



Transdanube.Pearls - Network for Sustainable Mobility along the Danube

Sustainable Regional Tourism and Mobility Plan



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

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Space Syntax Romania

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SRTMP for the Danube Delta - (SRTMP)

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1 Background and Introduction

Mobility is a vital component on the structuring of any tourist destination since it strongly impacts on the economic, environmental and social sustainability of the area. Without mobility infrastructure and services there cannot be any tourism. Technological improvements in the transport sector, both in infrastructure and means of transport have led to a significant rise in actual and potential tourist mobility, have improved destination accessibility and widened tourist offer.

A growing sensitivity and awareness of environmental impacts in the modern consumer society means that more and more tourists (and local citizens) are choosing ethical consumption and eco-friendly solutions in transport as elsewhere. The offer of sustainable mobility may therefore be an opportunity to differentiate a destination from others and attract emerging and increasing segments of sustainable demand.

The above factors point to the fact that, planning and offering sustainable mobility services add value to the travel and tourism experience and become an opportunity, a challenge and an ethical imperative from the sustainability perspective. In fact, flexible and sustainable mobility services implemented in tourism destinations can be significant not only as an impact for tourism but also as a tool for improving the quality of life of local people.

Traditionally, for most trips in urban areas, users seeking an alternative to private car will generally have a choice of several alternative transport modes ranging from a fixed route and fixed schedule public transport service to a high-cost and comfortable private taxi providing door-to-door service. But often this range of transport supply may not be available for remote touristic areas along the river, where population density is low. Usually these remote areas are provided with inadequate public transport options or if they are well provided with public transport it is a loss-making service. Patterns of movement in small communities are often too dispersed to be handled efficiently by conventional public transport and, as a result, these kinds of transport tend to require high subsidies to remain in operation. By presumption, touristic visits in these areas can be performed only by car. From the other hand, a well-organized public transport system can enhance economic growth by attracting visitors and improving social inclusion, accessibility, and mobility.



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New mobility measures containing flexible and demand-responsive transport means are identified as one of the promising solutions for widespread and sustainable transport in touristic areas. Although some mobility measures have been introduced in Danube area both as part of the public transport mix and also to meet certain accessibility gaps, they are rather scarce thus defining the need to be enlarged, enriched and combined with the tourism packages. It is recognized that accessibility is a multi-dimensional concept relating to the ease with which individuals can reach destinations.

Public transport in rural touristic areas in low Danube generally suffers from lack of service availability and infrastructure; services are infrequent, not easily accessible, and not connected to other modes of transport. This leads to problems of social exclusion particularly for the young, old, low-income, and disabled people, but also for tourists. In general, a number of different accessibility gaps in tourism along Danube exist, including:

- Special gap - a lack of public transport service
- Physical gap - inaccessible vehicles
- Time gap - no service at the required time or the journey takes too long
- Information gap - passengers do not have the required information
- Economic gap - services are too expensive
- Behavioural gap - cultural/attitudinal issues around the use of public transport

In addition to this scarce situation, reliable historical recordings and specific data regarding the access to the region are missing, adding to the difficulties to correctly evaluate the needs and plan accordingly.

A well-designed sustainable transport system for touristic purposes should integrate different modes of transport to provide more user-centric, comfortable, and cost effective transport options by offering desired flexibility in choosing route, time, mode of transport, service provider, payment system, etc. In order to find the appropriate solution, the implementation of specific mobility measures is necessary to cover the itineraries in tourism destinations with no regular transport service and, at



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the same time, provide a mobility service for local citizens in these areas. **The planning of the design and implementation of appropriate measures will be the core of the SRTMP**, which requires a previous analysis of the existing public transport system in the target regions and an assessment of the transport demand from tourists and local population.



2 Regional SoA analysis

This SoA should result in a thorough regional SWOT-analysis, which will be the basis for development of the SRTMP. The guideline builds upon the SoA carried out as a basis for the elaboration of the Regional Action Plans in the Transdanube project. This should reduce the efforts for those partners who already have a regional action plan in place because they will only have to update the existing SoA based on new/updated data and information.

2.1 Structural data of the region

2.1.1 Definition of examined area (focus region)

The Danube Delta Biosphere Reserve is situated on the eastern side of Romania, at the junction of the Danube River with the Black Sea, marking the exit point of the Danube into the sea. The Biosphere Reserve covers an area of approximately 580,000 hectares. It is the only Delta in the world declared protected area as a whole. The Biosphere Reserve comprises the Danube Delta, The Danube Floodplain upstream of Tulcea to Cotul Pisicii, the Razim-Sinoe Lakes Complex and the Black Sea coastal waters up to 20 meters isobaths. ¹

¹ Source of text and maps: *STUDIUL DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII*. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.



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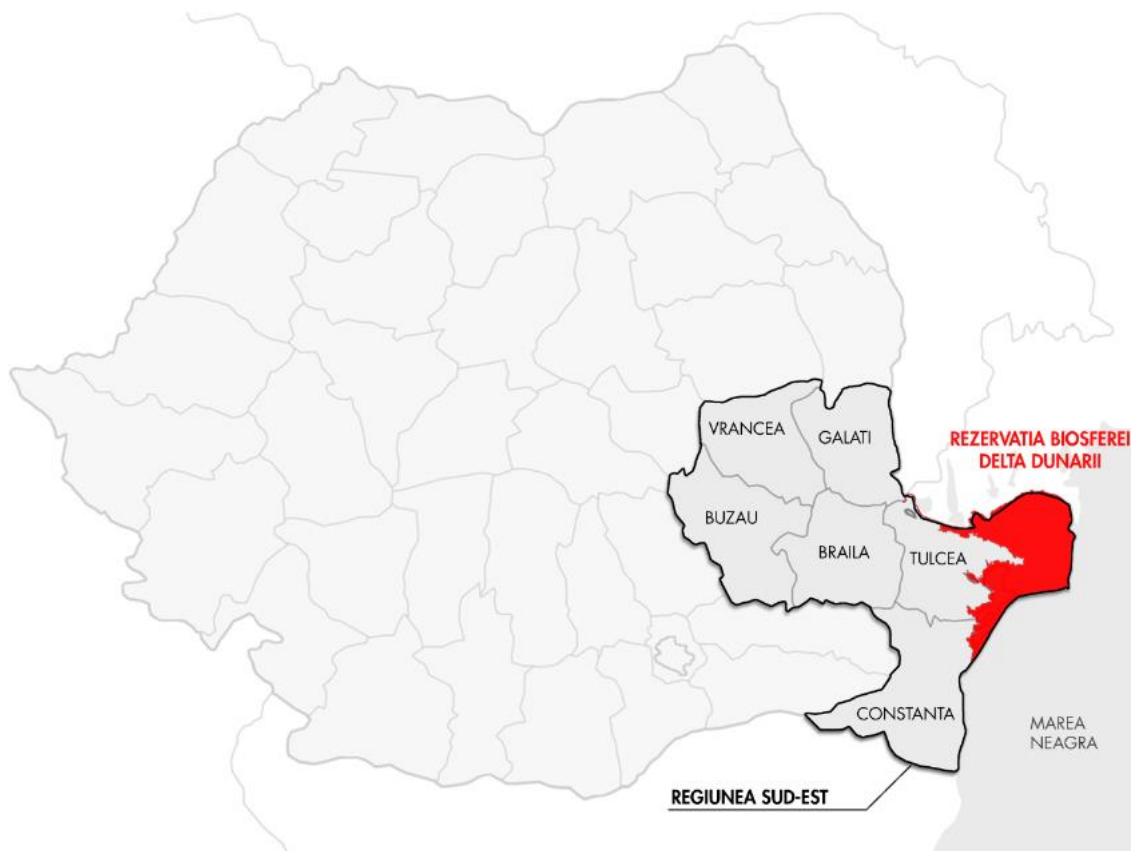


Figure 1: Source - *STUDIUL DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII*. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.



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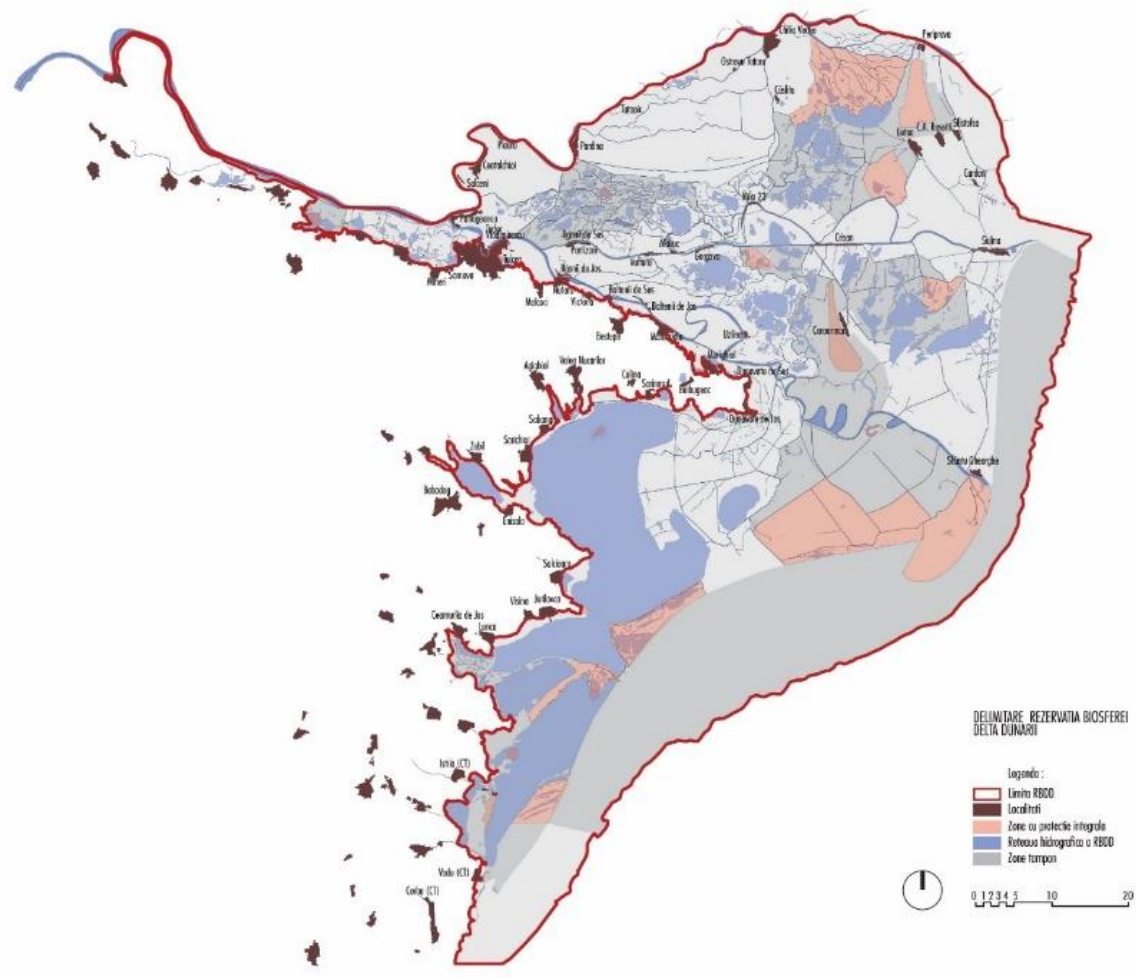


Figure 2: Source - *STUDIUL DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII*. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.

Danube Delta area covers 2.5% of the country's surface, with 87.73% under the administration of Tulcea county, 12.23% under Constanta County, and 0.14% under Galati County.²

For the purpose of this document, the area is referred to as the "Danube Delta area", consisting of Core Delta (in yellow in the map below), and the Neighbouring Area (in green) to the Delta. These denominations are consistent with the Danube Delta



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Integrated Sustainable Development Strategy elaborated by the Ministry of Regional Development and Public Administration and the World Bank in 2014.

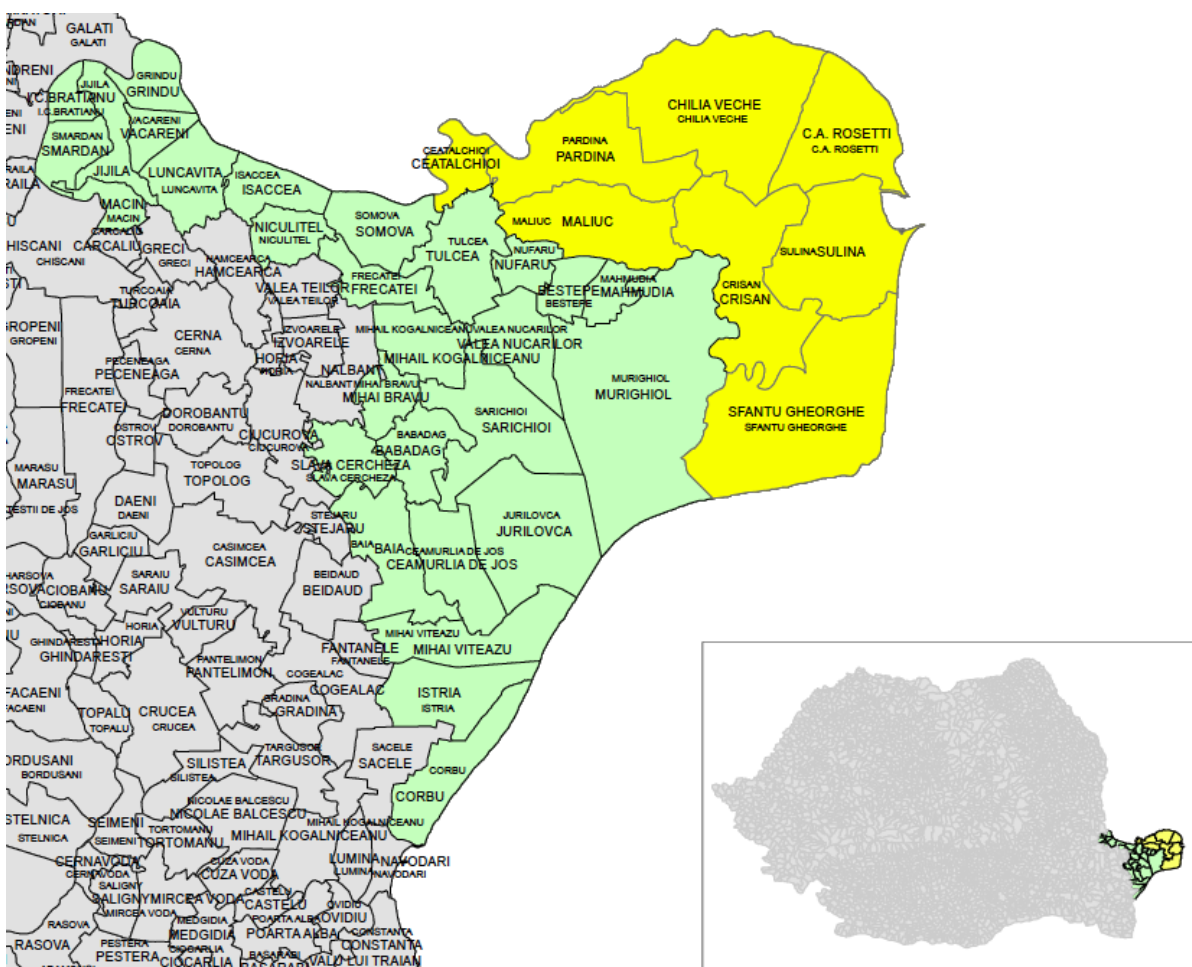


Figure 3: Source - *STUDIUL DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.*

The Core Delta consists of the following 8 communes/municipalities shown in the map above: Ceatalchioii, Pardina, Chilia Veche, C.A. Rosetti, the town of Sulina, Sf Gheorghe, Crisan and Maliuc



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2.1.2 Population

Over the past decades, the Danube Delta region experienced a considerable population decline at much higher rates than what was observed at national level. The remoteness of many communes in the Core Delta (the area between the Sf. Gheorghe and the Chilia channels of the Danube river), due to their dependence on waterways for transportation, reduces residents' connectivity to markets and jobs, thus determining them to leave the area.

Between 2002 and 2011, Romania lost 11.1 percent of its population, while over the same period of time, the population decline in the Danube Delta area reached 17 and 26 percent, respectively. In 2002, about 206,000 people resided in the Danube Delta versus around 172,000 in 2011 (with aprox. 160,000 in Tulcea and aprox. 12,000 in Constanța county). Almost 13,000 inhabitants were recorded in 2002 in the Core Delta, whereas only about 9,500 are estimated to live there today (out of which over 3500 in Sulina town).³

The communes of Pardina, C.A. Rosetti, Sulina and Maliuc in the Core Delta have experienced the largest percent of population loss, ranging from 19.2 to 26 percent, when comparing 2011 levels to their 2002 baseline.

The birth rate in Tulcea County has been declining constantly since 2007, reaching 8.3% inhabitants live births in 2011 compared to 9.2 at the national level. The decline of the younger is mirrored by the increase in the older: while in 2002, 16% (Danube Delta) and 19% (Core Delta) of the population was above 60 years, their shares have increased to 22% and 23%, respectively.

The population decline in Danube Delta and the Core Delta is largest in age groups below 35 years, which reflects the fast demographic transition that this area is experiencing.

³ *Danube Delta Integrated Sustainable Development Strategy*, Project co-financed by the European Regional Development Fund through OPTA 2007-2013



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Comparing the age pyramids of the Core Delta, the surrounding area and Romania – which all have shapes of slow population growth – the shape of the Core Delta age pyramid shows a continuous decline of its younger population (lower base of the pyramid) which is typical of a shrinking population.

Figure: Aging Population Trends in Core Delta

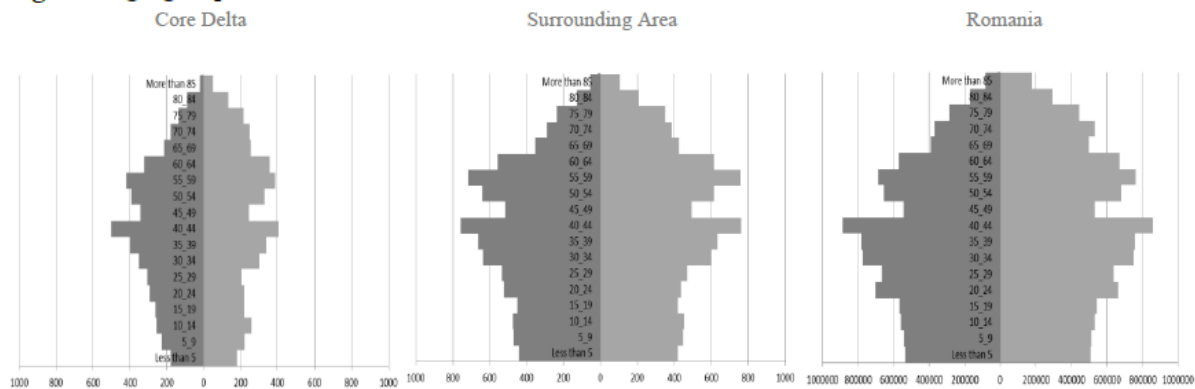


Figure 4: Source - *STUDIUL DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.*

Population decline has led to a decrease in population density. While the demographic decline and subsequent decrease in population density was observed all over Romania, Tulcea County was one of the areas that saw the largest variations.

Tulcea county has today one of the lowest densities in Romania, having less than 50 inhabitants per sq. km. The continuous decline in population and density is a challenge for service delivery, such as mobility services.

2.1.3 Population of important cities and tourism centers

Tulcea county is with 8,499 km² the fourth largest county in Romania, yet one of the least populated (201,462 based on the 2011 Census). The county's largest and capital



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city Tulcea has 66,650 inhabitants based on the 2011 Census.⁴ Tulcea is not located in the Danube Delta, but it represents its main entry.

The sole town of the Danube Delta, Sulina, has 3500 inhabitants (2011), recording a steep decrease, from 5500 (1992), to 4500 (in 2003) and less than 3500 today.

2.1.4 Settlement characteristics (density (inhabitants/square kilometer in focus area, volume of second homes, motorization rate (vehicles/citizen))

In DDBR there are 7 communes and one town (Sulina), divided in 25 human settlements (villages - sate), with a total population of about 15,000 inhabitants, out of which around 3500 people in Sulina – the breakdown is, thus, under 25% in urban areas and over 75% in rural areas.

The communes and municipalities of the Danube Delta are listed below, broken down in "Core Delta" and the rest of the territory.

Communes in Core Delta (under the jurisdiction of DDBR) and the villages belonging to them, and the number of inhabitants at the last census (2011):

1. **Sulina:** Sulina (3541 inhabitants in 2011)
2. **Ceatalchioi:** Ceatalhoi, Plauru, Sălceni, Pătlăgeanca (557 inhabitants in 2011)
3. **Chilia Veche:** Chilia Veche (2086 inhabitants in 2011)
4. **Pardina:** Pardina (502 inhabitants in 2011)
5. **C.A. Rosetti:** C.A. Rosetti, Sfiștofca, Letea, Cardon, Periprava (925)
6. **Crișan:** Crișan, Mila 23, Caraorman (1218 inhabitants in 2011)
7. **Maliuc:** Maliuc, Partizani, Gorgova, Vulturu, Ilganii de Sus (829 inhabitants in 2011)
8. **Sf. Gheorghe:** Sf. Gheorghe (794 inhabitants in 2011)

⁴ Danube Delta Integrated Sustainable Development Strategy, Project co-financed by the European Regional Development Fund through OPTA 2007-2013



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Additional settlements (*villages*) in the DDBR territory, belonging to neighbouring communes:

1. Bălteni de Jos (part of **Beștepe** commune)
2. Ilganii de Jos (part of **Nufăru** commune)
3. Uzlina (part of **Murighiol** commune)
4. Tudor Vladimirescu (part of **Tulcea** city)

The rest of localities in the Danube Delta (in Tulcea county):

1. Grindu (1333 inhabitants in 2011)
2. Văcăreni (2170 inhabitants in 2011)
3. I.C. Brătianu (1165 inhabitants in 2011)
4. Smârdan (1047 inhabitants in 2011)
5. Jijila (5258 inhabitants in 2011)
6. Luncavița (4201 inhabitants in 2011)
7. Măcin (7666 inhabitants in 2011)
8. Isaccea (4955 inhabitants in 2011)
9. Niculițel (4090 inhabitants in 2011)
10. Somova (4235 inhabitants in 2011)
11. Frecăței (3312 inhabitants in 2011)
12. Mihail Kogălniceanu (2638 inhabitants in 2011)
13. Valea Nucarilor (3069 inhabitants in 2011)
14. Nufăru (2119 inhabitants in 2011)
15. Mahmudia (2292 inhabitants in 2011)
16. Mihai Bravu (2310 inhabitants in 2011)
17. Sarichioi (5715 inhabitants in 2011)
18. Babadag (8071 inhabitants in 2011)
19. SlavaCercheza (1625 inhabitants in 2011)
20. Jurilovca (3858 inhabitants in 2011)
21. Baia (4583 inhabitants in 2011)
22. Ceamurlia de Jos (2104 inhabitants in 2011)



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Other 3 communes, in the Constanța county, are also part of the Danube Delta.

They are as follows:

1. Mihai Viteazu (3038 inhabitants in 2011)
2. Istria (2381 inhabitants in 2011)
3. Corbu (5431 inhabitants in 2011)

Because of the small area of dry land, the localities are concentrated along the Danube arms and their surface is reduced.

The active population in the DDBR represents 35.3%, the occupation rate being 81.4%. The main activities are: fishing and pisciculture (15.3%), agriculture, forestry (29%), industry, construction and commerce (15.7%), tourism, transport, communications (15.4%), health system (1.9%), education, culture (5.7%), public administration (13.5%) and other activities (3.6%). (as per ARBDD website: <http://www.ddbra.ro/populatie.php>)

The unemployment rate in Tulcea County is 4.2%, unevenly distributed (data valid in May 2017, available on www.anofm.ro). As in all Romania, the unemployment rate has dropped significantly in recent years, due mainly to the migration phenomenon – Romanians leaving for other EU member states, looking for better work opportunities – and to the steep decrease in natality).

The city of Tulcea, at the western edge of the Delta, has a population of 66,650 (in 2011); it represents the main gate to the Delta. – data available in the 2011 Census: <http://www.recensamantromania.ro/wp-content/uploads/2012/08/TS2.pdf>

Tulcea has one of the smallest road densities in the country. Within the Core Delta there are some significant constraints to road building both because of the physical difficulties but also because of environmental and economic constraints. The Delta provides a substantial network of local waterways (616 km). Many residents have private boats and there are also subsidized public services in the area. The boat company operates services over about half of the length of the waterways on five separate routes and for many residents of the Delta this is the only means of regular transport they have. When the waterways are frozen, these services may not run and



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in the case of medical emergencies a helicopter (one exists in Tulcea) is the only lifeline for some communities.

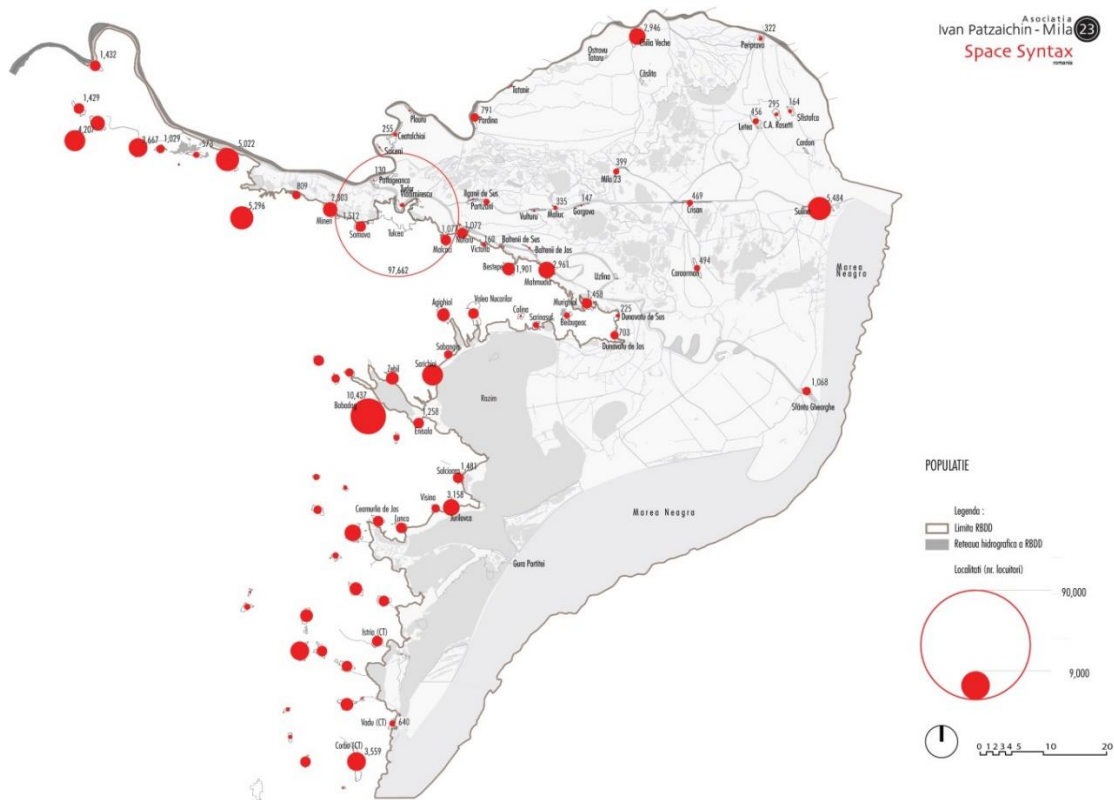


Figure 5: Source - *STUDIUL DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII*. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.

2.1.5 Area (land use patterns)

In the Danube Delta, the oldest (and heavily eroded) soils of Romania (the former Hercinic Mountains) co-exist with the youngest soils in the Danube Delta on a variety of topographical conditions; the elevation ranges from 0 meters (sea level) to over 400 meters above sea level. The majority of soils on the “continental” part of the Danube Delta are favorable for intensive agriculture while, in contrast, the thin, underdeveloped soils present in the deltaic area have a small organic matter content and their



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productivity is mostly provided by the easy access to (ground) water during growing season. The climate of the area is also particular with low rainfall amount but prone to strong and permanent wind from East-North-East.

The most significant physical and ecological feature of the DDBR is its vast expanse of wetlands, including freshwater marsh, lakes and ponds, streams and channels. Most of the DD plain is either permanently under water or flooded for several months of the year (Spring and early Summer). Only a small part of the DD area (about 150 km²) is permanently dry.

Land use and ownership. The agricultural land is mostly arable (82%) complemented by pastures (15%) and vineyards (3%). The private ownership of land predominates covering 78% of total agricultural and arable land, respectively, 99% of vineyards and 75% of pastures. The state/public ownership over agricultural land is still significant (12% of the total), with the County Council (32,158 ha) and State Land Agency (20, 238 ha) as the main administrators. Most of the state owned land (89%) is located in the Danube Delta and was reclaimed from the Danube River flooding areas, upstream of Tulcea and in the Delta.⁵

2.1.6 Points of interest

From the point of view of the environment there are four types of areas:

- **Strictly protected areas:** 20 sites covering a total of 50 904 hectares (8.7% of the Reserve's surface). The protection is mandatory and these areas contain pristine places, representatives for the natural, terrestrial and aquatic ecosystems in the Reserve;

⁵ Danube Delta Integrated Sustainable Development Strategy, Project co-financed by the European Regional Development Fund through OPTA 2007-2013



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- **Buffer areas** established around the strictly protected sites. Covering 222 996 hectares (38.5% of the Reserve’s area), they are designated to reduce the human activities impact on these sites.
- Economic zones, covering 306 100 hectares (52.8% of the Reserve’s surface) include easily flooded areas, protected fishing, agricultural and forest areas, as well as the localities.
- Areas for ecological restoration – where Danube Delta Biosphere Reserve Authority has projects and activities for ecological restoration and reconstruction, using appropriate technical means and technologies.”

In the Reserve there are 24 trails (15 waterways and 9 on land).

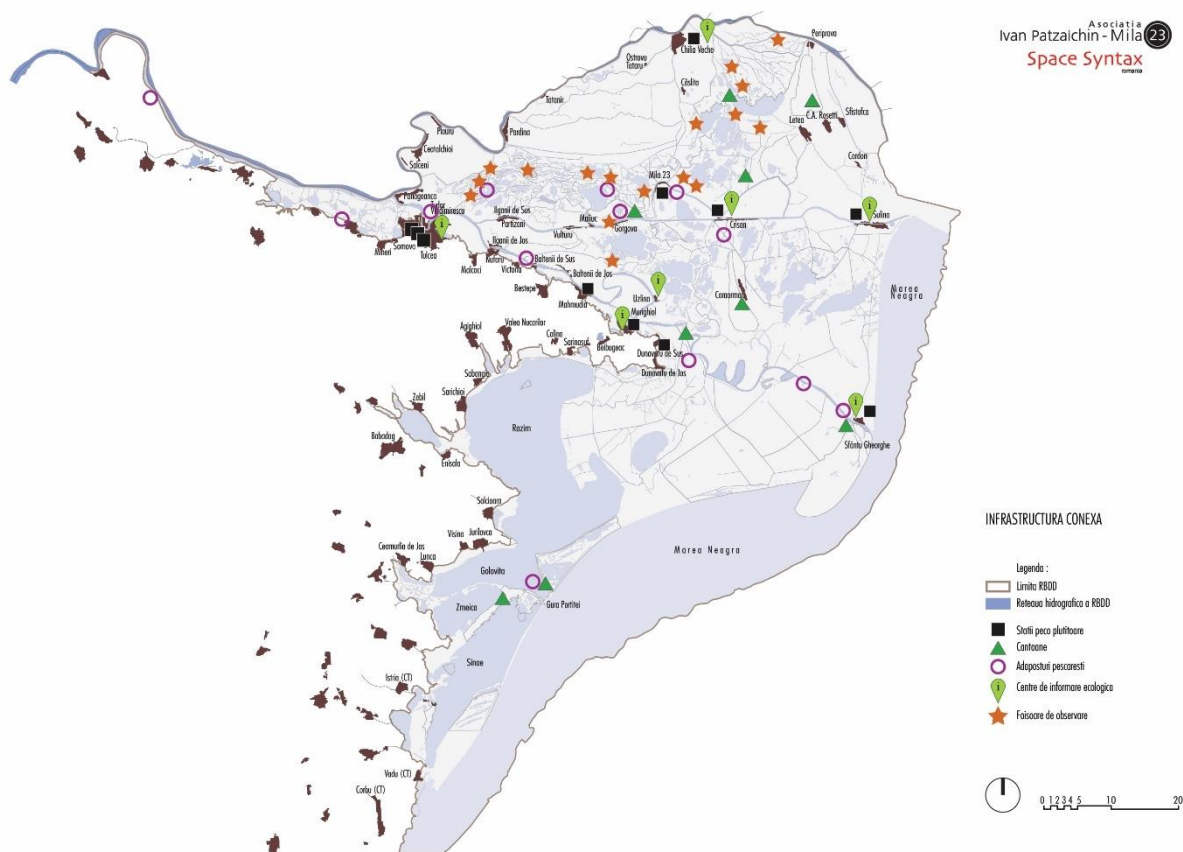


Figure 6: Source - *STUDIUL DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.*



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Looking at better understanding the attraction points that may bring different groups of tourists to the Danube Delta the results of a previous study⁶ should be considered. The study looked at defining a character for each area and specific development opportunities, in order to identify unique elements that can be used for marketing each area, in developing products and packages for tourists.

Thus, this kind of approach offers a few major advantages:

- it offers the best chances to implement a real conservation policy that can work together with the tourism industry;
- it offers a good chance for tourists to choose the right area to visit in order to meet their expectations;
- it offers good opportunities for investments to be made correctly and create less conflicts with nature conservation policies, whilst consolidating and promoting their touristic offer;
- it also becomes a strong communication instrument for all the parties involved, as well as a marketing instrument that could attract different target groups.

⁶ Zonarea pentru recreere și turism în Rezervația Biosferei Delta Dunării – Componentă a strategiei de turism și management a vizitatorilor – Asociația de Ecoturism din România & Détente Company



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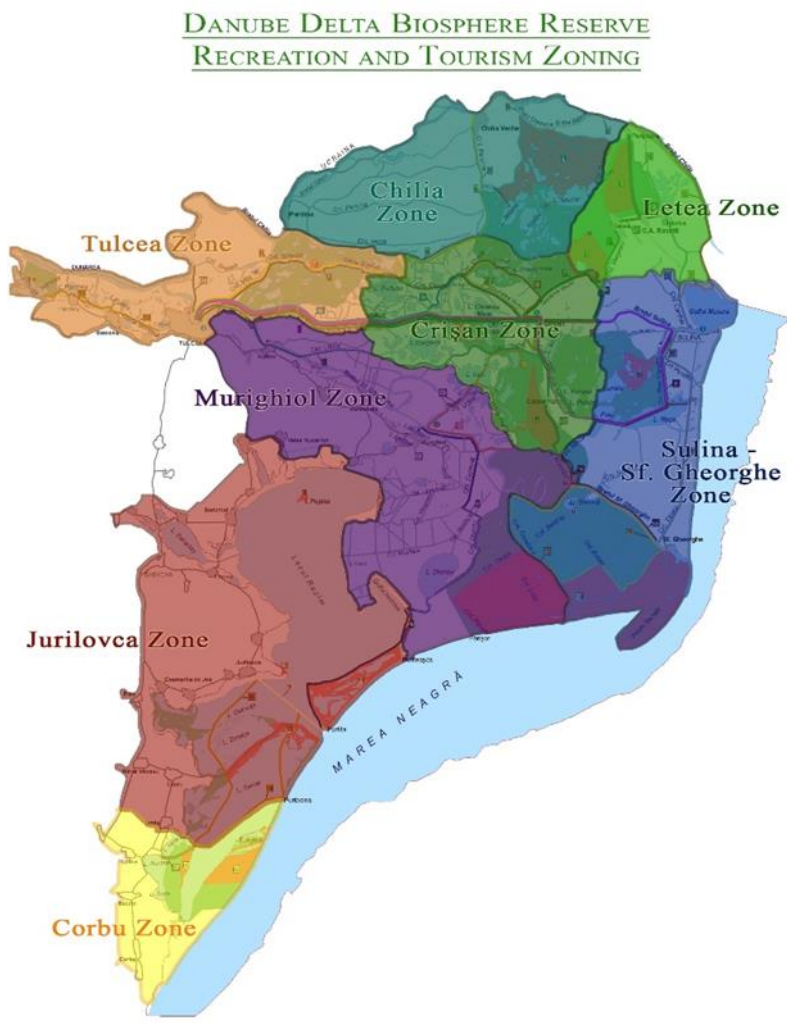


Figure 7: Source - *STUDIUL DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII*. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.



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According to this study there is a brief description of the areas:

Area	Current state and visiting experience	Vision and objectives
Crişan Area	International and local tourists that are looking for a natural experience, bird watching and fishing.	The area should become the first class destination for a <i>slow nature related experience</i> .
Murighiol Area	<p>It offers two different visiting experiences</p> <p>a. an entrance gate for a big number of Romanian tourists, which travel in small groups and mostly for the weekend or for those going to spend longer times in other destinations like Sf. Gheorghe. Their main activity is fishing using their own boats or hiring.</p> <p>b. weekend destination covering Dunavățul de Jos, Mahmudia and Uzliņa, mostly Romanian tourists coming from bigger cities.</p>	The area should be an intensive recreational area (shorter visits) well managed, slowing down the consumption speed and diversifying the recreational offers to benefit the locals.
Jurilovca Area	Portița is the main beach destination, Enisala is a major cultural attraction, Razim lake is frequently used by motor boat owners over the weekend damaging the birds' habitats.	An area where to explore the Danube Delta by earth, offering activities for two seasons, summer and winter.



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Sfântu Gheorghe – Sulina Area	Sfântu Gheorghe is associated with three main experiences summer beach, an authentic fisherman’s village and the Anonimul film festival, and Sulina is mainly a beach destination and known for its cultural richness.	It should be a different beach destination at the joint of the old river and sea, combining nature, history and tradition, with a strong emphasis on the cultural attractions.
Chilia Area	Currently fishing and hunting are the main attractions for the Romanian tourists that come to this area, apart from the church and the wickery workshop not offering much else.	This area should be dedicated to understanding the land part of the Delta, and position itself as a border town with Ukraine.
Vadu – Corbu Area	It is functioning as an informal camping site and it lacks vision and future planning, endangering the natural habitat of the coastal area.	It could become a destination for camping in the nature, with an organization that could benefit the local population.
Letea Area	It is usually visited for a day trips to the famous oak woods within the sand dunes.	For this are longer packages should be promoted focusing on the cultural/gastronomic experience and the unique landscape.
Tulcea Area	It is currently used mainly as an entry gate, spending very little time in the town, maybe less than a day, offering very little information to the tourists about the local attractions.	It should offer a complementary experience to the tourists that come to visit the Danube Delta, promoting the city and the surroundings.

Table 1: Brief description of the areas



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2.1.7 Definition and classification of relevant transportation nodes feeding the examined area

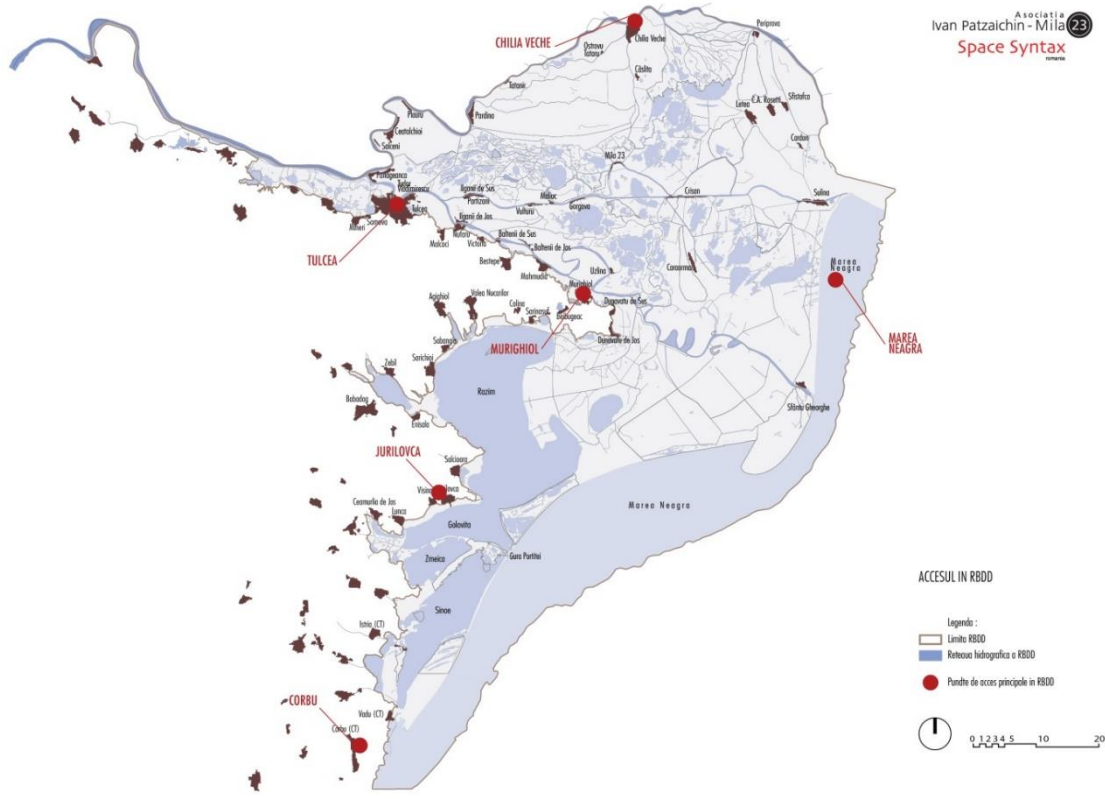


Figure 8: Plan of the main transportation nodes into the Danube Delta Area

Traveling inside the reservation area is possible by boats (mostly) and by cars (limited). Transporting to the reservation is made by water. Passenger ships are outdated, intensive fuel consumers, low speed and difficult to handle. In recent years, two catamarans were purchased with a capacity of 200 seats, which operate with a 2-day rhythm.

There is no close functional airport (the international “Danube Delta” Tulcea Airport is out of commission).



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The DDBR can be accessed through several points: the city of Tulcea; Chilia; Murighiol; Jurilovca; Corbu – Vadu; The Black Sea.

From Tulcea:

- By car through the following roads: Autostrada A2 – Slobozia – Tulcea (cca. 300 km ~ 3 ½ - 4 ore), DN 22 București – Urziceni – Slobozia – Giurgeni – Vadu Oii – Tulcea, european road Constanța – Tulcea (cca. 130 km ~ 2 ore), Galați – by ferry, Brăila – by ferry (the duration of the trip from Braila or Galați to Tulcea is about 1 ½ hours, including crossing the Danube, in the case of ferry crowding, specific to summer season, the duration increases significantly).
- By train (CFR) from Bucharest and Constanta, (via Medgidia).
- By plane, the airport being 15 km away from Tulcea, operating occasionally charter flights.
- By boat: The Tulcea port is accessible from the Danube River for river boats and from the Black Sea for sea vessels. For the passengers there are no regular connections to the ports up the river. The Tulcea port is an end point for the international cruises along the Danube River; in Tulcea the tourists are moved onto local boats to visit the three canals of the Delta. The main operators are SC Europolis SA Tulcea, Karpaten Turism București, Danube Cruises Romania. The other category of international cruisers come by sea, approximately 20 ships/year, and the tourists are also transferred to smaller boats that offer the possibility of visiting the Danube Delta.

Except for Tulcea, the other access points in the Danube Delta from the land are:

Chilia in the north side of the Danube Delta, it is the largest commune in the area, and it can be accessed by boat or by road from Tulcea.

Nufăru, Bălteni, Mahmudia, Murighiol, Dunavăț Area

These communes are aligned along the western edge of the Delta, Murighiol being the most important access gate. Due to the easy access by car (roads E87, DN 22A, DJ 222C) this area has a higher density of lodging of different categories.



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Jurilovca

It is an access point from the Black Sea (at a distance of 19km from the sea) and it can also be accessed by road from Constanta (90km) or from Tulcea (69km) by DJ222.

Corbu

In the southern end of the Danube Delta, it has two villages Vadu and Lumina, and can be accessed by road (31km from Constanta).

From Tulcea, the following villages can be reached via bus/van, and they can represent points of departure for various tourist routes:

Tulcea – Nufăru – Beștepe – Mahmudia – Murighiol _ Dunavățu de Jos (55 km)

Tulcea – Mihail Kogălnicean – Babadag – 2 Cantoane (DN22) – Jurilovca (70 km)

2.1.8 Economy (role of agriculture, industry, services – especially tourism)

"...The core Delta remains - by nature - an isolated, inaccessible area, and - by choice of its residents - a region with a declining population. Out-migration, both to other counties and out of Romania, it is one of the highest in the country, and has resulted in a steady population decline from about 14,000 in 2002 to about 11,000 in 2012. Moreover, the population is ageing with a median age of 47 (...) versus 44 in the country. Furthermore, this small population is dispersed across a wide area, which presents significant constraints to infrastructure development.

There are few jobs in the formal sector in the core Delta. In 2013, there were only 10.9 formal jobs per 100 working age adults, half of the rate in the overall study area. Tulcea County contributes only 0.84% to the country's GDP¹⁹. Its GDP is just short of qualifying Tulcea as a lagging region."⁷

⁷ http://www.mdrap.ro/userfiles/delta_dunarii/rezultate_proiecte/4_Raport_Strategie_en.pdf



SRTMP for the Danube Delta - (SRTMP)

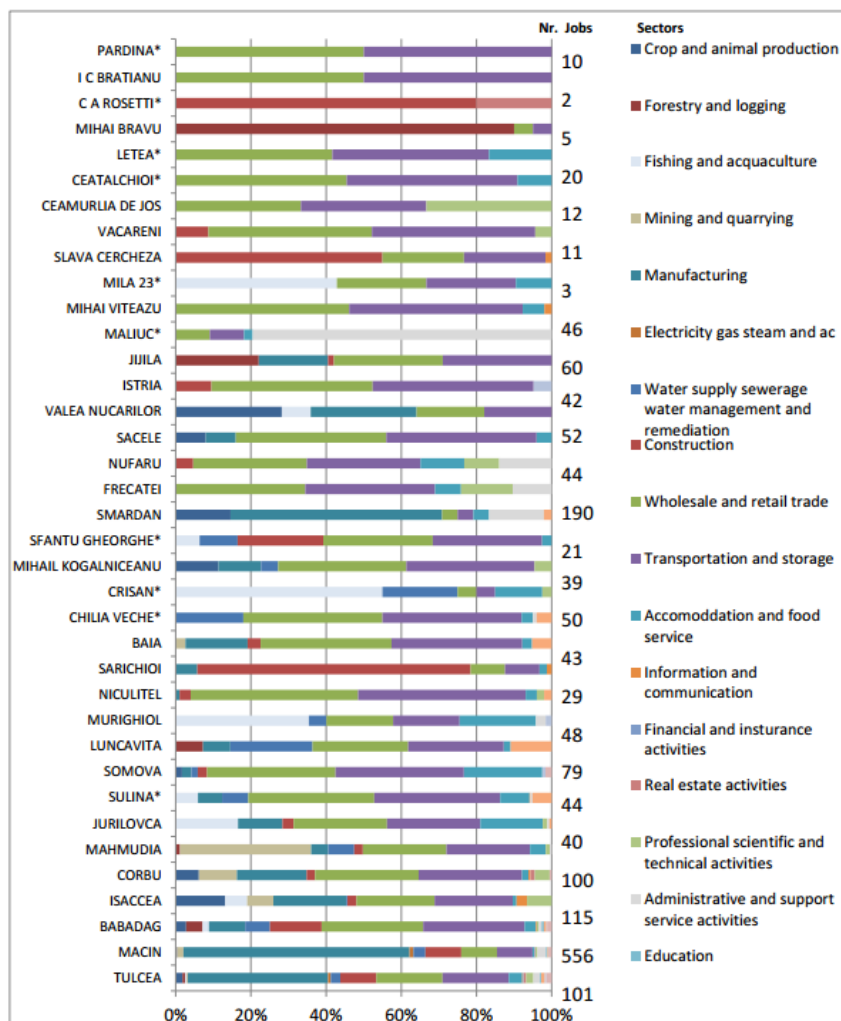


Figure 9: Source: Integrated Sustainable Development Strategy, June 2015, The World Bank⁸

⁸ Integrated Sustainable Development Strategy, June 2015, The World Bank



3 Tourism data

3.2 Tourism hotspots

Murighiol – the traditional entry point in the Danube Delta, especially for smaller groups of Romanian tourists (families, small groups of friends), parking their cars in Murighiol and going for camping nearby or for taking longer routes, usually coming for fishing. Also, this is a weekend destination point.

Crișan – situated in the centre of the Danube Delta (on the Western edge of the Core Delta), Crișan is visited by foreigners and Romanian tourists, in search of various activities: birdwatching and cultural experiences (foreign tourists), fishing and relaxation (Romanian tourists). Accessible only by boat.

Jurilovca – close to the Black Sea, it offers 3 main attractions: as a sunbathing destination (Portița), culture (ruins of the old fortress Enisala) and access to the Razim lake. The destination is also appropriate for biking.

Sulina – Sf Gheorghe – an area accessible by sea, it offers the following attractions:

- sunbathing destination, with beaches close to the river and the sea, including sky jet tours and similar
- culture (rich old cultural heritage, especially in Sulina, and new, vibrant cultural environment, represented by the Anonimul film festival in Sf Gheorghe, with its almost 15 years history)
- fisherman village experience, including birdwatching and close experience of the nature. Bicycle tours can be also organised.

Chilia – a locality right on the border with Ukraine, with an impressive church and very interesting position from the scientific point of view (the land is constantly changing in this area). Agriculture is well represented here – it's an area where cheese is produced in-situ. Accessible by road, this part can be used also for biking.

Vadu – Corbu – an area currently used for camping (although unregulated), it could become an interesting destination for birdwatching.



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Letea – a key attraction of the Delta, Letea can offer a very special experience, due to its magnificent oak wood, intermixed with sand dunes. Nature requires extra care in this area, and tourist journeys should be longer rather than shorter (for a diminished impact of the transportation on the environment, and to allow the tourist to experience to the full the benefits of the surroundings)

Tulcea – gate to the Danube Delta, but also a tourist attraction in itself (churches, museums, fishing zones).

Main attractions are: the Independence Monument, the History and Archeology Museum, the citadel of Aegyssus, Art Museum, the Danube Delta Museum, Avramide House, Museum of Folk Art and Ethnography, St. George's Church, traditional fishing villages around Tulcea, the Synagogue, St. Nicholas Cathedral, Constantin Gavena Memorial House, the Jean Bart Theater, the old rite church of Saint Parascovia, Old Orthodox Christian Church of St. John the Theologian, Ciuperca park and lake, Tulcea promenade.

The events that appeal to audiences in Tulcea are: Earth Hour, RowmaniaFEST -

International paddling boats festival, Folklore County Contest "Flowers of Dobrogea", "Dance. Dance. Dance. ", Independence Day of Romania, Europe Day, Expoflora, National Minorities and Romanians around the world festival, International Interpretation Competition "G. Georgescu ", Children's Day, Pelicam International Film Festival, National Folklore Festival for Folk Music artists, "Natalia Șerbănescu", DANUBE DELTA RALLY, DOBROJAZZ Tulcea, Danube Day, Interethnic Film Week, International Festival of Folklore "Golden Pisces", Tulcea City Days, Tulcea Folk Crafts Fair, dichis'n'Blues Festival, Mobility Week, the Autumn Fair, Dobrogea Day, "Alexandru Ciucurencu" International Competition, National Day of Romania, Tatar Ethnic Feast, events organized during the Winter holidays.

3.3 Tourism

The most recent information regarding the number of tourists dates from 2016, and is provided by the DDBRA, based on the number of entry permits purchased. This number is **74667**. No other analysis is available, though, on this recent data (origins, length of journey, preferred means of access in the DD).



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Visits of larger groups (who do not purchase individual permits) are not recorded in this statistic.

Year	2016											
Month	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
No. tourists	3453	16	1375	4508	9391	14351	12341	15193	10100	2776	635	30

Table 2: Statistics of tourist visits per month in 2016

For more detailed information, we can offer data from 2011, when the South-East Region registered a total number of 1,134,800 tourists, representing 16.14% of the total number of arrivals in Romania. The number of tourists in 2011 was increased with 8.7% as compared with 2010. In 2011, the Region was the first in the country in terms of accommodation capacity, on the 3rd place as regards the number of arrivals and the first place in terms of overnight stays. The Region concentrates approximately 21% of the country accommodation capacity, most of them on the Black Sea seaside. In terms of used capacity, the Region ranks second in Romania.

Types of tourism in the hotspots: cyclotourism; tourism trails; tourism for angling; water sports (canoe, kayak, rafting); scientific; cultural attractions; animal observation; equestrian tourism; pescatourism; agro-tourism.

The main season is end March – early November, ideal for nature observation, relaxation, cultural tourism, fishing and sunbathing.

Nevertheless, during the cold season, tourists also come for bird watching or digi-scoping (wild life photography).

Number of overnight stays:

Tourist Zone	2005	2006
Coast	7,438	5,492
Mountains	8,106	6,398
Spas	1,101	1,251



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Danube Delta	256	199
Tourist Circuits	546	361
Other Areas (incl. Bucharest)	22,160	16,917
TOTAL	39,607	30,618

Table 3: Domestic Tourist Overnights by Tourist Zone, 2005-2006 ('000s)⁹

The average stay of tourists visiting DD generally extends over a weekend or for a maximum of 3-6 days.

3.3.1 Number of beds

The accommodation facilities totalize 6,609 beds in hotels, floating hotels, urban and rural hostels, rest-stops and camping, of which:

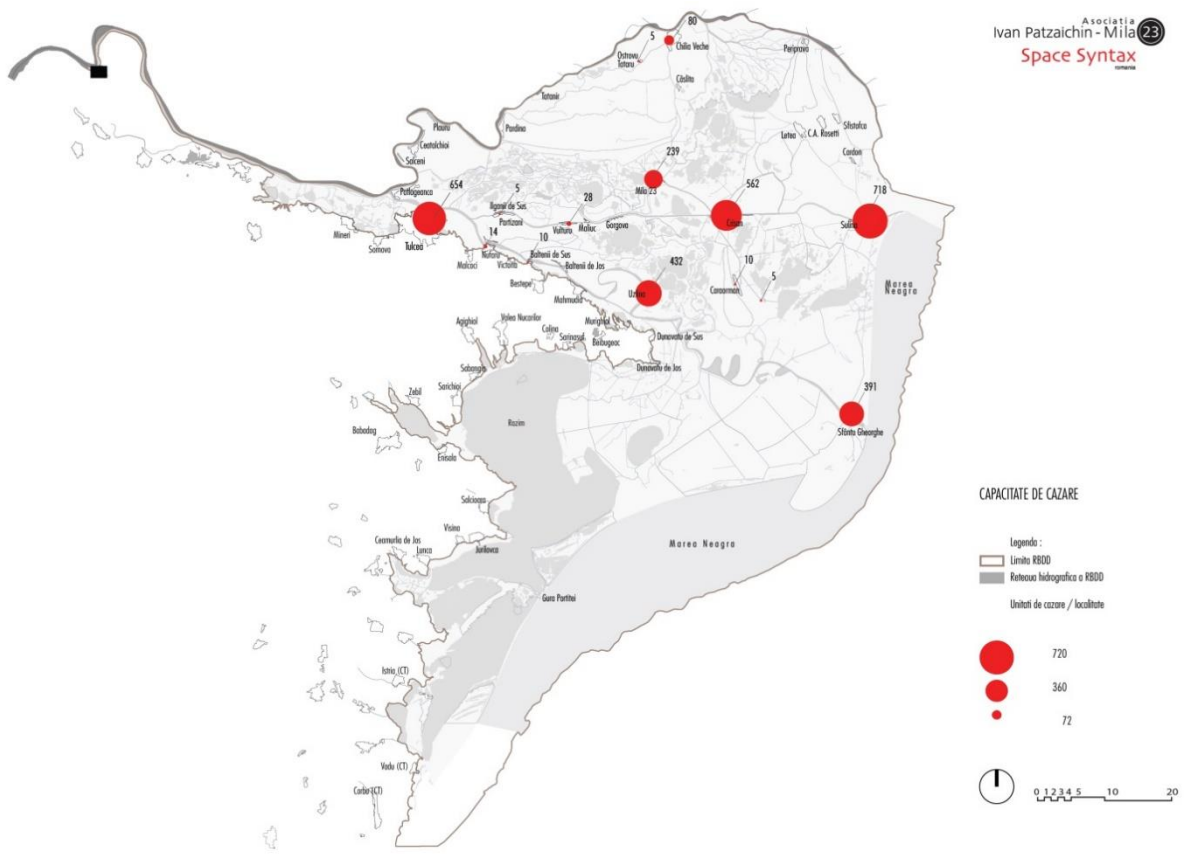
- 2,887 in rural pensions,
- 1,491 in floating hotels,
- 1,035 in hotels,
- 1,196 in camping sites.

Tourists access in DDBR is allowed only on the basis of an access permit and it is conditioned by the payment of an access fee, which is 5,00 lei per person per day (about 1 Euro), 15,00 lei per person per week (one entry) – almost 4 Euro, 30,00 lei per person per year (multiple entries).

⁹ Extracted from: Romania National Tourism Master Plan 2007 – 2026



SRTMP for the Danube Delta - (SRTMP)



Asociatia Ivan Patzaichin - Milla 
 Space Syntax

Figure 10: Accommodation capacity

3.3.2 Origin of guests

The main countries of origin of tourists in the Danube Delta Biosphere Reserve and Tulcea County are as follows:

Germany (young couples without children and double income, young urban professionals), **Italy** (young couples without children, elderly and families), **France** (elderly, families, couples without children and double income), **Austria** (couples of parents whose children are grown up, families), **Nederland** (independent travellers, elderly tourists for cultural purposes, enthusiastic athletes), **Great Britain** (Cosmopolites, high-street tourists, very experienced and educated adventurers).



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The main interests of the foreign tourists in the Danube Delta are: recreation, circuits, active holidays, sports, outdoor activities, cultural heritage, history, birdwatching, fishing, rural environment and landscapes, local traditions, gastronomy.¹⁰

3.3.3 Existing mobility services for tourists

The tourism offers and packages as well as the soft mobility to/in the target area are underdeveloped. The tourism offers vary from one area to another. The hotels offer tourism packages including transport from Tulcea to the destination, accommodation and meals, boats to visit the Biosphere, fishing trips or bird watching. Due to the seasonal tourism in the area, the tourism offers and packages should be improved in order to attract tourists and to face the strong competition with the surrounding regions. The old city centres are in a very poor state and need restoration.

The cooperation among the tourism operators, the number of partnerships existing in the tourism field among local administrations and tourism organization are very low. The involvement of the public authorities in developing sustainable mobility plans/strategies/programs in tourism is low. The efforts of the authorities are isolated and no single cooperation could be identified in the field of "sustainable mobility in tourism" as a distinctive topic between public authorities, tourism organizations and public transport operators. There are no concrete strategies for supporting tourism development and soft mobility in tourism.

3.3.4 Key stakeholders

¹⁰ Plan strategic turism Delta Dunarii –



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At local level: local administrations (city halls, county and local councils, Danube Delta Biosphere Reserve Authority), Tulcea Chamber of Commerce, Industry and Agriculture, the Danube Research Institute (National Research and Development Institute Delta), tourism operators – hotels, BBs and pensions, floating hotels, camping, hostels, youth camps, travel agencies, transport operators, local businesses, associations involved in promoting sustainable tourism and sustainable mobility, for e.g.: “Ivan Patzaichin – Mila 23 Association”/Asociatia Ivan Patzaichin – Mila 23; “Litoral – Danube Delta Association for Tourism Promotion and Development”/Asociatia pentru Promovarea Turismului Litoral-Delta Dunarii, “Danube-Delta Tourism Entrepreneurship Association”/Asociatia Patronatului in Turismul din Delta Dunarii, “Save Danube and Delta Association”/Asociatia Salvati Dunarea si Delta, Asociatia “Explorer”.

An important category of local stakeholders are the opinion leaders in the rural communities (small business owners, mayors, teachers, priests, medical doctors, librarians, pharmacists, veterinarians, etc.). They have the capacity to influence the population into demanding for specific infrastructure projects to be prioritised.

National stakeholders and other organizations: organization involved in environment protection and sustainable tourism, in mobility and sustainable transport, in green infrastructure materials, in clean energy and in preserving traditions and culture, research facilities. Some of them are listed below: the Organization for Promoting Alternative Transport in Romania/Organizatia pentru Promovarea Transportului Alternativ in Romania (OPTAR), Romania Railway Industry Association/Asociatia Industriei Feroviare din Romania, Railway Club/Club Feroviar, Romanian Cyclists' Federation/Federatia Biciclistilor din Romania, Regional Environmental Centre for Central and Eastern Europe (REC) Romania, Association of Ecotourism in Romania (AER), Association "Bate Sausa sa Priceapa Iapa". Other significant stakeholders are consultants in European funds and financing, donors, banks

Other stakeholders: tourism associations and tourism NGOs e.g.: The National Association for Rural, Ecological and Cultural Tourism, the National Association of the Travel Agencies with members and representatives in all the counties, Romanian Tourism Employers' Federation with representatives in all the counties.



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3.3.5 Existing tourism information systems

Information Centres

Inside the protected areas from the target area, there are visitor centres and information points, organised mainly by the DDBR (in Tulcea, Crişan, Sulina, Murighiol, Sf Gheorghe, Gura Portiţei, Chilia Veche), with an important role in promoting the information activity, education and awareness concerning the conservation measures of the natural species/habitats. There are also visitor and information centres located in the nearest urban centres.

There are three main information centers in Tulcea:

- The Danube Delta Biosphere Reserve Administration, tel: 0240 518 925, email: arbdd@ddbba.ro
- "Tourist Information Center" Tulcea, Garii Street no. 26, Tulcea, tel. 0240 519 130, email: turism@primaria-tulcea.ro;
- "National Tourist Information and Promotion Center Tulcea", Gloriei Street no. 4, phone 0240 519 055, email: cnipttulcea@gmail.com.

In Sulina, the local office of DDBRA stands as the tourist information center.

Typically, the tourists get information from the following sources: internet, recommendations from friends, catalogues, leaflets, touristic brochures, tourism operators' recommendations.

Other promotion and information tools

Danube Delta Biosphere Reserve has implemented a set of signs and indicators that significantly improved the public perception on Danube Delta Reserve location and the opportunities for sight-seeing.

A wide range of brochures and leaflets for the tourism promotion in the Danube Delta is offered to the tourists. The content of these brochures has been improved lately through collaboration with other institutions.



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An audio-visual guide is available for the tourists in the Danube Delta Biosphere Reserve. It is an interpretative tool which offers a precious insight into the natural and cultural values of the area: sounds of the birds living in the Danube Delta.

There are many websites with information concerning the tourism promotion in the natural protected areas. Some examples are presented below.

Official web pages

www.arbdd.ro – the site of Danube Delta Biosphere Reserve Administration (RO and English)

www.cjtulcea.ro – the site of Tulcea County Council (RO and English)

www.primariatulcea.ro – the site of Tulcea Municipality (RO)

www.stp-tulcea.ro - the public transport operator official website (RO)

Other web pages

www.eco-romania.ro – the site of the Romania Eco-tourism Association

www.slowtourism.ro (RO / EN)

www.ecodeltadunarii.ro (RO / EN)

www.wwf.ro/dunarea (RO)

www.navromdelta.ro (RO)

www.excursii-delta-dunarii.ro (RO)

www.deltadunariiionline.ro (RO)

www.info-delta.ro (RO)

www.orasul-tulcea.ro (RO)

www.pescar-sportiv.ro (RO)

<http://ibis-tours.ro/> for birdwatching (EN)



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www.chettusia.com - also for birdwatching (EN)

www.hartadeltei.com (RO)

<http://viziteazadelta.ro/> (RO)

3.3.6 Modal split

There is no available data regarding the breakdown of tourists arriving by car/train/bus/ship.



4 Regional sustainable mobility situation

4.1 Overall transport network and sustainable transport systems

Responsible entity	Responsible for
Roads	
RNMCR	Construction and maintenance of national highways
Tulcea county	Construction and maintenance of county roads
Communes	Construction and maintenance of local roads
Waterways	
River Administration of Lower Danube Galati	Dredging and navigation on shipping canal
Danube Delta Biosphere Reserve Authority	Dredging and clearing waterways in the Reserve
National Company Maritime Danube Ports Administration Galati	Tulcea/Braila/Galati port
SC Navrom Delta SA Tulcea	Operating public ferry services
Air Transport	
Tulcea County Council	Operating Tulcea airport
Railway Transport	Operating by CFR Infrastructure, National Freight Railway Company "CFR Marfa", CFR Passengers

Table 4: Main Sector Entities Responsible for Management of the Transport Network¹¹

¹¹ Danube Delta Integrated Sustainable Development Strategy, Project co-financed by the European Regional Development Fund through OPTA 2007-2013



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4.2 Existing overall transport system (infrastructure and transportation services)

Due to the very specific typology of the area, with very large wet areas, most of the public and private transport is done by water. There are a few roads that cross the Delta, mainly earth roads. There are only local public transport services by mini-busses in Sulina, or in Tulcea, and from Tulcea to the region (outside of the Delta) and to other cities in the country.

4.2.1 On water

There is a vast network of canals, and also a set of restrictions in accessibility for certain types of vessels depending on the areas, for conservation purposes. The public transport service on inland waterways ensures the transport of passengers and goods between the Danube Delta and Tulcea municipalities. The types of boats used are classic ships (for passengers and cargo) and semi-fast vessels, catamaran type (for passengers).



SRTMP for the Danube Delta - (SRTMP)

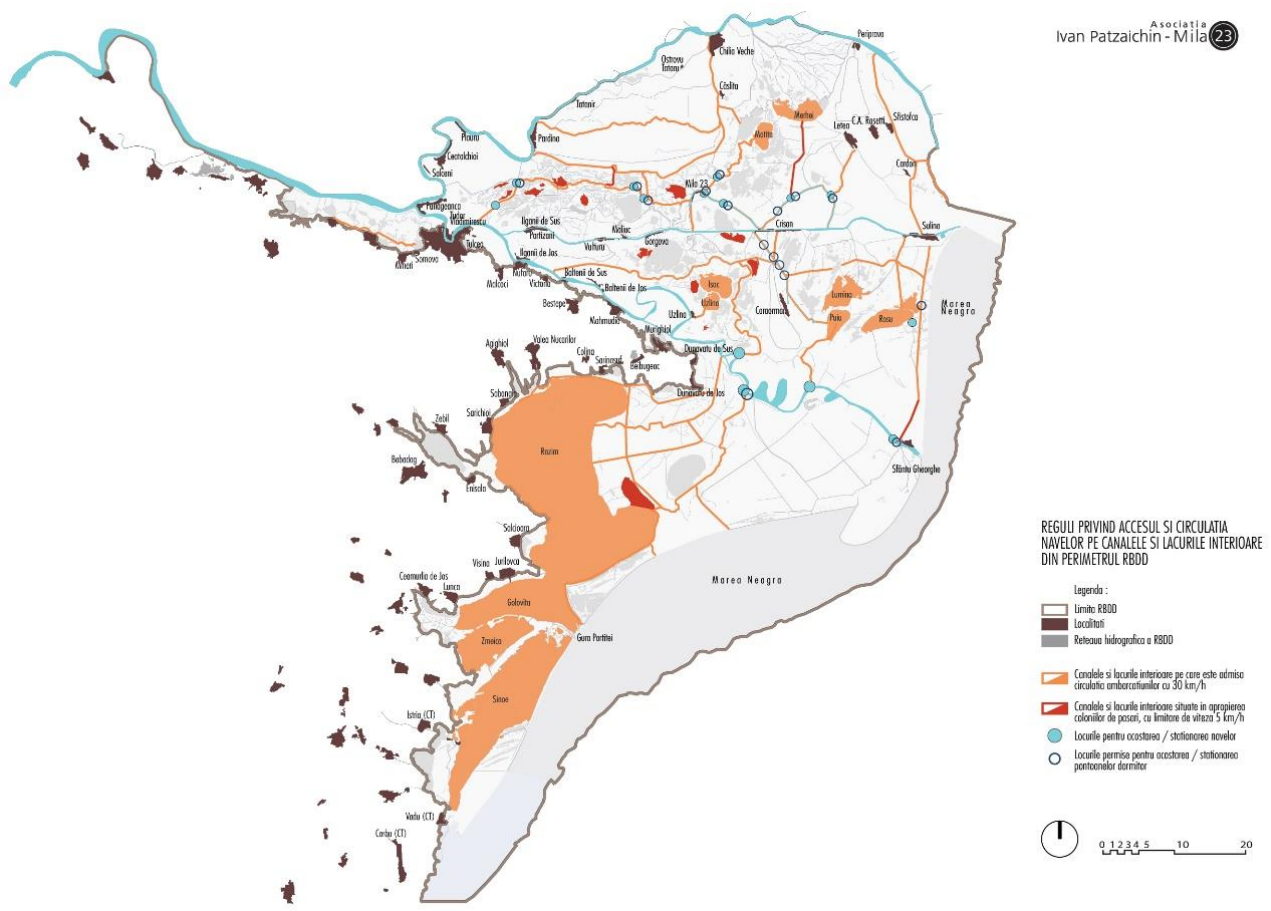


Figure 11: Access and circulation on channels and lakes from the interior of DDBR

The largest operator is **SC Navrom Delta**, which provides transport of passengers between Tulcea and the Danube Delta localities on the three branches, on the following routes:

- Tulcea – Partizani – Maliuc – Gorgova – Crisan – Sulina and return (daily);
- Tulcea – Ceatalchioi – Plaur – Pardina – Chilia Veche – Periprava and return (4 days/week);
- Tulcea – Balteni de Jos – Mahmudia – Sf.Gheorghe and return (5days/week).
- Crisan-Mila 23 daily and Crisan-Caraorman 6 days per week

The locals (inhabitants of Tulcea and Danube Delta) receive subsidies for this service.



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Other big public transport operators are:

- **Delta Star SRL** that covers the following routes:
 - Tulcea – Sulina (three times/day 10:00, 14:0, 18:00) and back Sulina – Tulcea (7:00, 12:00, 16:00).
 - Tulcea – Sf. Gheorghe by request, maximum 12 people.
 - Tulcea – Crisan by request, maximum 12 people.
 - Sulina – Sf. Gheorghe and back by request.
- **Nava Rapida Diana** that provides daily services from
 - Tulcea – Crisan – Sulina (9:30 – 10:40 – 11:00 and 13:00 – 14:10 – 14:30)
 - Sulina – Crisan – Tulcea (6:50 – 8:00 – 8:20 and 11:30 – 12:40 – 13:00)

There is also a **ferry service** crossing from Tulcea to Tudor Vladimirescu and back about 30 times/day every 20 to 30 minutes from 5:40am to 21:00pm. From Tudor Vladimirescu you can access then by car other towns in the Danube Delta (Tatanir, Pardina, Tataru, Chilia Veche).

Apart from the transport operators, for a more customised services, the tourists can also opt for **shuttle boats** that can transport sometimes up to 22 passengers offered by some of the resorts and hotels in the Danube Delta. Amongst those there are a few larger resorts: Green Village: different options depending on the season and request from Murighiol to Sf. Gheorghe; New Hotel Egreta in Dunavatul de Jos, Puflene Resort in Murighiol; Cormoranul in Uzlina; Sun Rise, Delta Boutique, in Crisan, and generally many of the hospitality operators in the villages that can be accessed by water (Crisan, Mila 23, Caraorman, Sf Gheorghe, Sulina) offer the additional shuttle service by request.

4.2.2 Freight transport

Passenger ships can be used also to transport commodities or construction materials on the three arms of the Danube.



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4.2.3 Recreational transport (dedicated to tourism)

A wide variety of tourism is available within the RBDD perimeter. Accordingly, the type of tourism determines the way of transport and the type boats that are being used for transport.

- Cruises and Floating Hotels

Floating hotels and cruise boats provide on-board accommodation. They are dedicated for a type of tourism that concentrates on rest and relaxation, practiced through travel companies. They generally have little contact with local communities and do not encourage the local economy.

In Tulcea, tourists arriving with international cruises have the option to be transferred to local ships for cruises in the Danube Delta. The cruise season starts from the end of March to the beginning of November and brings about 80 000 tourists / year by approximately 200 cruise ships.

- Rowing boats belonging to tour operators

Non-engine boats - canoes, canotcas or the traditional local boats are the most practical and can be used on all channels and lakes where access is not strictly forbidden. They also face no restriction regarding the flow and the depth of the channels.

Paddling boats are the most environmentally friendly means of transportation, in contrast to motorized, high-powered vessels.



SRTMP for the Danube Delta - (SRTMP)

The laws concerning access and circulation of vessels on the unrestricted routes of the DDBR is under development. Rules on the access and circulation of ships and boats on internal canals and lakes in the Danube Delta Biosphere Reservation (which was complied with the Danube Navigation Regulation) contain rules on the speed of motorized boats on inland channels and lakes.

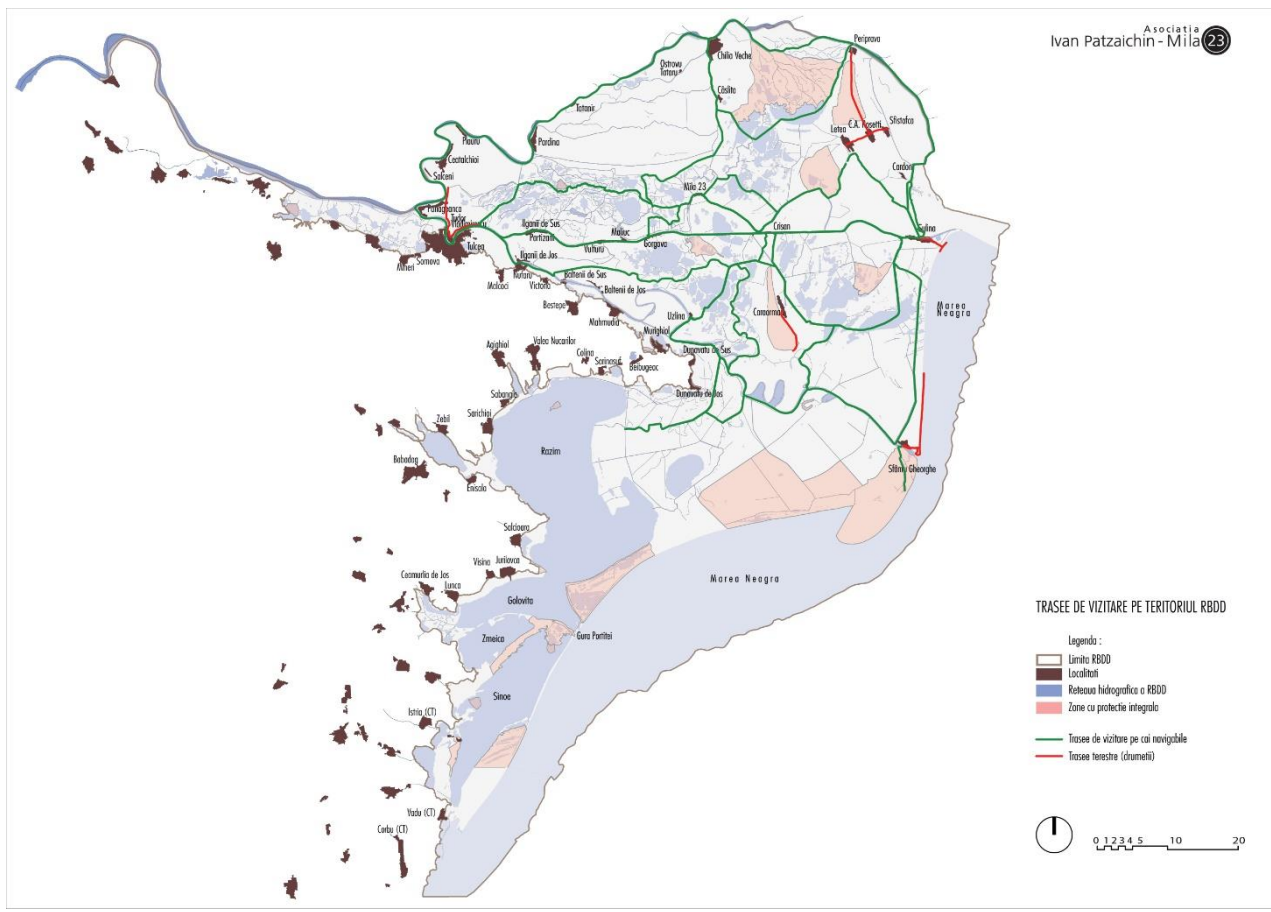


Figure 12: Visitation routes on the DDBR territory



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4.2.4 Terrestrial transport



Figure 13: Roads map in Tulcea County

Public transport by **buses and mini buses** is run by several operators:

- CDI Tulcea that offers the connection Tulcea – Bucuresti and back (5 times/day).
- Atlasib connecting the city of Tulcea to other cities and Bucharest.
- Augustina connecting Tulcea to Bucharest (8times/day), but also to Jurilovca, Daeni, Peceneaga, Telita, Somova;
- SC Transport Public S.A, serving Tulcea and adjacent localities;
- Chiper Georgeta SRL connecting Tulcea to Chilia Veche, Dunavatu de jos, Plauru and also to other localities in the county, outside of the Danube Delta (Babadag, Valea Teilor).
- Cozandra Com connecting Tulcea to Murighiol, and other localities in the county, outside of the Danube Delta.



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- Sherif offering the following routes:
 - Constanta – Baia – 2 Cantoane – Babadag – Zebil – Sarichioi – Sabangia – Agighiol – Valea Nucarilor – Sarinasuf – Plopul – Murighiol – Mahmudia – Bestepe – Tulcea, 3 times/day;
 - Tulcea - Mihail Kogalniceanu - Babadag - 2 Cantoane - Ceamurlia de Sus - Mina Altan Tepe -Stejaru- Neatirnarea - Vasile Alecsandri - Sambata Noua, 2 times/day;
 - Tulcea – Agighiol - Valea Nucarilor – Iazurile, 3 times/day;
 - Tulcea – Agighiol - Valea Nucarilor – Iazurile – Colina – Sarinasuf – Plopul – Murighiol - Dunavatu de Sus - Dunavatu de Jos, 4 times/day.
- Mihtrans SRL offering connections between Tulcea and Carjelari, Nufaru and Salcioara.
- Marcel Prestcom SRL connecting Tulcea with Nufaru, Partizani, Nalbant and Trestenic.

There also **local taxi companies** in Tulcea:

- S.C. TAXI ATHOS S.R.L. Tel. 02409411,
- S.C. ROGVAIV S.R.L. Tel. 0240941, 0240514433
- S.C. PRIMA-TRANS S.R.L. Tel. 0240943, 0240942, 0240506666
- S.C. FAST DELTA TAXI S.R.L. Tel. 0240942, 0240506666
- S. C. CRISTY ALPHA TOUR S.R.L Tel. 0240940, 0240532940

Public transport operators providing services to Sulina tourists and residents:

- SC ASPL Sulina S.R.L.
- Breazu - Iona Șerban P.F.A.
- Corniencu Petre Alexandru P.F.A.
- Nicolae Ionel Taximetrie P.F.A.
- Papadopol Nicolae P.F.A.
- SC Pelabo & CO S.R.L.
- SC Prodcon Entrepreneur General S.R.L.
- SC TibSartDelta S.R.L.
- SC Zaiț Made S.R.L.



SRTMP for the Danube Delta - (SRTMP)

To get to Sulina, the public transportation schedule is as follows:

- Navrom Delta S.A. (Arrival: 17: 00/16: 30 departure: 07: 00/07: 00)
- Anilus Travel SRL (arrival: 11: 30/16: 30 departure: 07: 00/12: 30)
- Travel Delta Star SRL (arrival: 11: 30/15: 30/19: 30; departure: 07: 00/12: 00/16: 00)
- Fili & Niki SRL (arrival: 11: 00/15: 30/20: 00 departure: 07: 00/11: 30/16: 00)
- Fly Boat Delta SRL (arrival: 13: 30/19: 00 departure: 07: 00/15: 00)

4.2.5 Existing sustainable transport

Currently the sustainable transport on the water is represented by rowing boats, some operators offering tours based exclusively on electrical or rowing boats. Additionally there are several cycling and horse riding options mainly operated as day activities included in the touristic packages.

Although cyclotourism is not a main activity for the wet area of the Danube Delta, it has gained a lot of popularity in last years and several studies have been realised on this topic (Institutul Național de Cercetare – Dezvoltare Delta Dunării).

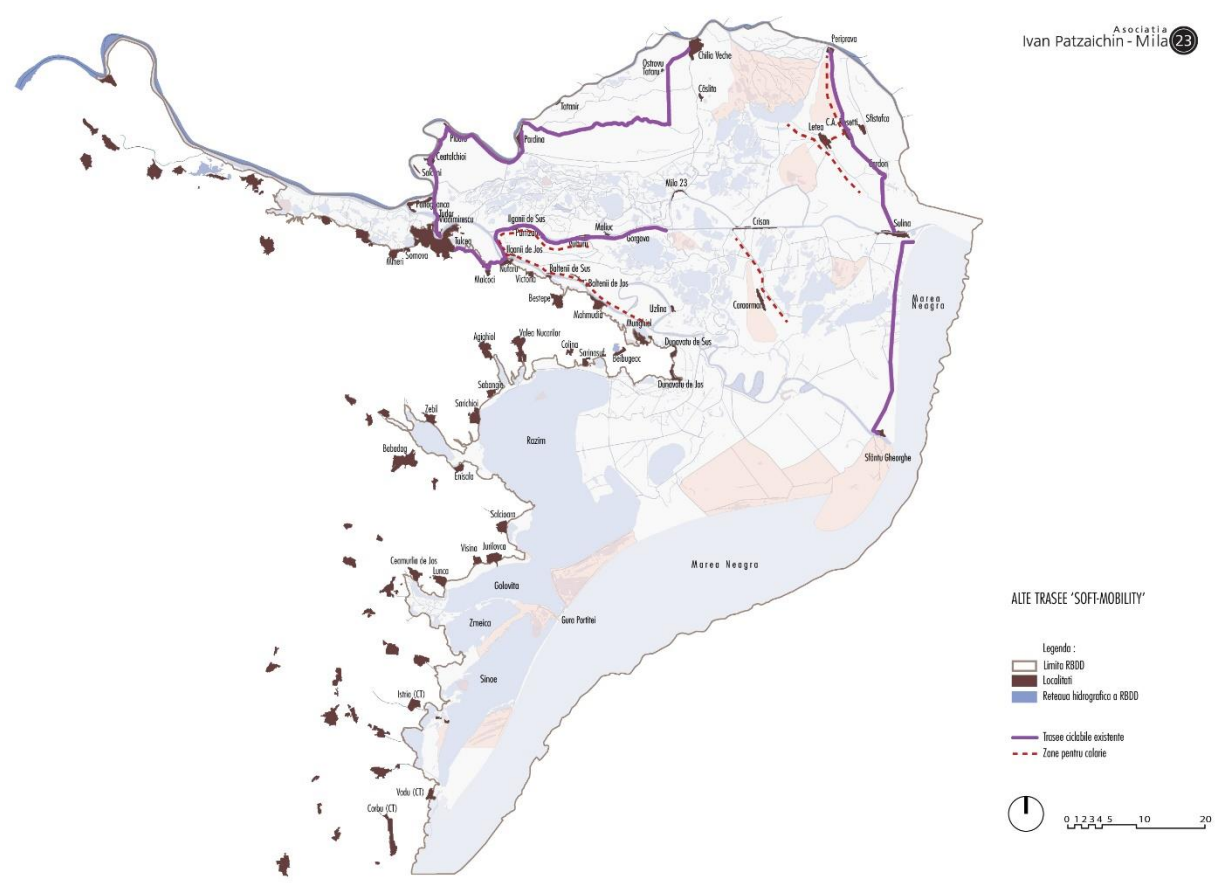
There is a bicycle rental center in **Tulcea**, where 20 bicycles can be rented. There are bicycle paths and cycling tours surrounding the Ciuperca Lake.

The number of paddling boats that can be rented in Tulcea is 78.

There is also a bicycle rental center in **Sulina**, with 30 bicycles available to be rented. There are no bicycle tracks. There is no motorboat rental center.



SRTMP for the Danube Delta - (SRTMP)



Asociația Ivan Patzaichin - Mila 23

Figure 14: Auto trails soft mobility

4.3 Quality of sustainable transport

We will focus briefly on the two main types of public transport terrestrial and water transport.

Of the available transport options by land we can consider as sustainable the railroads and the busses that can offer public transport.

By train both main connections mentioned before to Bucharest and Constanta, require a stopover in Medgidia, and there are two daily connections by train to Medgidia, 3h25min aprox. 150km, which makes this option rather slow and limited as a schedule compared to busses and minibuses.



SRTMP for the Danube Delta - (SRTMP)

Public transport on the water is represented as described before mainly by Navrom SA that runs classical and semi-fast boats on the following, Delta Star and Nava Rapida Diana, which offer smaller size boats, which together with the smaller operators can be considered to offer a pretty flexible choice for transport on the water. The extent to which the existing boats used by the operators and the schedule can be further adjusted to the high tourist season vs. the low season can be a topic of discussion in the following strategy.

4.4 Sustainable transport network within the region and services connecting the region with neighbouring regions or countries inc. possibilities to carry bikes on trains and busses

There are no sustainable transport networks

4.5 Organization and financial structures

4.5.1 Financial issues

Public transportation is provided by the Municipalities and is partially subsidized (in Tulcea and in the DD). The bicycle renting services are provided by private operators.

4.5.2. Transport Association

There are no transport associations in the area. However, a recent initiative is poised to coagulate tourist operators and transport operators with the aim to draft an integrated solution for connectivity and modal transport for tourism.

This initiative is a new association, "Eco Delta Dunării", set up in 2017 by several tourist operators and other relevant stakeholders to bring together all tourism and transport operators interested in advancing a sustainable tourism. One of the main issues identified by this association (as critical factor for success) is mobility in the DD.



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4.5.3 Relevant transport operators for sustainable transport

The access by train is operated by the Romanian Railways.

Public transportation by busses and minibuses reaching Tulcea is privately owned.

4.6. Usability and accessibility:

4.6.1. Existing transport information systems

<http://www.sulinatrans.ro/biciclete.php>

Various events (festivals, open days, etc) provide rent-a-bike services, on a temporary basis.

Other non-local websites aggregate bike information for varioustourist area in Romania, including Danube Delta and Tulcea, e.g. <http://www.carpatbike.ro/>

4.6.2. Accessibility for people with mobility difficulties

There are no special facilities for people with mobility difficulties, apart from scarce wheelchair ramps in official public buildings in Tulcea (such as the City Hall, post office, etc.), as to comply with the EU legislation for accessibility. Therefore, transport service is severely hampered for people with limited mobility in the Danube Delta, considering the special access required to board a vessel at the dock.



5 Existing plans and projects

5.1. Name, objectives of project – as mentioned above: projects in transport and mobility in tourism areas

The municipality of Tulcea has a strategy for mobility and sustainable tourism development, but no details were available at the moment of drafting this document. Sulina Municipality has no strategy for mobility and sustainable tourism development.

6 Existing systems of planning aims/action plans/mobility concepts

6.1. Sector-specific objectives as defined by Integrated Sustainable Development Strategy, June 2015, The World Bank

6.1.1. Improving the economy by Tourism

- Developing and promoting DD as an integrated tourism destination, with a rich portfolio of sustainable tourism products and services, by capitalizing the natural and cultural heritage
- Establishing a local destination management mechanism that is based on active participation and ownership of local stakeholders
- Encouraging local population to run small tourism businesses that meet quality and sustainability standards, and that are economically viable.



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6.1.2. Improving connectivity by Transport

- Increasing territorial connectivity to ensure access to markets in Tulcea, the rest of Romania and the European Union; equal connectivity of enterprises, individuals, and goods in the DD territory, taking great care to protect the existing environmental heritage
- Increasing accessibility in the core DD area to support development of tourism and fisheries, and the mobility for residents in sparsely populated areas.
- Improving health and protecting the environment by minimizing emissions and the consumption of resources (including energy) by the transport system

6.1.3. Sector-specific objectives (Tourism)

- Developing and promoting the Danube Delta as an integrated tourism destination with a rich portfolio of sustainable tourism products and services by capitalizing the natural and cultural heritage
- Establishing a local destination management mechanism based on the active participation and ownership of local stakeholders
- Encouraging local population to run small tourism businesses that meet quality and sustainability standards and that are economically viable

Comment: Although most of the planning in regards of improving local to global accessibility is related with transport infrastructure in traditional motorised manners.

“The connectivity objective requires a modern infrastructure system that reduces the time spent for people and goods to move to and from the Delta. Given the availability of a natural transport resource in the waterways, it is essential to develop this mode of transport by protecting the channels (particularly bank protection works along the Sulina channel), to develop the ports (particularly Tulcea Port) and to promote multi-modal transport. A key part of the transport strategy is to promote the waterway transport, as it is cost effective, although environmentally sensitive, and through modal shift contributing to the reduction of carbon emissions. The transport strategy also envisages the modernization of the airport, an improved road to Constanța and building a bridge in Brăila, to better connect with the North of Romania, with Moldova



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and Ukraine. The accessibility objectives will also focus on the use of the waterways, with targeted dredging of the channels in line with the requirements imposed in the fisheries and tourism sectors, and – equally important – through improved and more regular ferry transport services. There are a number of existing ports (particularly along Sulina channel) which need to be modernized in order to facilitate local movements but also to promote tourism. Outside the Core Delta, improved county roads will facilitate the access of local communities to key social and economic facilities. In the Core Delta, an improved road from Tulcea city to Chilia Veche will benefit a number of communities. This Sector-specific objectives

- Increasing territorial connectivity to ensure access to the markets in Tulcea, the rest of Romanian and the EU; equal connectivity for enterprises, individuals, and goods in the DD territory, taking great care to protecting the existing environmental heritage.*
- Increasing accessibility in the Core DD area to support the development of tourism and fisheries, and the mobility for the residents of sparsely populated areas.*
- Improving health and protecting the environment by minimizing emissions and the consumption of resources (including energy) by the transport system 95 will have to be done taking into account some key environmental safeguards. Infrastructure alone will not be sufficient to improve the transport systems in the Danube Delta. There is a need to revise the regulatory framework for the provision of transport services. Changes are required that will promote greater mobility while at the same time protecting the environment. Mobility studies are required to review the urban traffic situation in Tulcea city and to assess the capacity and traffic management issues. There is a key role for the private sector in operating some of the transport and port facilities in the Danube Delta, and for the public sector to develop an enabling environment for the development of the private sector.”*



6.2 SWOT-analysis

The aim of the SWOT-analysis is to evaluate the strength, weaknesses, opportunities and threats for the development of a suggested flexible transport solution in your project area.

6.2.1. Internal characteristics:

- Strengths: characteristics of the suggested flexible transport system solution that give it an advantage over others
- Weaknesses: are characteristics that place the suggested flexible transport at a disadvantage relative to others

6.2.2. External characteristics:

- Opportunities: external chances to improve performance and reach the objectives
- Threats: external elements that could cause trouble to reach the objectives

Strengths

- The Danube Delta is renowned (and sought for) especially for its beautiful (and fragile) environment, attracting mainly nature-conscious tourists., while the number of tourists interested in environment-friendly transportation means is increasing, nationally and internationally. This is particularly true for educated tourists, usually foreigners.
- The DDBR rules and regulation are strongly in line with sustainable solutions for mobility and DDBR staff is very supportive in observing the rules and enforcing them
- Existence of a new association (EcoDeltaDunarii), aiming to bring together all tourist and transport operators interested in finding and implementing an integrated solution for sustainable mobility



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- One of the local operators (Association Ivan Patzaichin – Mila 23) is making efforts to support the only wooden boat builder to strengthen his business and to enlarge his operation, as to be able to pass the craft to other carpenters and preserve a key identity element in the DD: the lotca
- The very vivid and varied culture attracts tourists from one locality to another (as they can enjoy very different experiences)
- Turning existing transport services into sustainable transport systems might bring savings, as the fuel costs are very high (as percentage of the total visit costs)

Weaknesses

- The number of tourists interested in environment-friendly transportation means is not accurately recorded, as there are no statistics offering the origins/backgrounds/preferences of tourists.
- The human resource in DD is very scarce, unqualified, making it difficult to attract them to act as guides, to provide information (English-speaking locals are just a few, and French or German speakers almost none. Some Russian speakers exist, based on the similarity between Lipovan and Russian). The bulk of tourists, however, are English speaking
- The lack of high-skilled people leads to lack in organisation (websites, information providers, networks of knowledge, etc.), as well as lack of knowledge in drafting projects and attracting funds
- The culture of protecting the environment and making sacrifices for this is not yet very popular in Romania
- The craft of building wooden – traditional boats is in jeopardy
- The public transportation by water is inflexible, unbalanced and, hence, inefficient. Sometimes it proves insufficient (forcing private owners to make us of alternative high-speed boats), and sometimes the large boats run almost empty, squandering fuel and money
- The average tourist-stay is very limited (just one weekend to 3-4 days), leading to a large part of the travel costs being spent of fuel (to get into the destination)
- Lack of proper infrastructure for sustainable water transport (dock for small boats) and lack of bicycle trails. Lack of proper signalling



Opportunities

- The widespread trend towards environment-friendly transportation means is increasing, and Romanian tourists are constantly becoming more aware (and favourable) of this
- Existence of on-line maps, very detailed, easily accessible. Excellent internet access in Romania permits good access to such maps
- The DD is mainly visited by tourists with above-the-average income brackets, likely to be more educated and interested in having a proper experience during their holiday
- Various sustainable tourism initiatives (pescaturism, agri-tourism, etc.) are thriving, and they are in a position to increase the appetite for modal/sustainable transport. Such initiatives are embraced by both tourists and tourism operators, making for a solid group of stakeholders
- Foreign tourists are very accustomed to hop-on-hop-off transportation services and they constantly ask for such services
- The EuroVelo6 route (4000 km, linking the Atlantic with the Black Sea) is due to reach the DD
- The modal split would actually enhance the touristic experience

Threats

- Mass-tourism (which is accompanied by large scale transport schemes) is putting in danger the very fragile nature of the DD
- Locals are leaving the DD in search of better paid jobs, usually outside Romania (matching the general Romanian trend of emigration to the EU member states)

- The context



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At a regional level there are many development strategies and most of them take into consideration tourism and mobility which are vital for the area. The Danube Delta is a protected natural reserve which has as main economic activity tourism. Therefore every strategy for the area should create a very fine balance between promoting the development of tourism and regulating such activities, as well as all productive activities in the area in order to protect the natural heritage which represents its main asset.

We have focused on three of them the Strategy for the Integrated Development ADI ITI, The government plan 2017-2020, and the strategy of the Destination Management Organisation of the Danube Delta and we have extracted the main concepts that can form a Vision for the area.

The "Living Delta" is an area where the local communities live and work and where the balance between the environment and the community occupies an essential place. The local economy in the "Living Delta" is sustainable and healthy and it is based mainly in the natural resources and the cultural tourism, functioning based on a planning process which focuses on inclusion.

The government program for the area mentions the need to develop the tourism in the Danube Delta, while respecting the environmental protection norms, updating the planning processes and normative for the area, so as to control the building quality and sustainability; increasing the use of ecological transport means, promoting the non-motorized touristic transport routes, the low consumption and low pollution options like bicycles, rowing boats and electrically powered engines. It also envisages the improvement of a network of a tourist information system and digitalized info.

For the OMD Danube Delta Strategy tourism remains one of the areas with the greatest development potential, the area being able to offer the visitors natural attractions (the Delta, the Black Sea, the Macin Mountains), but also historical (Enisala, Dinogetia, Argamum, Nufăru, Murighiol), spiritual (Cocoșu, Tulcea, Babadag, Saon, Celic Dere, Slava Rusă) and cultural objectives (Tulcea, Babadag, Cerna, Sulina), and it re-defines the tourism development directions pointed out previously by other tourism strategies. Increasing the number of tourists, extending the length of the period spent in the area and extending the season from 4-5 months/year to 9-10 months/year.



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- The vision

Through this strategy and we aim at promoting the Danube Delta as one of the Pearls which can be found along the Danube and connecting it to the European Transdanube network, but also adopting a higher level of standards for management and quality of tourism services.

The region has to be able to reach the balance between natural conservation and the local communities' life, develop a sustainable local economy, taking advantage of the natural resources and develop a cultural tourism. The transport of tourists and locals can only be an integral part of the strategy, particularly the water transport being a key part of tourism in the context of the Delta and for this purpose the development towards a sustainable transport system and more environmentally friendly means of transport is the key. The area should be able to attract all different groups of tourists, for an extended time throughout the year, trying to offer specific packages that will bring most benefits to the local communities, satisfying the different needs of the target groups.

- Objectives of the SRTMP

Given the size of the Pearl there is a need to understand its diversity and propose specific measures that will promote each area according to its specific character, for which purpose the division given by the study done in 2014, *Zonarea pentru recreere și turism în Rezervația Biosferei Delta Dunării – Componentă a strategiei de turism și management a vizitatorilor*, by *Asociația de Ecoturism din România & Détente Company* is proposed as a structuring base.

It is also important to understand the concept of *tourism capacity of a destination* which is an indicator of a sustainable development, that there is a level to which the human



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activity should be limited before that destination deteriorates or the community is negatively affected or the experience of the visitors is spoiled.

The general objectives were focused on four main topics:

1. **Management of the destination** in the context of Transdanube Pearls

Transdanube Pearls proposes identifying a partner organization, which could be responsible of the management and the relation with the Transdanube network. OMD (Organization for the Management of the Destination) which is in process of registration, is an organization composed of the community of local investors, touristic operators, local administration, local producers, NGO's, etc. The organization will have a budget and a team of experts.

2. **Promoting** the touristic destination and each area of the Pearl particularly, so as to attract and distribute various groups of tourists within the whole area and to coordinate the programs in order to cover a large part of the year.
3. **Touristic offers** and packages coordination. The touristic offers should be thought in such a way as to extend the visiting periods and slow the pace of visiting in order to bring more benefits for the local communities and not only to the large tour operators.
4. **Sustainable transport solutions.** The transport of people and goods should accommodate the needs of locals and the tourists, should be flexible whilst creating as little damage as possible to the natural habitats that the tourist are attracted to in the first place.



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- Measures of the SRTMP

1.1. Within the OMD there should be created a team dedicated to the project (specialized in soft mobility), which will have as an objective realizing and implementing a business plan, as part of the strategy for the development of tourism and sustainable mobility.

1.2. The OMD should coordinate between SERDA and ADI ITI, in order to prepare and implement the measures proposed hereby, and also offer assistance in realizing the necessary studies, and identifying potential financing sources.

1.3. *A continuous education of the key stakeholders regarding the concept of **soft mobility***

1.4. OMD should also coordinate the elaboration of a **Regional mobility and tourism plan**, involving all the relevant local stakeholders.

The second set of measures focuses on promoting the destination, informing the tourists about the multitude of visiting options. It is essential that this information is unitary and integrating for the whole regions.

2. 1. For this purpose one of the measures is creating an online platform for information, and centralized access towards service providers. In order to build the web-platform a dialogue and a data base should be established together with the existing tourist-info centers and operators.

In order to support this, a coherent communication strategy should be elaborated (including web, TV, written press and other communication channels). The communication could be also coordinated by members of the OMD.

2. 2. Elaborating a map of the zoning of the area and the tourist attractions in the Danube Delta. The map should include the main attractions in each one of the areas, and also information on the existing connectivity options.

2. 3. Building up a network of info points in the destination, independent or belonging to private service providers. The information provided should be consistent



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throughout the whole system and updated periodically. The main objective would be promoting touristic services (hosting and activities), attractions and connectivity options in the area where one is located, but also in the rest of the 8 zones.

The next set of measures focuses coordinating the touristic offers and packages through the area in order to take the most advantages of the existing resources.

3.1 Identifying and involving the local operators in a continuous manner. This would mean setting up a mechanism that would facilitate a continuous communication with the local operators that can offer different touristic services such as gastronomic experiences, fishing experiences, rowing tours, horse riding, traditional handcraft workshops, and others. The operators should be assisted through a responsible body in order to coordinate their activities and support each others activities as part of more complex packages.

3.2 Extending the touristic packages.

In order to attract more diverse groups of interests the leisure packages should be connected with cultural promoters.

Promoting events, festivals, traditional celebrations or elements of local culture, added to the main attraction that is the nature, could have a positive effect in extending the touring season, and extending the time/trip spent in the Danube Delta.

The last set of measures focuses on the sustainable transport measures for people and goods.

- Enhancing the coordination and collaboration of the transport service providers.

The providers of such services in the region, either on land or water transport and regardless of the means they use, should coordinate their routes and schedules. Such an endeavour should be supported by an expert body, that could belong to the Organisation for the Management of the Destination (OMD). In doing so, the tourists could have easy access towards and within the destination.

- Informing and educating the service operators with regards to growth and improvement opportunities, such as funding options.



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SERDA and ADI ITI together with the OMD, could assume the role of informing the service providers of the existing financing options in order to improve the quality of their services and implementing sustainable transport solutions, benefic for the tourism, but also the natural environment.

- Elaborating an integrated plan for the public transport system.

The plan can have as a basis two different aspects of public transport: towards the destination and inside the destination. There are two Mobility Plans for Tulcea and Sulina under development, which should bring optimum solutions for the inner areas of the settlements, but also in relation to the peri-urban areas functioning as entry gates towards the Destination.

In order to improve the mobility towards the destination there are several directions that are related to national policies, which should be studied.

- **The train** network – It is one of the European regional transport development priorities, with a great potential for growth, even though it has not been seen as a priority until now. The existing infrastructure, the link through Medgidia with Constanta and Bucharest is an opportunity to connect to other destinations in Europe. The train is a preferred means of transport specially by those that plan to travel segments of trips by bicycle or rowing boats. A first step would be fitting the existing trains with bicycle racks and promoting this means of access towards the Delta.
- **The bus** – there is an already existing offer of private companies and tourism agencies, but with a very reduced collaboration between them. The connection through the new bridge with Moldova, improving the road conditions towards Constanta and Bucharest through Slobozia, will improve the transport capacity towards the Danube Delta by road. It is necessary to create intermodal transport hubs in the main entrance gates in the destination, as well as bus parking areas in the main visiting spots.



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- **The Bicycle** – The bicycle, as a means of long-distance transportation on extended routes, through the EuroVelo6 project, has enjoyed an extraordinary expansion in recent years, with more and more touristic destinations being involved in this type of tourism. Unfortunately, Romania is far behind with the accreditation of the standards for achieving such a route. Connecting to the European development network and policies will force the unblocking of this situation. There are some proposals of alternative routes, from the Danube to the Delta, with the support of some bicycle organizations.
- **Ships / boats** - Most tourists that currently arrive in the Danube Delta by water are using a cruising system. Although the number of tourists has increased in recent years, the impact and the time spent in the destination is pretty short, with a low economic impact on the area and, sometimes, with a high impact on the environment through the type of touristic package offered. An increased supply of mooring spots and the development of slow tourism packages can lead to an increase in the period of time spent by tourists in the destination and an increase of the revenue generated. Boats can also be used in travelling on sea (private ones from various Delta ports also). Their role is not significant, taking into consideration the number of visitors arriving at the destination, but very important with regards to the environmental impact.
- **Airplane** - The development of Tulcea Airport remains a priority and a better use of the connection with Kogălniceanu Airport and Otopeni Airport by road can increase the number of tourists.

Insuring the existence of public transport facilities adapted for the needs of disabled persons.

In the new mobility plan of Tulcea, measures are being taken to improve urban mobility for disabled people, following an investment plan over the next 5 years.



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Providing sufficient and optimum parking solutions for private cars.

Personal car – it is the most frequently used means of reaching the destination. Simultaneously, two strategic directions are required: 1. Developing a system where, once the automobile reaches the destination, it must be parked in parking lots that are suitable for such activities, at a bidder price, so that the tourist is taken over by the local mobility system. This brings an economic advantage to the area. 2. The Master Plan for Mobility in Tulcea city proposes the establishment of two parking spaces (*park and ride*) that will be developed in the following 3 years, simultaneously with the introduction of the *rent a bike* system in the city. A purpose is improving the public transport network and building two intemodal centers: one for the train and the other one for private cars.

Diversifying the existing ships in order to have different capacities that can respond to different requests depending on the sezonal fluctuations and areas.

Both private operators and the passenger transport company are proposing a refurbishment of the transport fleet, so as to bring it to the European modernization standards.

Updating the existing public transport sollutions with boats and engines with low impact on the environment.

One action could be identifying a number of operators and ofering them asistance.

Fitting the existing fleet with bycycle and rowing equipment transporting systems.

Defining sustainable transport solutions for visitor:

a. Proximity circuits for the tourists, developed close to established touristic centres and villages that attract a considerable number of tourists. Along these routes there could be a priority to offer trips with traditional rowing boats (lotca), other rowing boats, or electrical engines, bycycles, electrical cars or other non-motorized options.



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b. Soft mobility circuits for tourists that connect areas, on land or on water, along routes that have a priority for means of transport that have a low impact on the environment. The routes will be served by an infrastructure for parking and visiting/interpreting in order to offer a different slow visiting experience to the tourists.

b.1 Water routes for rowing boats, electrical boats, stan-up paddle boards, with or without a guide.

b.2 Standard and electrical bicycle routes.

b.3 Horse cariege routes.

b.4 Electrical car routes. The disconnection from the national route system of Sulina, Sf. Gheorghe, C.A. Rosetti, Letea and Pardina offer the advantage that they can have exclusively electrical car traffic.

7 ELABORATING THE SRTMP

7.2 Selection of set of measures



The development of effective set of measures is at the core of sustainable mobility planning for tourists and inhabitants. Only well-selected measures will ensure that the defined objectives are met. The selection of measures should build on discussion with key stakeholders, consider experience from other places with similar policies, ensure value for money and exploit as much as possible synergies between measures. Essentially, at this stage, measures are identified in response to the questions: what, how, where and when? The identification of the measures (packages of measures) is an important milestone in the development of your SRTMP.

In selecting measures, you should check the implementation options in the region as well as of the defined common standards:




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- Touristic attractions (points of interest - POIs) in your region/destination
- Existing sustainable mobility services to get to this POIs and to move between them
- Distance to next railway station or bus terminal • Possibilities to get from the railway station/terminal to touristic services (hotels, restaurants, etc.) and touristic attractions (e.g. bus services, pick up services, flexible transport systems, rental schemes)
- Possibilities to get information about these services (information at stations or mobility centers, information brochures, mobile applications, etc.).

<p>Measure</p> <p>Information centers network</p>	<p>Severnal photos of information centres in Danube Delta and Tulcea city:</p>  
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<p>Short description of the measures</p>	<p>In the Danube Delta (and also in Tulcea), there is a number of information centers belonging to different institutions (tourist information centers - Tulcea, DDBRA centers, CJ tourism center, Ecodelta Danube Information Center). Creating an integrated information network where everyone has a certain information specialization area, as well as a common background of information regarding tourism and soft mobility, is possible through the development of an online communication and information platform, coordinated by OMD.</p>



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Estimated impact of the measure and contribution to the overall objective	Taking advantage of an existing infrastructure, for better information and guidance offered to tourists, and promoting the responsible tourism principles, that are essential to a protected area like this.
300.000 Euro	
Financing options European funds : ADIITI	
Realization horizon	(short term – 2020)
Responsible organizations to be involved in the next steps of the process OMD, CJ, ARBDD	
Responsible organization of implementation OMD	
Priority High	

Measure: Masterplan for water and land mobility in the Danube Delta	
Short description of the measures	Developing a Masterplan for Soft Mobility in the Danube Delta area, by having as a main mobility system: water transportation, bicycles and public transportation. Proposal to introduce the E-car share system in some localities in the tourist area.





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Estimated impact of the measure and contribution to the overall objective	Based on this plan, investments in mobility infrastructure, worth over 50 million euro, will be made over the next years
350.000 euro	
Financing options ADIITI	
Realization horizon	(short term – 2020,
Responsible organizations to be involved in the next steps of the process ADIITI	
Responsible organization of implementation CJ	
Priority High	

<p>Measure: Danube Cyclotour</p> <p style="text-align: right;">Delta</p>	
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<p>Short description of the measures</p>	<p>. Bicycle routes:</p> <p><i>UNPAVED ROADS AND PATHS</i> represents the first bicycle route developed in Danube Delta that offers a 4-5 days journey and a complete touristic experience</p> <p>The proposed route:</p> <ul style="list-style-type: none"> - Tulcea – ferry pass – Chilia (with a stop recommendation to Schitul Stipoc) – 70 km - Chilia – Periprava – boat/ water public transport transfer



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	<ul style="list-style-type: none"> - Periprava – Letea forest (there is a road, but it is made of sand) – Rosetti – Cardon – Sulina – about 35 km - Sulina (crossing the Danube) - Sf. Gheorghe (on the paved road) - about 35 km - St. Gheorghe - Maliuc (transfer with the passenger on water) <p>Maliuc Tulcea or you can choose the route to continue the 3D-Black Sea (Danube-Dobrogea-Delta) route.</p>
Estimated impact of the measure and contribution to the overall objective	It will provide a new tourist attraction for visitors, linking the offer local to the European one.
2,5 mil euro	
Financing options ADITI	
Realization horizon	(short term – 2020,
Responsible organizations to be involved in the next steps of the process	
CJ	
Responsible organization of implementation CJ	
Priority high	

Measure: Rent a boat/bike Grand Tour Danube Delta	Please provide 1 to 3 pictures of the site where the measure will be implemented – don't forget the photo credits
Short description of the measures	Creating a <i>rent a bike / boat</i> system as part of the integrated mobility system for



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	tourists, will turn the Danube Delta into a premium destination for nature lovers and outdoor activities.
Estimated impact of the measure and contribution to the overall objective	The introduction of the <i>rent a bike</i> system will increase the touristic attractiveness of the area and will improve the offer regarding the touristic experience, while also reducing the environmental pressure and the impact of tourist mobility on the protected area.
7 mil Euro	
Financing options ADIITI	
Realization horizon	medium 2025,
Responsible organizations to be involved in the next steps of the process CJ, ARBDD, OMD	
Responsible organization of implementation CJ	
Priority High	

Measure: The development of a tourist guidance and information system for ecotourism in the Danube Delta	Please provide 1 to 3 pictures of the site where the measure will be implemented – don't forget the photo credits
Short description of the measures	The development of a tourist guidance and information system in the Danube Delta is essential for the development of a responsible and high quality tourism. It is



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	based on online (web) support, as well as on classical information infrastructure (through ecofriendly panels and signs).
Estimated impact of the measure and contribution to the overall objective	Better circulation and touristic orientation and a more efficient management of protected areas. Interpretation of nature is essential in increasing the quality of the tourist experience.
500.000 euro	
Financing options FLAG	
Realization horizon	(short term – 2020
Responsible organizations to be involved in the next steps of the process ARBDD	
Responsible organization of implementation ARBDD	
Priority	

Measure: Tourist center equipped with electric transportation, vehicles for tourists, e-bikes, Caraorman bikes	Please provide 1 to 3 pictures of the site where the measure will be implemented – don't forget the photo credits
Short description of the measures	For the Caraorman area, it is essential to development the experience of visiting the Oakland Forest that is more than 5 km away (so that the ride takes a bit too long). We propose the development of a pilot center equipped with electric cars for



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	tourists and a fleet of E-bikes for a special route in the area.
Estimated impact of the measure and contribution to the overall objective	Caraorman is one of the destinations situated in the middle of the Delta that is neglected in the context of tourist routes. A development of the tourist offer will reduce the tourist pressure on the Letea area, becoming an area aggravated by the type of tourism developed there until now.
100.000 euro	
Financing options European funds	
Realization horizon	(short term – 2020,
Responsible organizations to be involved in the next steps of the process	
Local association	
Responsible organization of implementation the local fishermen association	
Priority - high	

Measure:	Please provide 1 to 3 pictures of the site where the measure will be implemented – don't forget the photo credits
Tourist center equipped with electric transportation, vehicles for tourists, e-bikes, Sfantu Gheorghe bikes	
Short description of the measures	Up to 15 lines



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Estimated impact of the measure and contribution to the overall objective	Up to 15 lines
Estimated cost in EUR of implementation including the information and promotion	
Financing options	
Realization horizon	(short term – 2020, medium 2025, long term – 2030)
Responsible organizations to be involved in the next steps of the process	
Responsible organization of implementation	
Priority	

Measure: Tourist center equipped with electric transportation, vehicles for tourists, e-bikes, Sulina bikes	Please provide 1 to 3 pictures of the site where the measure will be implemented – don't forget the photo credits
Short description of the measures	Up to 15 lines
Estimated impact of the measure and contribution to the overall objective	Up to 15 lines
Estimated cost in EUR of implementation including the information and promotion	
Financing options	
Realization horizon	(short term – 2020, medium 2025, long term – 2030)
Responsible organizations to be involved in the next steps of the process	
Responsible organization of implementation	



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Priority

Measure: Developing a mobility center	Please provide 1 to 3 pictures of the site where the measure will be implemented – don't forget the photo credits
Short description of the measures	The new OMD created has built a mobility office and a tourist information office to cover the mobility component in their development plan.
Estimated impact of the measure and contribution to the overall objective	Harmonization of private initiatives for transport and tourism (especially on the water) with the public transportation services, and increasing the quality of tourist offers, while reducing the pressure on the environment caused by increasing number of tourists.
70.000 euro / year	
Financing options OMD BUDGET	
Realization horizon	, medium 2025
Responsible organizations to be involved in the next steps of the process	
OMD	
Responsible organization of implementation OMD	
Priority High	



8 Figures, Tables, Lists, Bibliography

8.2 Index of figures

List of figures:

Figures 1-7: Source - STUDIU DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.

Figure 8: Plan of the main transportation nodes into the Danube Delta Area

Figure 9: Source: Integrated Sustainable Development Strategy, June 2015, The World Bank

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Table 1: Brief description of the areas

Table 2: Statistics of tourist visits per month in 2016

Table 3: Domestic Tourist Overnights by Tourist Zone, 2005-2006 ('000s)

Table 4: Main Sector Entities Responsible for Management of the Transport Network



8.4 Bibliography

¹ Source of text and maps: *STUDIU DE OPORTUNITATE PRIVIND DEZVOLTAREA UNEI REȚELE DE TRANSPORT SUSTENABIL ÎN REZERVAȚIA BIOSFEREI DELTA DUNĂRII. September 2014. ASOCIAȚIA IVAN PATZAICHIN – MILA 23.*

² *Danube Delta Integrated Sustainable Development Strategy*, Project co-financed by the European Regional Development Fund through OPTA 2007-2013

³ *Danube Delta Integrated Sustainable Development Strategy*, Project co-financed by the European Regional Development Fund through OPTA 2007-2013

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⁵ *Zonarea pentru recreere și turism în Rezervația Biosferei Delta Dunării – Componentă a strategiei de turism și management a vizitatorilor – Asociația de Ecoturism din România & Détente Company*

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[http://www.mdrap.ro/userfiles/delta_dunarii/rezultate_proiecte/4 Raport Strategie en .pdf](http://www.mdrap.ro/userfiles/delta_dunarii/rezultate_proiecte/4_Raport_Strategie_en.pdf)

⁷ *Integrated Sustainable Development Strategy*, June 2015, The World Bank

⁸ *Extracted from: Romania National Tourism Master Plan 2007 – 2026*

⁹ *Plan strategic turism Delta Dunarii*