing the quality of tourism supply through sustainable forms of mobility.

The set goals will be achieved by using the available resources for sustainable development of all types of tourism that have potential in Vidin region, with an emphasis on:

- cultural and historical;
- mountain (summer - hiking, cycling);
- festival;
- rural tourism.



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Vidin will continue its sustainable tourism development and implementation of the Plan using two main approaches:

- Investment Approach - In this approach, state institutions, local authorities, private entrepreneurs and non-governmental organizations will play an essential role in offering, developing and lobbying to attract local and foreign investment and to raise funds to implement the measures and to successfully implement the SRTMP;

Resource approach - maximum use of local tourism resources and potential opportunities and the available technical, social infrastructure and material and technical facilities in tourism.

8. GENERAL CONCLUSIONS -

Vidin Region will develop a coherent and focused tourism policy based on a partnership between the public sector, state and municipal institutions, the private sector and non-governmental organizations.

Most of the settlements in the area have the potential to attract tourists and to contribute to the development and enrichment of the tourist product. People and local communities are the most important resource for tourism development. They are the core of the organization, management and creation of tourism products and services. Their knowledge, skills and capacity are decisive for the quality of tourism.

The successful implementation of the Transdanube.Pearls project will benefit the purposeful development of tourism in the Danube region and will provide real networking opportunities through the Pearl.

11. Project Partners

	<p>LP Environment Agency Austria</p>	<p>EAA</p>	<p>AUSTRIA</p>
	<p>ERDF PP1 Danube Office Ulm/Neu-Ulm</p>	<p>DOULM</p>	<p>GERMANY</p>
	<p>ERDF PP2 WGD Danube Upper Austria Tourism Ltd.</p>	<p>WGDOOE</p>	<p>AUSTRIA</p>



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	ERDF PP3 Regionalmanagement Burgenland Ltd.	RMB	AUSTRIA
	ERDF PP4 Bratislava Self-Governing Region	BSGR	SLOVAKIA
	ERDF PP5 West Pannon Regional and Economic Development Public Nonprofit Ltd.	WESTPA	HUNGARY
	ERDF PP7 City of Vukovar	CIVUK	CROATIA
	ERDF PP8 Development agency Sinergija	RASIN	SLOVENIA
	ERDF PP9 Regional Administration of Vidin Region	VIDIN	BULGARIA
	ERDF PP10 Club "Sustainable Development of Civil Society"	CSDCS	BULGARIA
	ERDF PP11 National Institute for Research and Development in Tourism	NIRDT	ROMANIA
	ERDF PP12 The South-East Regional Development Agency	SERDA	ROMANIA
	ERDF PP13 Government of Baranya County		HUNGARY
	IPA PP1 Danube Competence Center	DCC	SERBIA
	IPA PP2 Regional Development Agency Eastern Serbia	RARIS	SERBIA

Table 1: List of Project Partners



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Furthermore, Transdanube.Pearls is supported by the following Associated Strategic Partners (ASP).

ASP1	Austrian Federal Ministry for Agriculture, Forestry, Environment and Water Management	BMLFUW	AUSTRIA
ASP2	Federal Ministry for Transport, Innovation and Technology	BMVIT	AUSTRIA
ASP3	Neusiedler See Tourism Ltd.	NTG	AUSTRIA
ASP4	Regional Government of Burgenland	BGLD	AUSTRIA
ASP5	Rail Tours Touristik Ltd.	RTA	AUSTRIA
ASP6	Destination Marketing Association German Danube	DMAGD	GERMANY
ASP7	Supreme Building Authority – Part of the Bavarian State Ministry of the Interior, for Building and Transport	STMI	GERMANY
ASP8	Panonsko more d.o.o. / Panonian sea Ltd.	PANON	CROATIA
ASP9	Győr-Sopron-Ebenfurt Railway Corp.	GYSEV	HUNGARY
ASP10	Government of Baranya County	BARCO	HUNGARY
ASP11	Association of Szigetköz Tourism	SZTDM	HUNGARY
ASP12	Association of Tourism Development in Moldova	ADTM	MOLDOVA
ASP13	National Authority for Tourism	NAT	ROMANIA
ASP14	Administrative Territorial Unit Tulcea County	TULC	ROMANIA
ASP15	Railways of the Slovak republic	ZSR	SLOVAKIA
ASP16	Ministry of Transport, Construction and Regional Development of the Slovak Republic	MINDOP	SLOVAKIA
ASP17	Bratislava City - Capital of Slovak Republic	BA	SLOVAKIA
ASP18	Pomurje Tourist Association	PTA	SLOVENIA
ASP19	Ministry of Agriculture and Environmental Protection	MAEP	SERBIA
ASP20	Development Agency of Serbia	DAS	SERBIA
ASP21	Municipality of Kladovo	MKLAD	SERBIA
ASP22	Ministry of Tourism	BMT	BULGARIA
ASP23	Association of Danube River Municipalities "Danube"	ADRM	BULGARIA
ASP24	Municipality of Ruse	RUSE	BULGARIA