Transnational Strategy for the Sustainable Territorial Development of the Danube Area with special regard to Tourism - DATOURWAY

WP 5 PILOT PROJECTS

“CALAFAT-VIDIN” (BG-RO) - CITY TOURISM AND RURAL NEIGHBORHOOD

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The Romanian pilot area is located about 90 km from Craiova the main city of Dolj County – Romania, 316 km from the capital of Romania, Bucharest, on the left Danube bank, on the opposite side of the district Vidin in Bulgaria. The county is a part of the South - West Oltenia Region.

Pilot area includes the following localities: Calafat town, Ciupercenii Noi, Desa, Poiana Mare, Maglavit and Cetate villages.

1. EVALUATION AND SYSTEMATISATION OF FACTORS INFLUENCING TOURISM DEVELOPMENT OF THE TARGET AREA; ANALYSIS OF POTENTIAL DIRECTIONS OF DEVELOPMENT

1.1. MACRO-REGIONAL RELATIONS OF THE DANUBE AREA

1.1.1. Overview of the macro-regional affections of the area

The Calafat municipality is defined at the county level as a town with an equilibrium-role inside the system.

In the perspective of building the Calafat-Vidin Bridge, this aspect will enhance, the polarizing function of the town, especially at the level of the European circulation, becoming very important. A new continental connection will be born.

Although bringing disadvantages for the town because of its spatial development on the east direction, the bridge will create conditions for economic flourishing, especially in the services field, with beneficial consequences at the level of the other functions as well. They also plan the rehabilitation and development of the park, recreation, tourism function by capitalizing the protected areas for landscapes (the Ostrovul Mare area) and the rehabilitation of those affected by industrial activities.

The sustainability of the town development, the inter-relations with the other towns in the county and the neighbouring counties depends on the rehabilitation and development of the infrastructure and over-structure concerning the technical-urban equipments.

In its influence area, the Calafat municipality will be an interest centre and coordination point for the included villages (Basarabi, Ciupercenii Vechi, Golenti) and other localities, neighbours at the administrative level.

The creation of the Calafat-Bailesti-Craiova-Filiasi axis leads to an harmonious economic and social segmentation at the county level and even in the Oltenia region.

Harmonising the Craiova municipality by taking over some functions in the Calafat area leads to an equilibrated spatial-functional repartition with favourable effects on the national economy.

An important role in the area development could have the “Dunarea 21” Euroregion.
Association, created in 2001, at a meeting in Vidin with the participation of the representatives from 3 countries: Romania, Bulgaria and Serbia – the Vidin, Calafat, Zaycar municipalities. The association develops activities such:

- organisation of seminaries: The absorption of the non-refundable funds from the public administration; Trans-border cooperation – economic development from the Vidin-Calafat bridge perspective; the development of the tourism infrastructure;
- the finalisation of “The collaboration memorandum in the Euroregion” in view of the socio-economic development of the region; the creation of an interregional and trans-border development strategy by identifying the common necessities in the area and the implementation of some common projects;
- organising cultural events: the holiday of the twin cities, the national days, the wine day in Bulgaria, the participation in the Fish soup on the Danube border contest, the opening of the Calafat-Vidin cultural centre, organising expositions, participating to Bulgarian traditional customs.

1.1.2. Regional tourism development policies

Policy strategies as framework for future development of the region and the tourism sector were developed in the majority of counties. Most of the County Councils developed strategies for sustainable development including aspects related to tourism sector and only few of them have finished a tourism strategy (Dolj County - County Development Strategy for the 2007-2013 period).

Most of the projects have aimed at the development of tourism in the Romania-Bulgaria cross-border area, aim especially:

- to create strategies and to develop partnerships;
- to develop the general and tourism-specific infrastructure;
- to turn to good account the cultural patrimony (traditions and customs) and the rural one;
- to capitalize and preserve biodiversity;
- to build tourist ports;
- to improve the quality of tourist services.
### Tourism projects implemented or under evaluation or implementation in Dolj County

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border Strategy for Sustainable Development of Cities Vidin-Calafat-RO and BG;</td>
<td></td>
</tr>
<tr>
<td>Intelligent Portal Services - Business Services - B2B;</td>
<td>Joint projects identified in Dolj-Vidin border area</td>
</tr>
<tr>
<td>Center for Concilling SMEs;</td>
<td></td>
</tr>
<tr>
<td>A portal Complex Image Promoting Tourism and Travel;</td>
<td></td>
</tr>
<tr>
<td>Wholesale Market Development in the region of Oltenia-Vidin and Montana.</td>
<td></td>
</tr>
<tr>
<td>Danube-Bridge the Traditional Cultural Ties Calafat-Vidin</td>
<td>Financing: PHARE CBC RO-BG Ro2003/005.701.06-05.</td>
</tr>
</tbody>
</table>

**The objective of the project:** To promote, improve and develop sustainable cooperation in the border area Calafat-Vidin in the cultural, economic, public awareness raising cross-border cooperation and information level in European integration by strengthening exchanges and cultural traditions.

| Euroregion Danube 21 „Business Surrounding Experience Exchange“ | The objective of the project: Increasing economic cooperation and social relations in the Euro Danubium 21, strengthening cross-border economic ties between Romania, Bulgaria and Serbia. |

The general objective at the region level is represented by the regional economy rise by polycentric development and functional specialisation for the diminution of intra- and inter-regional disparities, at economic, social, environment level and the improvement of the regional life standard.

### 1.1.3. Summary of expectations and future development aims of different stakeholders involved

Relevant projects of the Dolj county council (project proposals 2007-2013):
- creating/modernising tourism structures;
- rehabilitation and capitalisation of the tourist patrimony of county and regional
importance (including spa tourism, cultural tourism);
- the development of the tourism infrastructure of county importance;
- the promotion of the local and county identity;
- the development of rural tourism and agro-tourism;
- creating some tourism promotion centres;
- designing tourist ports and pontoons;
- designing fishing and hunting structures;
- developing the entertainment tourism (Aqua Park, Spa centre, bowling hall, Olympic pool, carting, ATV-s, paint-ball, sport complex);
- developing educational tourism (school camps);
- ensuring a maximum exposing level for the Dolj county and for its tourist advantages;
- including in the tourist circuit new resources: tourist villages for the capitalisation of ethno-folklore valences and folk holidays and tourist points for the week-end tourism, sport fishing and hunting or transit tourism;
- modernising and developing the route infrastructure on the TEN-T 7 (Craiova-Calafat) axis;
- modernising and developing the railway infrastructure on the TEN-T 22 axis (Craiova-Calafat);
- the rehabilitation of the Craiova-Calafat national road in order to be turned into an express route;
- modernising and developing the naval infrastructure on the TEN-T 17 axis (Danube);
- modernising and developing the ports on the Danube;
- construction/rehabilitation of the routes which ensure the development of rural tourism, services, conservation of cultural patrimony in the rural environment and capitalizing it;

Calafat – Relevant projects for the economic-social development of the municipality

Current projects of Calafat Municipality:
- water supply for the Basarabi and Golenti villages;
- sewerage system in the Basarabi and Golenti villages;
- landscape designing of the Danube border, the Debarcader-Bascov area (Feasibility Study);
- tourism designing of the infrastructure in the public parks in the Calafat municipality (FS, Technical Project);
- building a devious way for heavy traffic in the west area of the Calafat municipality;
- the rehabilitation of the ancient external boulevard of the Calafat municipality, currently the Calea Vidinului;
Future development concerning the tourism sector:
- identifying the patrimony buildings which need rehabilitation works, technical expertise and feasibility studies;
- rehabilitation works of the patrimony buildings and the adequate facilities;
- feasibility study concerning the marking, using and tourism designing of the Debarcader - Bascov recreational area;
- feasibility study concerning the creation of a summer theatre for cultural-artistic activities;
- Investments for the creation of the recreation facilities in the Debarcader-Bascov area;
- Investment works concerning the creation of a summer garden in the Art Museum yard;
- Supporting some private initiatives for the development of some agro-tourist farms and villas in the villages of the municipality in view of promoting rural tourism;
- Rehabilitation and modernisation of the Calafat port.

Other project ideas of Calafat Municipality:
- Industrial park for the small enterprises in Calafat;
- Afforesting measures in the Danube area, Calafat;
- Building an aquatic recreational park.

Private initiatives for future development in Calafat:
- The “Ecopescar” Calafat association has asked the town municipality the granting of the Balta Calafatului in view of attracting funds for its designing as a space where the sport fishing lovers, besides other activities can do this in an organised way. The authorities have not answered yet. The number of the fishermen interested by this organisation has risen till present, the NGO has gathered 1300 members. (the promotion of the fishing and come back to nature). The plans of the association are many and diverse. If the authorities approve the demand, Ecopescar will develop a project with European financing by which they will design the pool from the tourist point of view and for the fishermen’s need to have a space for this hobby. More than that, the fish which remains in the pool after the Danube waters retire can be gathered and introduced in the designed pool avoiding the death of fish.

Cetate – development priorities:
- Rehabilitation village roads for 17 km;
- Modernising village roads for 6 km – asphalting;
- Creating, designing the recreational public spaces for the rural population (parks, playing spaces for children, sport fields).
Maglavit – development priorities:
- Current water supply in the Hunia village;
- Sewerage;
- Roads asphalting.

Ciupercenii Noi – development priorities:
- Modernising DC-53;
- Sewerage;
- Modernising parks.

Poiana Mare – development priorities:
- Rehabilitation of the draining channel;
- Modernising the town centre (artesian fountain, green spaces, special pavement, banks, illuminated alleys, flower stands);
- Water supply;
- Administrating, collecting, selecting domestic waste;
- Transport and closing the uncontrolled domestic waste;
- Building bridges for the connection with DN 55A Calafat – Bechet.

1.2. REVIEW OF SOCIAL ISSUES

1.2.1. Demographic status

On 1 July 2009, the total population in the Romanian zone of the Calafat-Vidin cross-border region was 53,523 inhabitants. Over 30% of the total population of the region is concentrated in urban areas, i.e. the Calafat Municipality, whose population is 17,819 inhabitants. Among the rural areas of the region, the most densely-populated territory is the Poiana Mare commune (11,715 inhabitants). Except for the Piscu Vechi commune, where the population is 2,713 inhabitants, the population of all the other rural settlements varies between 4,500 and 6,000 inhabitants. The table below shows the distribution of the population at administrative-territorial unit level:

<table>
<thead>
<tr>
<th>Population Size (2009)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUTS 5 level</td>
</tr>
<tr>
<td>CALAFAT MUNICIPALITY</td>
</tr>
<tr>
<td>CETATE COMMUNE</td>
</tr>
<tr>
<td>CIUPERCENI NOI COMMUNE</td>
</tr>
<tr>
<td>DESA COMMUNE</td>
</tr>
<tr>
<td>MAGLAVIT COMMUNE</td>
</tr>
<tr>
<td>PISCU VECHI COMMUNE</td>
</tr>
</tbody>
</table>
In the interval 1990-2009, the population growth rates were negative in all settlements of the investigated area. The population of the area declined by 9,596 inhabitants (about 15%) starting from 1990 until the middle of 2009. Important population falls, accounting for more than 15%, were in the Cetate commune (15.2%) and Maglavit commune (16.9%). Falls varying between 10% and 15% were filed in the population of the Calafat Municipality (11.9%), the Ciupercenii Noi commune (10.8%) and Poiana Mare commune (12.1%).

<table>
<thead>
<tr>
<th>NUTS 5 level</th>
<th>1990</th>
<th>2009</th>
<th>Growth (decrease) rates 2009/1990 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CALAFAT MUNICIPALITY</td>
<td>20,223</td>
<td>17,816</td>
<td>-11.9</td>
</tr>
<tr>
<td>CETATE COMMUNE</td>
<td>6,509</td>
<td>5,525</td>
<td>-15.1</td>
</tr>
<tr>
<td>CIUPECENII NOI COMMUNE</td>
<td>6,358</td>
<td>5,670</td>
<td>-10.8</td>
</tr>
<tr>
<td>DESA COMMUNE</td>
<td>4,849</td>
<td>4,821</td>
<td>-0.6</td>
</tr>
<tr>
<td>MAGLAVIT COMMUNE</td>
<td>6,355</td>
<td>5,263</td>
<td>-16.9</td>
</tr>
<tr>
<td>PISCU VECHI COMMUNE</td>
<td>5,519</td>
<td>2,713</td>
<td>-50.8</td>
</tr>
<tr>
<td>POIANA MARE COMMUNE</td>
<td>13,326</td>
<td>11,715</td>
<td>-12.1</td>
</tr>
<tr>
<td>TOTAL CALAFAT AREA</td>
<td>63,119</td>
<td>53,523</td>
<td>-15.2</td>
</tr>
</tbody>
</table>

Source: INS (National Institute of Statistics) – Romania

The population by age group of the investigated area is characterized by demographic ageing, as a result of the low fertility rate, decrease in absolute and relative terms of the young population (0-14 years) and increase of the old population (60 years and older).

In 2009, the young population of the area (0-14 years) accounted for 14%. The communes with the smallest proportion of young people have the highest proportion of old-aged people, affected by demographic ageing – Maglavit, Ciupercenii Noi, Poiana Mare communes. The proportion of the economically active population (15-64 years) varied between 52.9% and 67.4%, while the average proportion of the economically active people in the investigated area accounted for 67.4%.

\(^1\) The significant decline of the population of the Piscu Vechi Commune is the result of the administrative-territorial unit redrawing of its territorial boundaries, namely the division into two separate territorial units: Piscu Vechi commune and Ghidici commune.
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WP 5Pilot Projects - Romanian National Study

Population by age group

<table>
<thead>
<tr>
<th>NUTS 5 level</th>
<th>Population size</th>
<th>% of total population</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0-14</td>
<td>15-60</td>
</tr>
<tr>
<td>CALAFAT</td>
<td>2,513</td>
<td>12,009</td>
</tr>
<tr>
<td>CETATE</td>
<td>865</td>
<td>3,042</td>
</tr>
<tr>
<td>CIUPERCENII NOI</td>
<td>703</td>
<td>3,416</td>
</tr>
<tr>
<td>DESA</td>
<td>810</td>
<td>2,924</td>
</tr>
<tr>
<td>MAGLAVIT</td>
<td>614</td>
<td>2,786</td>
</tr>
<tr>
<td>PISCU VECI</td>
<td>512</td>
<td>1,541</td>
</tr>
<tr>
<td>POIANA MARE</td>
<td>1,473</td>
<td>6,877</td>
</tr>
<tr>
<td><strong>TOTAL CALAFAT AREA</strong></td>
<td><strong>7,490</strong></td>
<td><strong>32,595</strong></td>
</tr>
</tbody>
</table>

Source: INS (National Institute of Statistics) - Romania

In 2009, the migration rate in the investigated area was negative. As compared to 1990, the net migration rate declined by 8 percent. In the urban areas, the migration flows were reversed in the interval 1990 to 2009, being dominated by the leave of settlements and decline of migration rate from 61.1% to – 5.0%. The migration rate also declined in rural areas. The migration flows are reversing only in several communes towards which migration is directed (at least in 2009) – Magalavit, Cetate, Desa and Poiana Mare. The migration trend is still present in the Ciupercenii Noi and Piscu Vechi.

Permanent migration (net migration rate)

<table>
<thead>
<tr>
<th>NUTS 5 level</th>
<th>Net migration rate in 1990</th>
<th>Net migration rate in 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>CALAFAT MUNICIPALITY</td>
<td>61.1</td>
<td>-5.9</td>
</tr>
<tr>
<td>CETATE</td>
<td>-39.9</td>
<td>0.4</td>
</tr>
<tr>
<td>CIUPERCENII NOI COMMUNE</td>
<td>-46.6</td>
<td>-0.9</td>
</tr>
<tr>
<td>DESA COMMUNE</td>
<td>1.6</td>
<td>0.2</td>
</tr>
<tr>
<td>MAGLAVIT COMMUNE</td>
<td>-53.8</td>
<td>6.5</td>
</tr>
<tr>
<td>PISCU VECI COMMUNE</td>
<td>-55.1</td>
<td>-6.6</td>
</tr>
<tr>
<td>POIANA MARE COMMUNE</td>
<td>-49.8</td>
<td>0.3</td>
</tr>
<tr>
<td><strong>Calafat - Vidin</strong></td>
<td><strong>-9.9</strong></td>
<td><strong>-1.6</strong></td>
</tr>
</tbody>
</table>

Source: INSE (National Institute of Statistics) - Romania

The proportion of higher-educated population is extremely small, the average being 3.2% at the region level. In all administrative-territorial units covered by the investigated area, the proportion of the higher-educated people accounted for less than 7%. In communes, the proportion of the higher-educated people ranges from 1% to 2.5%. In fact, rural settlements
concentrate the highest proportion of illiterate people. Extremely high proportions of illiterate people are present in the Cetate commune (17.1%), Desa commune (12.95%) and Piscu Vechi commune (13.8%). The illiteracy rate is, however, high in all settlements of the area, including the Calafat municipality (7.5%).

### Population by literacy rate, 2002

<table>
<thead>
<tr>
<th>NUTS 5 level</th>
<th>% of higher-educated people</th>
<th>% of people with secondary-education</th>
<th>% of illiterate people</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calafat Municipality</td>
<td>6.3</td>
<td>64.2</td>
<td>7.5</td>
</tr>
<tr>
<td>Cetate Commune</td>
<td>2.5</td>
<td>45.9</td>
<td>17.1</td>
</tr>
<tr>
<td>Ciupercreni Noi Commune</td>
<td>1.0</td>
<td>54.7</td>
<td>9.1</td>
</tr>
<tr>
<td>Desa Commune</td>
<td>1.1</td>
<td>56.6</td>
<td>12.9</td>
</tr>
<tr>
<td>Maglavit Commune</td>
<td>2.0</td>
<td>58.1</td>
<td>11.1</td>
</tr>
<tr>
<td>Piscu Vechi Commune</td>
<td>1.3</td>
<td>48.4</td>
<td>15.8</td>
</tr>
<tr>
<td>Poiana Mare Commune</td>
<td>2.2</td>
<td>38.6</td>
<td>9.2</td>
</tr>
<tr>
<td>Total Calafat Area</td>
<td>3.2</td>
<td>57.0</td>
<td>10.0</td>
</tr>
</tbody>
</table>

Source: INS (National Institute of Statistics) - Romania

### Employment

#### Employment structure

In 2009, the number of employees in the study area accounted for 1,805 people, most of them resident in the Calafat Municipality, as it can be seen in the pie chart below.

Table – Proportion of economically active population of the total population in 2009

![Shares of employees in total population](image)

Source – Figures based on BorgDesign Database and National Institute of Statistics

Comparing the study areas with the county level they belong to, two situations can be distinguished:
• The proportion of the economically active population in the Calafat Municipality of the total population is bigger than the county level and it is the greatest share of the study area;

Territorial distribution of the population shows that most of economically active population is resident in the Calafat Municipality (69.3%). Territorial distribution shows a certain concentration of the employed population in urban areas and the close neighbourhood. This means that Calafat Municipality attracts 69.3% of 15.5%. 4 percents of the study area employed population is resident in the Poiana Mare and Ciupercenii Noi Communes.

Territorial distribution of economically active population

Industry branch is well represented in the Calafat Municipality (55.1% employees) and Poiana Mare (71.7% employees). In the Cetate, Ciupercenii Noi and Desa, 60.9%, 49.7% and respectively 34.6% of the local work force are employed in commerce.

The highest proportion of the population employed in tourism jobs is in the Desa Commune (9.6%) and Cetate Commune (8.7%) and the Calafat Municipality (3.9%).

1.3. NATURAL AND ENVIRONMENTAL CHARACTERISTICS

1.3.1. Natural resources for tourism development

The climate is temperate-continental, with very hot summers and fewer precipitations as rainfalls and moderate winters, with rare snow storms and constant warming periods due to the south-Mediterranean influences. The medium values of the temperatures are between 10-11.5 °C and there are less precipitations than in the rest of the territory. During the last years, important modifications of the hydro-meteorological and geo-climate parameters have taken place, the area being one with a great risk of desertification, the Danube terraces being covered with many dunes.

The permanent hydrographical network is formed by the inferior course of the Danube River but also by a series of lakes and pools, of which some are protected (Fântâna Banului, Maglavit, Golenţi, Ciuperceni, Balta Lată, Balta Neagră). The reduced slope of the river flow has favoured the alluvial, water unfolds and the forming of several isles (Ostrovul Mare, Golia, Bogdan etc.).

The vegetation is characteristic to the river meadow and steppe areas, with some specific elements determined by the sandy lands which occupy large fields. The acacia forests can be remarked, which do not only beautify the landscape but also have an economic and geographic importance, fixing the sand of the dunes.

The spontaneous vegetation went through serious changes during the last two centuries, due to people’s intervention who cleared the forests on large surfaces, determining the deforestation of the plain in view of transforming them in areas for agriculture or animal pastures. The area has also been affected by the great transformations as damming, draining
and irrigations. The fauna is rich. In the river meadow one can see the otter, fox, rabbit and especially the pond birds: the cormorant, the wild duck and goose, white-fronted goose, white stork, heron, glossy ibis, black-throated loon, pond hen, reed tomtit, water ouzel and others. Besides these there are also the turtle, water snake, lake frog, swamp frog or bittern, shells, crustaceans, lake snails, etc. Regarding the steppe animals, the most frequent are: common gopher, field rats, rabbit, summer migratory quail, steppe hen, partridge, steppe lapwing, field skylark, lizard etc. The draining has reduced a lot the surfaces of water, so that only the Danube course and some lakes have remained fish environments. The richness of the fishy fauna is represented by a great variety of fish of which: sheatfish, carp, pike perch, pike, bream, crucian carp, tench, bleak, eel, blacktail (Diplodus sargus), etc. and, rarely, even the starlet (sturgeon).

1.3.2. The state of environment.

Romania joined to the Convention for cooperation to the protection and sustainable use of the Danube River (Sofia, 1994). There is a legislative frame in fields such as environmental protection, the conservation of protected areas or water protection, at both national and regional level. At the regional level it was realised the Regional Environmental Action Plan (PRAM) by the Regional Environmental Protection Agency, and at local (county) level was realised the Local Environmental Action Plan for Dolj County (PLAM). Also the Masterplan for water and waste water of Dolj county will consider some investments in order to meet the problems of water supply and sewerage.

**The air quality**

Air is not affected by industrial pollutants and the urban pollutants have an acceptable level. The most important urban sources which affect the quality of the atmosphere are the route traffic and the domestic waste platform emissions.

**The water quality**

The Calafat municipality owns a centralised system of running water distribution, of sewage system and a modern purifying plant. In the neighbouring towns, these facilities either don’t exist or are sub-dimensioned. In these conditions, the population water supply is done from the phreatic strip and the water quality in the area is strongly affected by the used waters flowing.

**The soil quality**

The soils are affected by an improper waste management (industrial and municipal), which deteriorates their chemical composition (the concentration of nitrites, nitrates, nitrogen, heavy metals and non-decomposed organic substances). The main critical area identified is the non-ecologic urban waste deposits in Calafat².

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Also the area has major problems because of the desertification accentuated process, the Dolj county being the worst affected in Romania.

**The management of waste**

In the studied area, the most important environment risk is represented by the lack of an integrated formula of managing waste. Currently, the sanitation service functions inadequately in what concerns a complete protection of the environment:

- the collecting is done in mixture type on a restricted area (the collecting action is not systematized in the rural environment);
- the domestic waste in the urban environment are not treated before being stored and important quantities of waste are stored in an uncontrolled manner;
- the Calafat municipality does not own an ecologic waste storehouse. The current storehouse must be closed in 2010;
- the service is insufficiently equipped and structured for a total collection of the waste generated in the area;
- there is no transfer station in Calafat for transforming the waste coming from the villages and neighbouring towns.

Though, a series of projects are being implemented:

- The Dolj county council will implement the “Integrated management system of waste in the Dolj county” (SOP Environment, total value of the project: 40.884.434 euro). Through this project 1.686 street concrete platforms and six waste sorting, transferring and punching stations will be created at county level. A Master plan is under performing at the level of Dolj county.
- The Calafat municipality local council implements the “Calafat eco-logic project for a feasibility study regarding the implementation of an efficient and sustainable system to administrate waste in Calafat”, inside of the “Grants scheme for the public sector for preparing projects in the environment protection field” (RO PHARE 2005/017-553.04.01.04.03).
- The Poiana Mare local council implements the project – “Managing, collecting, selecting, transporting and closing the uncontrolled domestic waste storehouses in the Poiana Mare village” (RO PHARE 2004.016-772.04.01.01).
- The Cetate local council implements the “ECO-SISTEM CETATE – Project for implementing an efficient system of managing domestic waste” (RO PHARE 2005/017-553.04.01.32).

**The floods risk**

In the Dolj County there are 19 hydro-improvement facilities with a draining surface of 115.000 ha, with role of drainage in order to eliminate the humidity excess from the agriculture fields. The total length of the pipes used for the water evacuation is 1620 km. In view of preventing floods, some damming works have been done, the rivers course has been regularised and accumulation lakes have been created, thus we mention 390 km total dam
length, 223 km regularised water courses and 4 accumulation lakes. By the damming and drainage systems, 70,567 ha of agriculture field, representing 12% of the total agriculture lands, are protected from floods.\(^4\) Despite all these damming works, the area presents a great floods risk, the Dolj County being one of the most affected by the floods in Romania in the 2006 spring.

### 1.3.3. Protected areas

In the pilot project area they have organised 3 NATURA 2000 sites, of which, 2 Special Protected Areas (SPAs) and 1 Site of Community Importance (SCI).

- ROSPA 0074 Calafat – Ciuperceni – Danube – 28.981 ha;
- ROSPA 0013 Maglavit – 3562,6 ha;

To these, another 5 natural reservations appointed by Law 5/2000, with a total of 238,4 ha are added.

#### Natural reservations in the pilot project area

<table>
<thead>
<tr>
<th>No.</th>
<th>The name of the protected area</th>
<th>The area type</th>
<th>Surface (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>The Cetate meadow in Lunca Dunării</td>
<td>Botanical</td>
<td>6</td>
</tr>
<tr>
<td>2.</td>
<td>Ciuperceni- Desa</td>
<td>Mixed</td>
<td>200</td>
</tr>
<tr>
<td>3.</td>
<td>The Ionele lake</td>
<td>Aquatic</td>
<td>3,2</td>
</tr>
<tr>
<td>4.</td>
<td>Balta Neagră</td>
<td>Aquatic</td>
<td>1,2</td>
</tr>
<tr>
<td>5.</td>
<td>Balta Lată</td>
<td>Aquatic</td>
<td>28</td>
</tr>
</tbody>
</table>

Source: The law 5/2000 concerning the approval of the National territory design plan – section III – protected areas

These protected areas are given into custody in 2010, so it still cannot talk about the sustainable management of these areas, but due to funding opportunities offered by the SOP Environment programme, the situation might change in the near future.

The Danube Floodplain in Dolj sector, protected nature areas of local and national importance
The Danube Floodplain in Dolj sector, elements of the ecological European network Natura 2000

Natural protected areas located in the pilot study area

The graphics concisely presents the Special Protection Areas and the Sites of Community Interest that totally or partially fall in the Danube Floodplain in the pilot area, as well as their main characteristics.

Remarks concerning the Natura 2000 sites within the Danube Floodplain

The Natura 2000 sites are entirely characterized, even if often they only partially overlap the Danube Floodplain environment. Calafat - Ciupercei – Dunăre and Maglavit are possible candidates to the RAMSAR status, each of them lodging more than 22,000 individuals of water birds during the migration period.

It is to be noticed the fact that most of the presented sites are not declared by the local or national legislation as protected areas. They include protected areas declared through the Law no. 5/2000, the Ciupercei – Desa, or through County Council Decisions (Maglavit).

A very important aspect concerning the Natura 2000 protected areas, but also those otherwise declared in the local or national legislation refers to their actual protection situation. Thus, in most of the theoretically protected sites within the Danube Floodplain the preservation and the protection are not real, enforced by law, but, when it is the case, it is rather a self-protection determined, among others, by the poor state of the infrastructure, which discourage the access.

On the other hand, it is to be noticed the overwhelming lack of information of the local
Transnational Strategy for the Sustainable Territorial Development of the Danube Area with special regard to Tourism – DATOURWAY
WP 5Pilot Projects - Romanian National Study

communities concerning the existence, the role, and sustainable capitalization possibilities of these protected areas.

Taking into account the principles on which the Network is organized, as well as the specific of the sites within the study sector of the Danube Floodplain, there can be concluded that Natura 2000 represents a source of opportunities for the region:

- the development of an environmental-friendly tourism, of the agro-tourism based on tradition, local practices and ecological products;
- the continuance of the activities, in the case of the fish ponds, with the observance of the protection measures for the water bird species;
- the leisure activities near the fish ponds could be an option to increase the income, especially since financial support is offered through the Fishing Operational Programme for the sustainable management of the fisheries;
- there can be accessed European funds for the improvement of the infrastructure (guesthouses, access roads, observatories, information panels/points etc.).

The main characteristics of the special protection areas and of sites of community interest in the danube floodplain, Dolj sector:

CALAFAT – CIUPERCENI – DUNĂRE (29,024.3 HA)
Land Cover (type and percent): rivers, lakes (8), swamps (16), natural grassland, steppe (9), crops/arable land (11), pastures (2), other arable fields (3), broad-leaved forests (35), vineyards, orchards (5), transition forests (11)

Importance
It receives important populations of certain protected bird species:


b) number of other migrant species, listed in the annexes of the Convention on migrant species (Bonn): 71

c) number of globally endangered species: 6

The site is important for the nesting populations of the species: Ardea purpurea, Ardeola ralloides, Aytya nyroca, Botaurus stellaris, Burhinus oedicnemus, Caprimulgus europaeus, Chlidonias hybridus, Chlidonias niger, Ciconia ciconia, Ciconia nigra, Circus aeruginosus, Coracias garrulus, Egretta alba, Egretta garzetta.

During the migration period, the site becomes important for the following species: Ardeidae, geese, ducks

Vulnerability.
The site is situated in the flood-prone area and is covered with water when the flow of the Danube gets very high. The fishing activities and the poaching can make the site vulnerable.
MAGLAVIT (3,562.6 HA)

**Land Cover (type and percent):** rivers, lakes (37), swamps (13), pastures (12), broad-leaved forests (36), vineyards and orchards (2).

**Importance.** According to the data, there are the following categories of protected bird species:

a) number of species in Annex 1 of the *Birds Directive*: 35

b) number of other migrant species, listed in the annexes of the *Convention on migrant species* (Bonn): 89

c) number of globally endangered species: 5

The site is important for the nesting populations of the species: *Ciconia ciconia, Chlidonias hybridus, Himantopus himantopus, Recurvirostra avosetta, Ardea purpurea, Egretta garzetta, Emberiza hortulana.*

During the migration period, the site becomes important for the species: *Aythy a nyroca, Platalea leucorodia, Falco vespertinus, Pluvialis apricaria, Larus minutus, Philomachus pugnax, Phalacrocorax pygmaeus, Nycticorax nycticorax, Sterna hirundo, Tringa*

**Vulnerability** The human activities conducted within and in the surroundings of the site, the flooding of the area during the high-flow periods represent elements that increase the vulnerability of the site.

CIUPERCENI-DESA (40,853 HA)

**Land Cover (type and percent):** rivers, lakes (7), swamps (12), natural grasslands, teppe (7), crops/arable land (21), pastures (3), other arable fields (3), broad-leaved forests (30), vineyards, orchards (6), other artificial surfaces (2), transition forests (9).

**Importance** There are to be remarked the habitats with *Salix alba* and *Populus alba*. The Ciurumela forest, located on the site of a former nursery is renowned through the giant acacia trees, which reach 70-80 centimeters in diameter and are 30-35 meters high, surpassing the naturally achieved dimensions within the origin area – North America. The acacia trees are important in fixing the moving sands that are a real problem in Southern Oltenia. At the shelter offered by the acacia forests, there gets installed an interesting vegetation, which includes a rare plant – *Molugo cerviana*.

**Vulnerability** Being located in the flood prone area of the Danube, the site is covered by water when the flow of the river gets high.

A very important aspect concerning the *Natura 2000* protected areas, but also those otherwise declared in the local or national legislation refers to their actual protection situation. Thus, in most of the theoretically protected sites within the Danube Floodplain the preservation and the protection are not real, enforced by law, but, when it is the case, it is
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1.3.4. Heritage protection

**Historical monuments by categories and types**

**Calafat**

**Architecture**
- "St. Mucenic Gheorghe" Church, 1856, Ciupercenii Vechi;
- Marincu Palace, XIX th c.;
- "Izvorul Tămâduirii” Church, end of XIXth c.;
- "St. Nicolae” Church XIXth c.;
- "Adormirea Maicii Domnului” Church, 1869.

**Public monuments**
- Obelisk - "Shell", in public garden;
- Memorial for war, 1877 , in public garden;
- Obelisk "Mircea Battalion", in public garden.

**Ciupercenii Noi**

**Public monuments**
- Obelisk " Perseverenţa Battalion” "La Jdegra” – on the Danube bank.

**Cetate**

**Architecture**
- "St. Împăraţi” Church, 1814;
- "St. Nicolæ” Church, 1860.
Desa
Archaeology
- Roman fort from Desa, 5 km South from the village IIIrd c., dacian – roman period.

Architecture
- "St. Nicolae” Church, 1860;

Maglavit
Architecture
- "St. Nicolae” Church, 1845 – Maglavit;
- "St. Nicolae” Church, 1845 - Hunia.

Poiana Mare
Architecture
- "St. Voievozi” Church, 1849.

Memorial-funeral monuments
- Memorial house of Miloș Obrenovic 1830 – 1835 (the prince of Serbia and owner of Poiana Mare).

Arts and crafts

As part of Dolj county also here multiple uses of silk threads were known: scarves, bed sheets, clothes. A great value in realizing port decoration pieces had, “lânița” (wool) and metallic threads (used mainly in villages in northern Dolj).

The craft of processing bulrush is very interesting because of the archaic equipments and because of raw materials. Bulrush is abundant in the marshes of the Danube, but also in smaller ponds within the area, so the weaving is a very well known domestic craft practiced in villages on the Danube valley - Negoi, Bistreț, Danubian, and specialized centers that: Bailesti, Segarcea, Sadova.

Craft's main products were mats and various sizes and shapes of papornițe (bags), used for transporting food.

Manufacturing folk musical instruments (flutes, bagpipes) was a common craft in Dolj county. Manufacturing the ocarinas and jew’s harps in Terpezița is interesting for the evolution of tradition of crafts in the area.

Other crafts in Dolj:
- Weaving carpets - Bechet
- Woven of straw and raffia - Bailesti
- Pottery - Terpezița
- Woven of goat hair - Leordeasa, Argetoaia
- Wood carving, wicker processing and rush - Sadova
- Sheepskin craft
- Making musical instruments
- Costumes.
The products are sold, generally in the trade fairs that are organized on various occasions (towns anniversaries, religious celebrations, holidays, etc.)

**Cultural Festivals and other Events**

**Calafat**

- Celebration of Calafat Town and of Independence Day, an event in which the following manifestations take place: "Spring's Cross", exhibitions of paintings, books exhibitions, sports demonstrations and contests, dance and traditional and contemporary music performances – every year in May;
- Folk Music National Camp - Folk Forever - One of the most important events of Romanian folk music, held every year at Calafat. Folk National Camp has reached its 13th edition – every year in August.

**Ciupercenii Noi**

- The celebration of Ciupercenii Noi - In this event, there were concerts, competitions, folk artistic performances, exhibitions, etc. - every year in October.

**Cetate**

- The Festival of Film Tasters and Culinary Arts in 5 – 12 of September, 2010 - Castle Cultural Marina. For 7 days, Romanian and Balkan countries filmmakers met in the framework of an cultural and artistic event. The Festival of Film Tasters and Culinary Arts, the first edition -"Balkan" was one day dedicated to Balkan countries (Albania, Bulgaria, Croatia, Greece, Macedonia, Serbia, Slovenia, Turkey and Romania). Over 100 filmmakers attended the event. The event organizers were presented also: exhibitions of sculpture and photographs, stands selling film books, DVDs, movies, old Balkan music concerts, serenades and traditional country food from the invited countries – September.

**Desa**

- Traditional custom – Guarded of fountains and Iordănîtul - fixed date, is practiced in villages in southern Dolj, the night of Epiphany and St. John (6-7 January);
- Traditional custom - Încuratul Cailor – horse show and riding competition;
- Traditional custom - Sarindarul - October.

**Maglavit**

- The celebration of Maglavit village- every year in September.

**Gastronomy and wine**

As part of Oltenia region, Oltenian kitchen is one of the best cuisine from Romania. It is known for the good flavor and the finesse with which meals are prepared in this area.
In the Oltenian cuisine many soups are prepared such as vegetables soups, leek and garden orache soups, or stevia; it is often used pork and fish, and rarely, beef and venison. The soups soured with lemon juice or cabbage juice are very appreciated and there are used many greens with preference parsley and lovage. Oltenian food, usually simple, it is always seasoned with pepper and radishes.

Oltenian sausages are famous. They are prepared from equal amounts of beef and pork, chopped and mixed with garlic, pepper and salt. Then the sausages are smoked for two hours. For those who have a healthy stomach, Oltenian sausages are delicious.

Traditional Oltenian dishes: White sauce chicken with polenta, tomatoes stuffed with meat or only rice, tochetura, pork scraps, leeks soup or stew, Oltenian sausages, quinces with chicken, highly seasoned small sausage cooked on a grill, forcemeat rolls in cabbage leaves, roast suking pig, fish brine, noodles soup with cheese, leeks with olives, boiled tongue with vegetables and horseradish.

Before the meal, the locals drink a glass of plum brandy, and then the food is accompanied by wines from the area.

**Wines**

Vineyards are also an important tourist attraction of the countryside. The most representative vineyards of Dolj County are Sadova, Dâbuleni, Bechet, three of them along the Danube - Segarcea, Banu Maracine, Bradesti or Brabova, 25 km west of Craiova.

In Dolj County, the tourists can visit the vineyards:
- Sadova, Dâbuleni, Bechet - where you can taste the Pinot Noir;
- Brâdești - Merlot;
- Plenita - south of road between Great Brabova and Vânju: Burgund.

The following vineyards organize wine tastings:
- Cervinia Segarcea, 28 km south of Craiova;
- Research Centre Dâbuleni at Bechet on DN55, 65 km south of Craiova.
- Poiana Mare and Cetate (in our pilot area).

**1.4. ECONOMIC CHARACTERISTICS OF THE AREA**

The economic characteristics of the Pilot Project Calafat – Vidin study area comprise an array of information defined by quantitative measurements and also by qualitative appreciations and specific public regulation applied in particular for each municipality or as general rules for all area.

**Economic performance**

Turnover indicator measures results in microeconomic level representing the volume of returns from own activity in a period of time, returns price market considered.

Study area summarizes a turnover of 227,937,711 RON. Territorial distribution shows that most of turnover is located in Calafat town (77,3%).
Considering the territorial distribution of economic results (turnover) for the rest of the study area, it is clearly visible in the chart bellow that “wealth” is concentrated in the close neighborhood of urban poles. In the study area, apart from Calafat town, other localities with medium economic results are Poiana Mare (concentrating 11.5% of turnover) and Ciupercenii Noi (7.9% of turnover). Those two villages are in close neighbor of Calafat town.

Regarding the overall structure of activities on economic branches, the study area is dominated by industry and commerce producing 49.2%, respectively, 37.3% of study area’s turnover. Tourism activities encompass just 1.2% of the study area’s turnover.

Study area has almost the same structure of economic activities, such as up to 43.7% industry turnover, 32.9% commerce turnover, 8.5% other services turnover, 8.1 construction turnover. Tourism turnover represent only 2.2 share in economic results.

**Territorial distribution of economic activities**

The structure of activities in study area based on economic results shows several categories of economic profiles:

- Industrial profile: Calafat town (55.7%) and Poiana Mare (45.7%);
- Commercial profile: Cetate (64.2%), Ciupercenii Noi (76.5%) and Maglavit (42.2%); Desa (32.2%)

Tourism turnover is “produced” only by three of study area municipalities – Calafat town (1.4%), Cetate (5%) and Desa (7.6%). Therefore tourism activities are not very competitive in the study area in terms of economic results, although the Danube presence in study area offers a great touristic potential to that territory.

Besides industry, commercial activities are also well represented especially regarding the employment. Most of the municipalities in study area have commercial profile concerning employment parameters.

However, the employment structure highlights mostly small shares of the employee population in total population for municipalities, especially in the rural areas.

*Touristic activities* are not very competitive in the study area in terms of employment and economic results, although the Danube presence in study area offers a great touristic potential to that territory.

*The business sector* situation highlights good natural and human resources whom are available to support local economic and especially touristic development, but a rather poor exploitation of those resources.

There is a need for a better involvement of local and county authorities, in study area particularly, in order to attract direct investments for tourism and other supporting services and to engage in more offensive promotions of these areas. Complementary, it is necessary to make adjustments for transport and urban infrastructure.
1.4.1. Agriculture and Fishery

For the analysed localities, agriculture (the two important branches: cereal culture, nourishment and industrial plants, fruit trees, vine and animal breeding - bovine, ovine, fowl) is the main occupation of the inhabitants. In 2009, the total agricultural surface of the 6 localities was 45,918 ha, of which 36,301 ha arable fields, the difference including orchards, vines, pastures and meadows.

Some villagers thought of regrouping families in agricultural associations which helped them work the land easier. Also, agriculture investments from foreign people have been reported, these sensible the profitability of exploiting the area.

Being on a second level, the fishing activities are still favoured by the potential linked to the Danube, as well as by the few lakes (Hunia in the Cetate village, Catoaiga and Sebazu in the Desa village, Sarbilor and Cotoaiga in the Poiana Mare village) and the Drincea rivulet (the Cetate village).

The drainings in the Calafat municipality have much reduced the surfaces covered with water and the Danube and a few pools (Gloniceanu and Golenti) have remained as a fishy environment. Still, the richness of the fishy fauna in Calafat has been one of the determinant factors for choosing the fish in the Dolj county escutcheon. Thus, here one can fish sheatfish, carps, pike perch, breams, tench, crucian carps, bleak, eel, blacktail and, rarely, even the sterlet.

Also, the lake which remained after the hydro-improvement works in the Maglavit village represents a real potential for the recreational-sport fishing. The Ciupercenii Noi village is remarked by a rich potential, by the Arceru fishy facility (485 ha) and the approximate 200 ha of natural pools which are reached by the natural Danube floods, when they are supplied with water and fish.

1.4.2. Forestry

The forests fund of the analysed towns is represented by acacia forests (which do not only beautify the landscape but also have an economic and geographic importance, fixing the sand of the dunes), oak and poplar ones. Some river meadow areas such as riverside coppices and willow groves can be seen. Most of the forests host animal species with hunting value (stags, deers, foxes, porcupines).

Because of the physical-geographic conditions, the main functions of the forests in the analysed area are for recreation, wood production, protection against pollution as well as protection of soils and fields.

The Poiana Mare village owns the richest forest fund in all the analysed towns. The main tourist attraction of the locality is the Ciurumela forest, a forest reservation, an old acacia forest, appreciated for its wood and tree dimensions. The forest is over 100 years old and lies on a surface of about 10 ha. Near this, the village also includes the Boroaica, Ciobanoaica forests, Padurea Vulpii, Baltea Carstei and Padurea Bibeasca (forest).
On the Ciuperceni Noi village territory there is the reservation of the Oltenica-type acacia seeds (characterised by the height of trees and wood quantity per specimen which is very high) and the Arceru, Purcarului and Dracila forests.
To these are added the Bascov, Dropiorul and Maglavit forests (which cover the territories of the Calafat municipality and Maglavit village) and the Moara forest in the Desa village.

1.4.3. Industry

In the last two decades, the industrial activity declined significantly as the transition period to the market economy brought various challenges for the economy. In the present, Calafat remains a small town based mainly on agri-food production and textile industry. The profile of the area includes also chemical industry, to which can be added the building materials industry. The location of these industrial units is favoured by the presence of railway Craiova - Calafat which provide transport of raw materials and finished products.

The industrial activities are implicitly related to agricultural activity, Calafat is part of a strong agricultural area, offering good conditions for agricultural sector based on private property.

In terms of locations offering favourable conditions, there is still potential to set aside land for future development of industrial units, construction or storage.

Calafat is also an important harbor and border crossing with Bulgaria.

However in Calafat rural neighbourhoods, the industrial activity is relatively low, the area being an agro-based economy.

1.4.4. Services

The services sector is represented especially by trade, public administration and defence, social security insurance, health and social assistance, education. Some economic agents operate in information and communication sector, financial intermediation and insurance, transport and storage. There are no suitable facilities for processing and wholesale marketing of food products in the area. The quality of services is poor, offering a small number of jobs for the local workforce.

Calafat municipality is the Danube port for cargo and passenger, offering a range of specific services and a transit center for many travellers which are strong arguments for the necessity to develop the public service sector.

Relatively low economic development of the area and lack of diversified services are the main characteristics of Calafat and rural neighbourhoods. Still, efforts have been made for a better valorisation of the tourist potential of Calafat town and its rural neighbourhoods.
Through its strategic position, the area of Calafat has potential for the development of tertiary services sector, offering special conditions if taking into consideration the future Vidin-Calafat Bridge and its related flows.

1.4.5. Tourism sector

1.4.5.1. Tourist attractions

**Calafat town**
The planted areas, especially those afforested as complex ecosystems reverberate directly on the urban development. Through General Urban Plan it is proposed a reconsideration, meaning the extension of the green area and obtaining a surface of 93 ha.

The existent functional subareas mentioned are the following:
- the *Ostrovu Mare recreational point* (with landscape value) proposed to be extended by developing a recreational area with specific endowments in the east part of the municipality (by changing and moving the industrial units and precincts)
- the *Bascov recreational point* + extension proposed to be developed also by recreational facilities and compatible buildings. This point can be extended on the fields which are higher than the river waters height in the dammed system of the lower river.
- the *municipality park* - public gardens in the central area + facilities
- the *municipality stadium*

*The Metropolitan forest*” situated in the south-east part can take over the function of recreation forest, the route access being done directly from DJ 553.

The *Calafat unloading dock* where holidays can be spent and the panorama can be admired from the Romanian border of the Danube and the Bulgarian one, corresponding to the Vidin town. Being an important border-point, there is the possibility to organise trips to Bulgaria as the Danube can be crossed with the ferry boat, till Vidin.

The *national camp of folk music – Calafat* - the only camp in Romania (from 2000 guests from Bulgaria, Serbia, Moldova, Russia)

The *“Danubiu” camp* – created on the left bank of the river, in an oak forest.

*Cetate*
The *Danube beach*, lying on approximately 3 km, winded by the Danube course, offering tourists both the clean sand and the cool shade of the poplar forest lying exactly near the beach. Also a great part of the village inhabitants prefer to spend their spare time on the Danube beach, fishing or practising different sports (volleyball, tennis or football).

The *‘La Cetate’ cultural port* – lies on the Danube bank, 2 km from Cetate and 18 km from Calafat. It is famous for the sculpture camps organised during the recent years. Also, inside the complex they have organised a ‘Neolithic’ village where ecologic products freshly
prepared can be consumed and people can participate in realising ceramic vessels specific of the Cucuteni culture.

The Cetate cultural port is the cultural centre by which the “Mircea Dinescu” Poetry foundation can offer accommodation and comfort for 16 guests, any time of the year. Besides spending free time in a special landscape, tourists can have lunch (with own products, specific of the place) inside the restaurant of the complex.

**Maglavit**
The „Izvorul Tamaduirii” orthodox monastery, with the “Nasterea Maicii Domnului” church – unique saint place in the world. The building of the church started in 1935, but remained unfinished. In 1990, the works for the church were resumed and the cells began to be built.

### 1.4.5.2. Tourist infrastructure

Tourist infrastructure is poor represented in Calafat town and rural neighbouring localities. In this regard one can be mentioned only basic tourist infrastructure namely accommodation and food and beverage units. In addition, few leisure services provided by accommodation facilities and a basic recreation area at Bascov located in Calafat locality could also be added.

**Accommodation establishments**

Totally in Calafat and surrounding area there are 5 accommodation establishments having together 122 rooms and 243 bed-places.

Three accommodation establishments are classified by the Ministry of Regional Development and Tourism, more precisely two hotels and one hostel which together cumulates 68 rooms and 136 bed-places. However there are other two accommodation establishments which are not currently in the evidence of MDRT namely Coliseum Hotel and Amfiteatru Hotel both at four star categories cumulating together 54 rooms and 107 bed-places.

**Accommodation establishments in Calafat and surrounding area**

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Locality</th>
<th>Category</th>
<th>No. of rooms</th>
<th>No. of bed-places</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panoramic</td>
<td>Hotel</td>
<td>Calafat</td>
<td>2 stars</td>
<td>46</td>
<td>92</td>
</tr>
<tr>
<td>Casa Italia</td>
<td>Hostel</td>
<td>Calafat</td>
<td>3 stars</td>
<td>12</td>
<td>24</td>
</tr>
<tr>
<td>Cetate</td>
<td>Hotel</td>
<td>Cetate</td>
<td>3 stars</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>Coliseum*</td>
<td>Hotel</td>
<td>Calafat</td>
<td>4 stars</td>
<td>11</td>
<td>25</td>
</tr>
<tr>
<td>Amfiteatru*</td>
<td>Hotel</td>
<td>Calafat</td>
<td>4 stars</td>
<td>43</td>
<td>82</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>122</strong></td>
<td><strong>243</strong></td>
</tr>
</tbody>
</table>


* - unclassified accommodation units, according to data provided by Calafat Municipality
Food and beverage facilities

In Calafat and surrounding area there are 8 food and beverage facilities cumulating 870 table seats. However only two Food and beverage facilities located in the Calafat and surrounding area are classified by the Ministry of Regional Development and Tourism cumulating 140 table seats. One is located in Calafat town and the other one in Cetate commune. Both of them are three stars classified.

One can notice the 6 unclassified F & B facilities out of which two are four stars classified.

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Locality</th>
<th>Category</th>
<th>No. of places</th>
</tr>
</thead>
<tbody>
<tr>
<td>Casa Italia</td>
<td>Classic restaurant</td>
<td>Calafat</td>
<td>3 stars</td>
<td>40</td>
</tr>
<tr>
<td>Cetate</td>
<td>Classic restaurant</td>
<td>Cetate</td>
<td>3 stars</td>
<td>100</td>
</tr>
<tr>
<td>Coliseum*</td>
<td>Classic restaurant</td>
<td>Calafat</td>
<td>4 stars</td>
<td>50</td>
</tr>
<tr>
<td>Panoramic*</td>
<td>Classic restaurant</td>
<td>Calafat</td>
<td>3 stars</td>
<td>140</td>
</tr>
<tr>
<td>Amfiteatru*</td>
<td>Classic restaurant</td>
<td>Calafat</td>
<td>4 stars</td>
<td>120</td>
</tr>
<tr>
<td>OK*</td>
<td>Classic restaurant</td>
<td>Calafat</td>
<td>3 stars</td>
<td>120</td>
</tr>
<tr>
<td>Maxx*</td>
<td>Classic restaurant</td>
<td>Calafat</td>
<td>3 stars</td>
<td>200</td>
</tr>
<tr>
<td>Valahia*</td>
<td>Classic restaurant</td>
<td>Calafat</td>
<td>3 stars</td>
<td>100</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>870</strong></td>
</tr>
</tbody>
</table>


* - unclassified food and beverage units, according to data provided by Calafat Municipality

Travel agencies

There are no travel agency licensed by Ministry of Regional Development and Tourism to be located in this area.

Leisure facilities

These are only limited to some services provided by accommodation providers. For example, according to the data provided by Calafat municipality a swimming pool is found at Amfiteatru Hotel while sauna, fitness and billiard are found both at Amfiteatru and Panoramic hotels. In addition, it could be mentioned also a football field which has night lighting.

We can also add the recreational area called Bascov situated between the Calafat town and the village Basarab on the Danube’s cliff. This is an area of entertainment used for recreational activities especially in the summer by Calafat inhabitants. Moreover according to the Calafat municipality this area is also visited by same-day visitors coming from Craiova city especially in week-ends. This area has some basic facilities namely some terraces and a somehow an improper beach on the Danube shore.
1.4.5.3. Guests

An indicator showing flows of visitors transiting Calafat area is represented by **arrivals of foreign visitors** and **departures of Romanian visitors abroad** registered at Calafat border point.

In 2010 49,553 arrivals of foreign visitors were registered at Calafat border point. This represents only 0.7% from total arrivals of foreign visitors in Romania. In the same year, 32,403 departures of Romanians abroad were registered at Calafat border point representing 0.3% from the total of departures of Romanians abroad.

It is important to notice that in the period 2006-2010 arrivals of foreign visitors registered at Calafat border reached the peak point in 2008 with 96,462 arrivals after important growth rates in the period 2006-2008. In the following years this figure significantly dropped to 57,069 in 2009 and 49,553 in 2010. However in case of departures of Romanians registered at Calafat border point, the dynamics of this indicator is not so obvious, the fluctuations being relatively small although it follows the same pattern with arrivals.

The difference between arrivals of foreign visitors at frontier and departures of Romanian citizen abroad gives the **balance of visitors flow**. For Calafat border point for the period 2006-2010 this balance is positive so that more inbound visitor flows is coming in Romania rather than Romanian visitors departure abroad. It is important to notice that this balance is very strong in the peak year 2008 when number of arrivals is more than double than the number of departures (see figure bellow).

![Visitors' flows registered yearly at Calafat border point, 2006-2010](image)

Source: *National Institute of Statistics in Romania*
As regard the inbound and outbound flows of visitors transiting Romanian-Bulgarian border, Calafat border point ranks 6th respectively 5th among the 11 border crossing points after Giurgiu, Vama Veche, Ostrov, Negru Voda and Bechet – only for arrivals (see Table…). In both cases the share in total flows transiting the Romanian-Bulgarian border is rather low 4.8% for arrivals and 3.7% for departures. The fact that the share of arrivals is higher than the one of departures shows that there is a real attraction for outbound visitors coming in Romania and using Calafat border crossing point.

### Distribution of foreign visitor arrivals and Romanian departures abroad registered at the Romanian-Bulgarian border points, 2010

<table>
<thead>
<tr>
<th></th>
<th>Arrivals</th>
<th>Departures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Absolute figure</td>
<td>%</td>
</tr>
<tr>
<td>Giurgiu</td>
<td>624,445</td>
<td>60.7%</td>
</tr>
<tr>
<td>Vama Veche</td>
<td>162,093</td>
<td>15.8%</td>
</tr>
<tr>
<td>Ostrov</td>
<td>64,302</td>
<td>6.3%</td>
</tr>
<tr>
<td>Negru Voda</td>
<td>60,074</td>
<td>5.8%</td>
</tr>
<tr>
<td>Bechet</td>
<td>54,484</td>
<td>5.1%</td>
</tr>
<tr>
<td>Calafat</td>
<td>49,553</td>
<td>4.8%</td>
</tr>
<tr>
<td>Zimnicea</td>
<td>6,144</td>
<td>0.7%</td>
</tr>
<tr>
<td>Oltenita</td>
<td>4,242</td>
<td>0.4%</td>
</tr>
<tr>
<td>Turnu Magurele</td>
<td>1,602</td>
<td>0.2%</td>
</tr>
<tr>
<td>Calarasi – Chicu</td>
<td>1,100</td>
<td>0.1%</td>
</tr>
<tr>
<td>Corabia</td>
<td>58</td>
<td>0.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,028,697</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: National Institute of Statistics in Romania, processed data

An important characteristic of flows transiting area is given by the seasonality. One can be observed that there is a sort of seasonality both in case of arrivals and departures (see figure bellow). As regards arrivals seasonality is more evident in summer months more precisely in August. This is particularly the case for years 2008, 2009 and 2007. In case of departures of Romanians abroad through Calafat border point the seasonality is more evident for the years 2006 and 2007. 2008 was an atypical year with the peak month in April not in August like in other years. Instead 2009 and 2010 are years with lower seasonality.
Seasonality of Foreign visitors arrivals registered at Calafat border point, 2006-2010

Source: National Institute of Statistics in Romania, processed data

Seasonality of Romanians departures registered at Calafat border point, 2006-2010

Source: National Institute of Statistics in Romania, processed data
However in both cases the seasonality patterns shows that there are real transit flows which are determined by travel for tourism. More precisely this is demonstrated by the fact that August (which is traditionally a holiday month) represents the peak season of both arrivals and departures. Therefore we can conclude that tourism transit might be a real presence in the Calafat area.

1.5. INFRASTRUCTURE

1.5.1. Transport system in the area

Road transport:
The territory in question is crossed by three national roads (DN 56 Craiova - Calafat, DN 56A Maglavit - Drobeta Turnu Severin and DN 55A Calafat - Bechet), five regional roads (county roads): DJ 552, DJ 553, DJ 554, DJ 564A, DJ 561E, and five local roads (communal roads): DC 53, DC 56, DC 66, DC 67, DC 70. However, road network density is lower than the national average (30.5 km/100 sq. km, compared to 34.2 km/100 sq. km).
The E 79 European road: Hungary - Oradea – Deva - Petrosani - Filiași - Craiova - Calafat - Bulgaria, Greece, follows the route of DN 56 national road Calafat – Craiova.

Rail transport:
The main single track railway Calafat - Craiova, with stops to Moțăței and Maglavit, which crosses the study area, is connected through Craiova, the seat of Dolj County (an important railway junction – convergence of at least three railway lines), to the main railway Bucharest – Rosiori de Vede - Craiova - Drobeta Turnu Severin - Caransebes (main double track electric railway, which crosses Romania from south-west to north-east). In the study area, as in the South-West Region to which the study area belongs, the density of railways is the lowest in the country (about 30.0 km /1000 sq. km).

Provisions regarding transport development
According to sustainable development strategy at national level (National Spatial Plan – NSP, Section roads, approved by Law no. 363/2006), and regional level (County Spatial Plan - CSP - Dolj), traffic optimization and development of the transport system is a priority – with direct reference to infrastructure building in the study area – aimed at preparing Calafat town to receive a major function within the pan-European transport networks, namely that of multimodal junction, crossing of the Danube and major international transit. The first step, a starting point in using the potential of the area and related opportunities, is to complete the urban facilities of Calafat town (rank II within the national system of human settlements, of inter-county importance) to meet the needs resulting from its new status, that of international
junction, as well as to establish two rural centres with polarizing role (Cetate and Poiana Mare), to develop regional urban plans for expansion areas.

The main provisions of NSP – have value of guidelines; justify the strategic programs on medium and long terms; determine the size, purpose and priorities of spatial development in Romania; comply with relevant European requirements; represent the base of complex and sustainable development (including regional development – refer to:

**Waterway network:**
- river waterway development
- upgrading works at ferry crossings and passenger ship docking at ports Calafat and Cetate
- development of a RO - RO traffic point (“roll on – roll off”) at Calafat

**Road network:**
- rehabilitation and modernization of all roads
- construction of an expressway on the route Drobeta-Turnu Severin – Calafat – Craiova (upgrading to expressway standards the national main road DN 56 Calafat – Craiova and the national secondary road DN 56A Calafat – Drobeta-Turnu Severin) – a project investment provided in for NSP without a definite completion time
- construction of a highway: Caransebes – Drobeta-Turnu Severin – Filiasi – Craiova – Calafat
- construction of a new road bridge over the Danube at Calafat.

**Railway network:**
- track doubling, electrifying and upgrading to high speed (160 km/h) the railway Calafat – Craiova, by rehabilitating the existing tracks
- construction of double track electric rail for high speed trains between Calafat and Drobeta-Turnu Severin
- construction of a new railway on the route: Calafat – Vanju Mare – Drobeta-Turnu Severin (double track, electric rail)
- construction of a new railway bridge over the Danube at Calafat

However, the study area has practically no airline network: there is no airport in the area and the National Spatial Plan contains no provisions on future construction of an airport here. The nearest airport is in Craiova; it has the necessary facilities to provide international flight services.

1.5.2. Accessibility (public roads, rail network, bicycle, air transport, shipping)

Accessibility – defined as the level (possibility) of access to a desired destination – depends mainly on the extent and quality of transport infrastructure and the availability of services; it is closely linked to connectivity.
Generally, a transportation network and hence the transport in the study area can be characterized by the diversification of transport means, conditioned by landforms and geographical position, and by the accessibility and complementarities of lines (though their inadequate technical condition place them far below the level of other European Union Member States).

Border areas, though possessing a developed transport infrastructure, are primarily characterized by exclusion (because of their peripheral position) and restrictive use (because of applicable legal regime).

The waterways network in the study area corresponds to the Danube River and contains two ports: Calafat and Cetate, with a length of quays of 700 m and 500 m respectively.

Limited financial resources have been directed, mainly, to rehabilitate the national road network, neglecting both value and quality the network of county and communal adjacent roads.

The share of modernized roads in the area is low, which has negative consequences for attracting large territories in productive economic activities, limiting the sale of agricultural products in urban centres and the possibility that areas with potential in agro-tourism to be drawn into the national economic circuit.

Almost half of all modernized roads are in an advanced state of degradation due to intensive exploitation of roads that link towns and development poles in the region, border areas with other regions.

Accessibility of rural localities is a major problem and constant over time. Relevant indicators to highlight accessibility consist in the accessibility of communes to the main network of transport respectively location on a DN or CF of the communes and viability of communal and county roads that provide the link between towns, link to the major transport network, access of population to facilities and services. For these reasons, the situation of accessibility in rural area is vital to its chances of development.

*Accessibility Centres*

**Border crossing points** (according to Government Decision nr.896/20.08.2008)
- Border crossing points opened to international traffic
- Dolj County: Calafat, Bechet, Corabia

**Ports**
- For passengers: Calafat.
- Industrial: Calafat, Bechet – RO-RO.

**Ferryboat crossings** (according to Government Decision nr. 896/20.08.2008): Calafat, Bechet,

**Crossings by type of transport**
- Road (ferry point) and port: Calafat, Bechet.
1.5.3. Info-communication sector

All the area localities benefit of fix telephone services, the localities of Calafat and Cetate being endowed with automatic telephone units while the localities of Ciupercenii Noi, Desa and Maglavit are endowed with manual telephone units.

In the same time the area is 100% covered for mobile phone communication, this one successfully replacing the fix phone networks in the areas where they have been not expanded. The main mobile phone companies acting in the area are Vodafone, Orange and Cosmote.

The area population benefits from cable television broadcasting services, while all the localities have Internet broadband access, the Maglavit commune being included by the national “Biblionet” program, with an Internet center for the public. The network used for fix phone calls and Internet is made of optical fiber, the area is crossed by the Craiova – Calafat – Vidin communications main line.
1.5.4. Living quality - Public utility supply (household gas, public water system, public utilities gap)

The Power Supply
The area studied by the “Calafat-Vidin” Pilot Project covers 6 localities, meaning the town of Calafat and the communes Cetate, Ciuperceni Noi, Desa, Maglavit and Poiana Mare, located on the way of Danube river.

The Heating Supply
Within the area assessed by this project, the heating is developed mainly by individual systems in fireplaces supplied by solid fuel.
Within the town of Calafat spaces are heated by two kinds of systems:
- locally (individually) – individual houses and some institutions - with fireplaces or micro-stations running on solid fuel
- centrally (in individual systems) – industrial units with their own small sizes heating stations, running on solid or liquid fuel

Concerning the fireplaces used for heating of individual houses, the main problem is the insufficient quantity of solid fuel (wood, coal), requesting the option for other heating energy supplying systems. In the same time the use of solid fuel damages the environment by the forests cuttings, environment pollution, etc.

Other problem consists in the lack of the building proper thermal insulation, resulting in a severe decreasing of the lodgers comfort and the increasing of the house expenses, both for the buildings connected to the centralized system and the buildings endowed with individual heating systems. A great achievement was not possible on housings’ thermal vindication as most of the families living in these houses have limited financial resources.

Natural gas supplying
Though in Dolj County there is a natural gas supplying network, it is limited at 6 localities, while none of the localities in the studied area is connected to the natural gas supplying network.

For now, in the Dolj county the connecting line pipe of ND of 600 mm is about to be made, on the route Craiova – Segarcea – Bailesti – Calafat, expanding the county natural gas supplying network. This line pipe will cross the studied area, toward Calafat, through Poiana Mare Commune, and will be able to provide for the towns situated on this route, supplying the consumers connected within the near future time period the with requested flows and pressures.

So, we may conclude that the transport and supplying system for natural gas is progressively developed and that in the near future the number of towns provided with natural gas will significantly increase.
The electrical power supply

The electrical power requested by the domestic, industrial customs and by the third sector users from the area is supplied by the Energetic National Sistem. This power is distributed to the consumers in the territory through the high (220kV, 110 kV) and medium (20 kV) voltage transport electric lines, and also by the conversion units and points. The studied area is supplied with electric power by high voltage SELs (Supplying Electric Lines), 220 kV and 110 kV, on the route Cetate - Calafat and by 110kV SELs starting from Calafat toward Băilești and Plenița. The area localities are completely electrified, being supplied by 20 kV medium voltage lines SELs.

Renewable powers

Within the studied issues, solar energy, Aeolian energy and biomass exploitation can be viable options for power production, as the area has a significant potential for the production of solar power, biomass and in a lower extent, of Aeolian power. This potential is going to be exploited within the concerned area by the project on the development of a photovoltaic energy park in Ciuperenii Noi, a project supported by the Ciuperenii Noi – Poiana Mare – Desa Intercommunity Development Association. For starting, the solar power may be used for housing hot water production during the summer, and than, once the experience gained, it is possible to approach other uses: spaces heating and also electric power production, so creating the premises for the ecologic tourism development.

The Aeolian potential in the area may be also used for power production, the wind velocity values in the Southern area of the country is of 4 – 6 m/sec, making the exploitation of the wind a profitable energetic source. Concerning the biomass, it may be used for heating, especially in rural towns, and including in its consistency the wood and agricultural wastes, considered as recoverable energetic sources. According to this premise, the estimate biomass potential that may be used in the Dolj county where the studied area is located, according to INL data, is of 962.9 TJ, including 2,36 % of forestry biomass and 97,64 % agricultural biomass.
Water Management

Water supply

A centralized water supply system is operational in the Calafat Municipality and the communes: Cetate, Desa and Maglavit.

The water supplied to the Calafat Municipality is from surface water source, i.e. the Danube, through three concrete cribs (suction conduits) implanted 70 to 100 m far from the Danube bank and the space distance between them is about 17.50 m. The potable water flow rate is 1,080 cubic metres/ hour and the industrial water flows at a rate of 2,150 cubic metres/ hour.

After intake, water is pumped through a 1,000 mm diameter pipe to the treatment plant into a 3,700 m3 settling tank. After settling, water is filtered through 6 quick filters, is chlorinated in a basin, wherefrom it is pumped into the 5,000 cubic metres storage tanks and 2 tanks with a water storage capacity of 2,000 cubic metres. From the storage tanks, water is pumped into the water distribution network of the city. The water supply mode of the municipality is a continuous water supply system.

In 2009, the water treatment plant capacity was 26,729 thousand cubic metres, that is 848 l/s, the amount of water delivered to the municipality consumers was 1,470 thousand cubic metres, of which 903 thousand cubic metres were delivered for household use. The length of the water supply network is 58.2 km, covering almost the entire water supply system of the municipality. The local pipe network is severely worn out.

Following the shut-down of the industrial platform of the municipality and the installation of water metres at the manufacturing plants and partially in homes, the water consumption decreased significantly.

In the neighbouring communes Golenti, Basarabi and Ciupercenii Vechi, the water supply of the population is from 10 to 30 metres deep ground wells.

In the villages, which are seats of the Cetate, Desa and Maglavit communes, a centralized water supply system is in place. The status of the water supply in the rural communities is as follows:

<table>
<thead>
<tr>
<th>Commune</th>
<th>Capacity of the water treatment plants (thousand cubic metres/year)</th>
<th>Amount of distributed water (thousand cubic metres/year)</th>
<th>Approximate water pipe length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cetate</td>
<td>667</td>
<td>155</td>
<td>118</td>
</tr>
<tr>
<td>Desa</td>
<td>343</td>
<td>135</td>
<td>92</td>
</tr>
<tr>
<td>Maglavit</td>
<td>454</td>
<td>130</td>
<td>120</td>
</tr>
</tbody>
</table>


Sanitary sewerage

Only the Calafat Municipality has a sanitary sewerage and waste water treatment system. The length of the sewerage pipeline is 42.2 km. The capacity of the waste water treatment plant is 106.5 l/s with two primary and biological water treatment phases. The effluents from the water treatment plant are discharged into the Danube. The waste water treatment plant needs renewal works and an advanced waste water treatment technology.

The communes of the investigated area have no sewerage system or waste water treatment plant.
The above data indicate the following problems related to the equipment with water supply and sewerage installations:

- the water supply pipeline of the Calafat Municipality is rusted out;
- the neighbouring settlements dependent on the Calafat Municipality and the Ciuperceni Noi and Poiana Mare communes have no water supply system;
- the water supply system of the municipality needs renewal and modernization;
- lack of the sewerage system in all investigated settlements, except for Calafat Municipality; the waste water treatment plant of the municipality needs investments for renewal and modernization;

Improvement of the water supply and sewerage services of the Calafat Municipality and the investigated neighbourhood is approached in the Development Strategy of the Calafat Municipality and the Dolj County. The Dolj County strategic development guidelines also provide for the modernization of the technical infrastructure (hardware), the water supply and sewerage systems included.

At local level, the objectives for a sustainable urban development of the Calafat Municipality include the regeneration of the city as urban centre and the regeneration of a number of zones within the city in order to mitigate the existing gaps.

The major intervention areas identified in the development strategy of the municipality are as follows:

- preparation of a feasibility study for renewal of the municipality water supply system;
- updating the feasibility study and the technical projects on the water supply of the Basarabi and Golenti villages, by expanding the water supply network of the Calafat Municipality;
- feasibility study on the water supply system of the Ciupercenii Vechi village;
- execution of the water works for water supply of the Ciupercenii Vechi and Basarabi villages and the water pipe network of the Golenti Village.
- preparation of a feasibility study on the renewal and modernization of the water catching station and water treatment plant;
- execution of specific works to renew the water catching station and water treatment plants;
- monitoring the quality of the water distributed to the population;
- feasibility studies on the sanitation of the Basarabi and Ciupercenii Vechi villages;
- feasibility studies on the construction of a small water treatment station in the Basarabi and Ciupercenii Vechi villages;
- execution of the sanitation works in the Basarabi and Ciupercenii Vechi villages;
- identification of the technical solutions for execution of the sanitation works in the zones of the Calafat Municipality where no sewerage system is available;
- construction of two waste water treatment plants in the Basarabi and Ciupercenii Vechi villages.

Actions necessary to ensure water supply and sanitation in the communes covered by the case study:
• preparation of preliminary design and construction documents necessary for the execution of the centralized water supply and sewerage systems in the Ciuperchenii Noi and Poiana Mare communes;
• preparation of feasibility studies and technical projects for renewal and expansion of the existing centralized water supply systems of the Cetate, Desa and Maglavit communes;
• preparation of the preliminary design and construction documents necessary for execution of the centralized sewerage and waste water treatment systems in the Cetate, Ciuperchenii Noi, Desa, Maglavit and Poiana Mare communes.
1.6. SPATIAL STRUCTURE
1.6.1. System of settlements

- General characteristics of the study area

The pilot study area covers a territory in the south – east of Romania, located along the Danube River and belonging to Dolj County.

The area comprises six Territorial-Administrative Units (TAU) that benefit of a specific landscape, characterizing two landform elements: Desnăvuiu Plain (part of the communes of Cetate, Maglavit, Poiana Mare) consisting of the Danube terraces; the Danube floodplain, the lowest landform element, a wide alluvial flat with lots of accumulative forms (dunes and islets).

Due to its location along the Danube River, Dolj County is included in the “Danube Region”, and the Rhin-Main-Danube inland navigation axis provides the link between the Black Sea and the North Sea. These elements create opportunities for development and cooperation based on treaties and special programmes for the "Danube Area" and the "Black Sea basin".

The study area belongs to the "south zone" of the county, which corresponds to the Danube floodplain; it is characterized by different natural resources and great potential for tourism (hunting and fishing). The presence of the Danube River (the route of Corridor VII), the construction of Calafat - Vidin bridge, the border crossings in Calafat and Cetate are as many opportunities for integration into European routes, which will impact the economic development. The shares of surface areas and number of inhabitants for each of the six TAU components of the study area are shown in the table below.

<table>
<thead>
<tr>
<th>No.</th>
<th>TAU component</th>
<th>Surface area (ha)</th>
<th>%</th>
<th>Population</th>
<th>Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Calafat Municipality</td>
<td>12,810</td>
<td>21.4</td>
<td>17,707</td>
<td>35.0</td>
</tr>
<tr>
<td>2.</td>
<td>Comune of Cetate</td>
<td>8,680</td>
<td>14.5</td>
<td>5,488</td>
<td>10.9</td>
</tr>
<tr>
<td>3.</td>
<td>Commune of Ciupercenii Noi</td>
<td>6,400</td>
<td>10.7</td>
<td>5,600</td>
<td>11.1</td>
</tr>
<tr>
<td>4.</td>
<td>Commune of Desa</td>
<td>7,669</td>
<td>12.7</td>
<td>4,819</td>
<td>9.5</td>
</tr>
<tr>
<td>5.</td>
<td>Commune of Maglavit</td>
<td>8,000</td>
<td>13.4</td>
<td>5,241</td>
<td>10.4</td>
</tr>
<tr>
<td>6.</td>
<td>Commune of Poiana Mare</td>
<td>16,394</td>
<td>27.3</td>
<td>11,688</td>
<td>23.1</td>
</tr>
<tr>
<td></td>
<td>Total for the area</td>
<td>59,953</td>
<td>100.0</td>
<td>50,543</td>
<td>100.0</td>
</tr>
</tbody>
</table>


An analysis of the population density by TAU component highlights a concentration of population in urban areas, while most of the communes are placed below the region average.

- Settlement network structure and hierarchy

According to Law no. 2/1968 on territorial-administrative structure, republished in 1981, with its subsequent amendments and additions, the administrative hierarchy of the settlement network in Romania comprises: urban settlements – cities and towns; rural settlements – villages.

The administrative-territorial structure of the study area in Romania, by TAU component, comprises:
- 1 municipality: Calafat (component villages: Basarabi, Golenți, Ciupercenii Vechi);
- 6 communes: Cetate (commune seat village – Cetate, component village – Moreni); Ciupercenii Noi (commune seat village – Cetate, component village – Smardan); Desa (commune seat village – Desa); Maglavit (commune seat village – Maglavit, component village – Hunia); Poiana Mare (commune seat village – Poiana Mare, component villages – Tunarii Noi, Tunarii Vechi).

The size class of urban and rural settlements is a basic feature in the analysis of the network structure, of particular significance in the fields of geographical research and organization of space.

The structure by size class of human settlements located in the pilot area is:

<table>
<thead>
<tr>
<th>Size class by number of inhabitants</th>
<th>Number of settlements</th>
<th>Number of inhabitants</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>total</td>
<td>urban</td>
</tr>
<tr>
<td>0.001 – 20,000</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>5.001 – 10,000</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>2.000 – 5,000</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Total for the area</td>
<td>6</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: TEMPO – INSEE

The size of urban settlements depends on demographic, functional and territorial structure specifics. The class size is determined by the number of inhabitants of the human settlement. The Romanian geography establishes the following size classes: small towns with less than 20,000 inhabitants, medium-sized towns with 20,000 to 100,000 inhabitants and cities with more than 100,000 inhabitants.

The study area comprises, in 2010, only one urban settlement, Calafat Municipality, which falls, according to the number of inhabitants (17,700 inhabitants), into the size class of small towns.

Along with towns, the commune is a basic unit of the administrative-territorial structure. The rural settlements in the study area (10 villages) are comprised in 5 communes. An analysis shows that the predominant class of communes is that with 5,000 to 10,000 inhabitants: it includes 3 communes, i.e. 60% of the total number of communes in the study area, and their population is 50% of the total rural population.

Rural population is dominating in the study area reaching 65% of the total population.

The rank hierarchy of settlements in the study area is based on Law no. 351/2001 approving the National Spatial Plan - Part IV - The network of settlements, which establishes the functional hierarchy of urban and rural settlements according to their importance and role of the territory. According to this law urban settlements are classified into four ranks (from 0 to III), and rural settlements into two ranks (IV and V).
Urban settlements:
- **Rank II**: Calafat, a municipality of importance at county level, playing a balancing role in the network of settlements. It was more recently established because of its smaller demographic dimension – between 10,000 to 20,000 inhabitants; therefore it needs to strengthen its position in the network of settlements and to use its economic development opportunities given by its geographical position and natural resources.

Rural areas:
- **Rank IV**: 5 commune seat villages with influence over the component villages; they have the administrative facilities and social amenities necessary to provide services to all villages in the commune.
- **Rank V**: 13 villages, of which 10 commune component villages and 3 villages belonging to the municipality. The levels of public equipment or commercial facilities for these villages depend on the number of inhabitants.

A settlements system involves a series of settlements interrelated by integration and hierarchy, which have a certain evolution in time and space. The relationship between the city and its areas of influence consists in economic, demographic, social, cultural and politico-administrative relations.

The combination of urban and rural areas into systems, mainly due to the intensity and diversity of cooperative relations can lead to a rational and balanced allocation of investments, a more efficient use of social-cultural facilities and technical equipment and the possibility to create the necessary investment funds.

The Spatial Development Strategy proposes the establishment of settlements systems at county level. This study area falls into the system and area of influence of Calafat Municipality. Calafat Municipality will work in a network with two polarizing towns, namely the commune seat villages of Cetate and Poiana Mare. The construction of Calafat - Vidin Bridge is expected to favour the economic development of this area by creating new jobs especially in tourism, services, transport. The commune seat villages that act as coordinator – polarizer within the intercommunity area of influence will be endowed and equipped so as to increase the level of urbanization.

The study area has tourism potential in terms of both natural resources – landform in terraces descending to the south, the large floodplain of the Danube with ponds, reeds, sand dunes between Calafat and Desa, panoramic viewpoints over the Danube Valley at Calafat and Cetate – and human resources.

The construction of road and rail bridge Calafat - Vidin will have a significant impact on tourism, both by increasing the number of persons who may be attracted to travel around, and by opening new perspectives to enrich the Calafat area in terms of landscape.
Transnational Strategy for the Sustainable Territorial Development of the Danube Area with special regard to Tourism – DATOURWAY

WP 5Pilot Projects - Romanian National Study

PIP3 - PILOT PROJECT CALAFAT - VIDIN
CITY TOURISM AND RURAL NEIGHBORHOOD
CALAFAT - VIDIN

SYSTEM OF SETTLEMENTS
SIZE OF COMMUNITIES ACCORDING TO THE NUMBER OF INHABITANTS (2010)
-17,707 - MUNICIPALITY OF CALAFAT
10,001 - 15,000
5,001 - 10,000
UNDER 5,000

RANKING OF LOCALITIES IN RELATION TO THEIR TERRITORIAL ROLE (AC. LAW NO. 51/2001)
RANK I - MUNICIPALITY OF COUNTY IMPORTANCE
RANK IV - VILLAGES, COMMUNE RESIDENCE OF INTER-COMMUNAL IMPORTANCE
RANK IV - VILLAGES, COMMUNE RESIDENCE WITH EXCLUSIVE INFLUENCE OVER THE TERRITORY OF THE COMMUNE

PUBLIC FACILITIES WITH TERRITORIAL ROLE
HIGH SCHOOLS
TECHNICAL SCHOOLS AND FOREIGNS
HOSPITAL / DEPARTMENT OF HOSPITALS
CULTURAL CLUB
FINANCIAL / BANKING UNITS

THE MAJOR TRANSPORT CORRIDORS
AXIS OF NATIONAL / EUROPEAN INTEREST (PAN-EUROPEAN CORRIDOR OF TRANSPORT IV)
AXIS OF EUROPEAN INTEREST CORRIDOR V - DANUBE
AXIS OF INTER-COUNTY INTEREST (NATIONAL ROAD)
PLACES OF TOURIST INTEREST
TOURISM COORDINATION CENTRE
LOCALITIES OF CULTURAL INTEREST
LOCALITIES WITH POTENTIAL FOR SPA TOURISIM
LOCALITIES PROPOSED FOR CRUISE TOURISM DEVELOPMENT
LOCALITIES PROPOSED FOR RURAL TOURISM DEVELOPMENT
LOCALITIES PROPOSED FOR TRANSPORT TOURISM

EUROPEAN ROAD
NATIONAL ROAD
COUNTY ROAD
COMMUNAL ROAD
RAILWAY
MUNICIPALITY OF CALAFAT
VILLAGE, RESIDENCE OF COMMUNE
VILLAGE
THE LIMIT OF THE TERRITORIAL ADMINISTRATIVE UNIT
STUDY ZONE

LIMITS OF TERRITORIAL ADMINISTRATIVE UNITS

0 50 km
Tourist attractions – human settlements

The study area is included in the Danube tourist area in Dolj County and generally provides optimal conditions for the development of hunting and sports fishing tourism or leisure (cruises) tourism.

The following human settlements have been proposed to be developed as tourist centers:

- **Calafat** – Available forms of tourism: transit tourism, business tourism, cruise tourism on the Danube River, itinerant tourism with cultural valences, small tourism, weekend tourism (Bascov recreation area, Mitropoliei Forest).

- **Cetate** – Available forms of tourism: transit tourism, cruise tourism, agri-tourism, cultural tourism (Barbu Druga mansion).

- **Desa** – Available forms of tourism: hunting and sports fishing tourism, scientific tourism, leisure tourism, spa (ferruginous mineral waters).

- **Ciupercenii Noi** – Available forms of tourism: hunting and sports fishing tourism, scientific tourism.

- **Poiana Mare** – Available forms of tourism: rural tourism.

In conclusion, once the bridge Calafat – Vidin becomes operational, tourism will be the most favoured economic sector in the area, with long-term development potential. Now a peripheral position, Calafat border area will become a focus for international transport, and consequently for the activities of trade, services and tourism.

- **Development poles and axes**

Indicative structuring of growth poles is based on the principles and criteria used at European level, with adjustments made to meet the specific conditions and the current level of urban development in Romania. Account was taken of the demographic, administrative and socio-economic criteria as well as the location on national and trans-national transport networks that provide high accessibility – which ensure the connection with other urban poles – the historical experience of regional centre and the relationships with neighbouring municipalities.

Consequently, the growth pole that ensures balance and dynamics to the network of settlements in the study area is deemed to be the sub-regional pole of Calafat.

The development and diversification of inter-settlement relations should be based on the existence of development axes of the settlement network in relation to major transport axes.

The territorial role of settlements in the area of influence of major transport corridors is enhanced by opportunities for socio-economic development resulting from high transport flows and accessibility. In this context the growth pole in the area is correlated with the following major transport axes:

- **Road Corridor IV** (section Sibiu - Pitesti - Bucharest - Lehliu - Fetesti to Constanta, with its branch of Lugoj to Caransebes - Drobeta Turnu Severin - Craiova - Calafat);
Rail Corridor IV (section Brasov - Bucharest - Fetesti to Constanta, with its branch from Arad to Drobeta Turnu Severin - Strehai - Craiova - Calafat);

Corridor VII – the Danube River is the main Trans-European waterway (from Baziaș - Cernavoda - Braila - Tulcea – the Black Sea), which provides waterway connections between the North Sea and the Black Sea.

**Public equipment**

**Education**

The study area has the following schools by level of education, in 2009 (INSS - Tempo-line):
- **High schools**: Calafat Municipality – 3, the village of Poiana Mare – 1;
- **Primary and secondary schools**: the municipality of Calafat-6; the commune of Cetate – 1; the commune of Ciupercenii Noi – 2, the commune of Desa – 1; the commune of Maglavit – 2; the commune of Poiana Mare – 4;
- **Further education colleges**: the municipality of Calafat – 1.

**Health**

Medical facilities by category:
- **Hospitals**: Calafat Municipality – 1, the commune of Poiana Mare – 1;
- **Health centres**: Calafat Municipality – 1;
- **Dental care practices**: Calafat Municipality – 8, the commune of Maglavit – 1, the commune of Poiana Mare – 3, the commune of Cetate – 1;
- **Pharmacies**: Calafat Municipality – 7, the commune of Poiana Mare – 4, the commune of Desa – 1, the commune of Maglavit – 1, the commune of Ciupercenii Noi - 1

**Culture**

- Calafat Museum of Art and Ethnography
- GHEORGHE BRAESCU Municipal House of Culture, Calafat
- Calafat Municipal Library

**1.7. SPATIAL DEVELOPMENT**

There are many political analyses and documents which determine the policy and tourism organization in the Calafat area, which are:
- The National master-plan of tourism development in Romania 2007-2026;
- The National strategy of environment protection;
- The National strategy for Sustainable development;
- The Regional operational programme;
- The strategy of economic and social development of the Dolj county 2007-2013
- Local development strategy 2007-2013 Calafat Municipality
1.7.1. Development projects

- Improvement of infrastructure for access to the border of Vidin-Calafat-Vidin, Port
- Improving accessibility in Vidin and Calafat by upgrading the infrastructure
- Rehabilitation of Beltway Calafat and County road Calafat-Ciuperenci-Desa
- Harmonization of information systems for the traffic of goods and people in the crossing border area of Vidin-Calafat
- Natural gas transportation and distribution sistem Craiova-Calafat Segarcea-Băileşti
- Permanent shopping centers for exchange of goods – food and traditional handicrafts
- Industrial park for small and medium-sized Vidin/Calafat node with a multi-modal transport (rail, road and inland waterway) and a logistic centre
- Fair/exhibition of traditional craft goods (Calafat, Vidin,)
- Eco-efficient public lighting in the city of Calafat
- Supporting water supply of Golenti and Basarabi villages
- Sewerage system of the Basarabi and Golenti villages
- Rehabilitation of the former Beltway Boulevard of Calafat municipality, currently Calea Vidinului
- Building a bypass road for heavy traffic in the west area of the municipality of Calafat

1.7.2. Action plans in the Calafat area

- Development strategy of public utility services of the Calafat Municipality 2007-2013
- Inter-communal Territorial Planning –Calafat (PATIC)
- Tourism planning study to the shore of the Danube in the Baskov area– the city of Calafat
- The common elaboration of feasibility studies, technical plans, planning documents, architectural plans, environmental impact assessment in connection with the development of the rural/coastal transport
- Landscape planning of infrastructure in public parks in the city of Calafat
- Development of a common network of technology transfer and training in agriculture in border areas of Vidin and Calafat
1.8. INSTITUTIONAL CHARACTERISTICS:

1.8.1. Business sector

The business sector in study area is represented by 604 firms as it was identify for the year 2009. Most of those firms are located in Calafat town whom embed 52, 8% of study area firms. However, there are few firms embedding foreign capital in the area, 7 percents of the firms from the study area.

The share of this indicator in the study area shows a thin economic attractiveness for outsourcing or other type of foreign investments.

1.8.2. Governance

The governance in the study area is structured base with the fundamental rules of local autonomy, decentralization of public services, eligibility of local authorities, legality and population consultation in solving local issues.

Local autonomy gives local authorities the right to solve and manage, in the name and interest of local communities which they represent, public works accordingly with existing lows and regulations.

The right to manage public works is in title to Local Councils and Mayors at local level and to county councils at county level as persons elected through universal, equal, directly, secretly, freely expressed vote right.

Local autonomy is only executive and financial, being exerted upon and within the limits prescribed by law and refers to organization, operation, capabilities and duties and also refers to managing local resources that by law belong to the village, town or county.

In order to ensure local autonomy the authorities have the right to establish and collect local taxes, to develop and approve budgets and to manage public services.

Local autonomy gives public authorities the right, low limited, to make decision and take actions in all fields, by way of exception the cases which make express duty of other public authorities.

Towns, cities and counties are public legal persons. They have their own assets and full legal capacity.

Relationships between local public authorities in villages and cities and public county authorities are based on the principles of autonomy, legality, responsibility, cooperation and solidarity in solving problems through the entire county. There are no relations of subordination between local authorities and County Council and neither between Local Council and the Mayor. In that reason decision making process at local level respects the principle of subsidiary in exercising the powers and duties established by low.
1.9. FINANCIAL STRUCTURE

1.9.1. Territorial development sources and institutions

In line with the national economic policy, municipalities, cities and counties are entitled to their own resources, which local authorities manage according to their duties under the law.

Financial resources of local authorities are proportionate to the power and responsibilities given by the law.

Financial structure supporting local economic development is represented first by City Halls whom dispose of local budgets. These budgets are composed from several kinds of financial sources such as:

- allocation from state budget;
- own financing through local taxation and charges (main source);
- donations and sponsorships;
- production or commercial activities by exploring public domain.

Another development source can be the state budget itself if the national development policy considers some strategic investments important to be placed on the administrative territory of the study area.

Concerning the financing possibilities of any local and regional initiatives, we can say that there are many European funds by different programs available such as: Regional Operational Programme (POR), Environment Sectoral Operational Programme (POS Environment), Transport Sectoral Operational Programme (POS Transport), Rural Development National Plan, cross-border cooperation programmes etc.

For the pilot area is suited also the National programme of improving the environment quality by creating green areas in towns in conformity with OUG 59/2007 – Increasing the green surfaces in towns and rehabilitating the existing ones.

Other potential financial source for economic development of the municipalities in the study area is the banking system. For the study area, the databases available shows no entry data for banks branches or agencies and either for investments credit attract by SME’s or corporate at this level.

Institutional background of the region:

- The regional development and tourism ministry
- Department for culture, cults and national patrimony
- The administration and interior ministry: the County Inspectorate of the Border Police – Dolj
- The agriculture, forests and rural development ministry
• The county association of hunting and sport fishing
• The ‘Romanian Waters’ National Administration
• ROMSILVA – the Forests national department
• The Romanian Naval Authority
• The South West Oltenia intercommunity development association formed by the Dolj, Mehedinti, Olt and Valcea counties
• The National Association of Travel Agencies (ANAT)
• The Oltenia tourism association
• The South West Oltenia regional development agency
• The Dolj county council
• The local councils.

1.9.2. Effectiveness

In the study area it has been identified only a portfolio line of projects indented to be submitted for European funds financing for the municipalities included in the study area, as following:

Projects proposals for regional development:

• projects propose by Calafat City Hall for Calafat town – “Urban revival”, “Visibility and touristic spatial planning in the wharf area of Bascov”;
• projects propose by County Council – “Spatial planning for the Danubian shore-side in order to value this area touristic potential and the rehabilitation of environmental factors”, “Exploitation of touristic resources by introducing fluvial person transportation as regular transportation, but also for touristic and agreement purpose”;
• project propose by Cetate City Hall – “Public lighting and transport”;
• project propose by Ciuperenci Noi City Hall – “Public lighting”
• project propose by Desa City Hall – “Public transport”;
• projects propose by Maglavit City Hall – “Public lighting and transport”;
• project propose by Poiana Mare City Hall – “Public lighting and transport”.

Projects proposals for cross border cooperation:

• project propose by County Council – “Promoting Romanian and Bulgarian cooperation among economic and institutional actors (jointly participate in international fairs, development of complementary economic sectors with high value added etc.);”
• project propose by Oltenia Tourism association – “Building partnerships, exchange best practices”;
• project propose by SOCER – „Encourage Romanian-Bulgarian cross-border business incubators”
Unfortunately, for the study area there hasn’t been identified from sources above mentioned, effectives in projects implementation targeting local economic development. The project above-mentioned are only, as specified, portfolio projects aiming to obtain European funding with no very clear terms for submission.

1.10. CONFLICT AREAS

1.10.1. Conflicts between tourism and environment

The whole area is included in the geographic space of the Romanian course of the Danube river. The urban and rural towns (the Calafat municipality and the nearby rural settlements) can be found on the left bank of the Danube, in the meadow area, in terraces and low plain. The Romanian bank is characterised by the presence of an abrupt slope, covered with forest vegetation. The peak of the slope rises to an approximate 30m high level, being the ‘bridge’ of the first terrace in comparison to the river bank level.

The endowments and urban infrastructure facilities, communication ways are damaged for all the analysed localities. The tourist facilities are few and do not capitalize properly all the existent resources.

Problems of the local public administration concerning the tourism field:

- The local public administrations are interested very much in solving the urban infrastructure problems, modernising schools, cultural institutions, health centres, asphalting and paving the village roads;
- There have been no granting and auction actions to capitalise the protected areas by tourism;
- The granting process for the beach sectors in the low stream of the river are at the beginning, such an action taking place only in Calafat in 2010;
- There are no actions to create some designed fishing areas and tourist ports, there are landing pontoons and unloading dock only in Calafat and Port Cetate.
- The number of tourist structures and facilities is very reduced, they can be find only in the Calafat municipality;
- Lack of information and the local population’s professional training for the capitalisation of the natural and cultural resources, including those from the Nature 2000 network;
- Actions to reduce the pollution forms created by agriculture and some industrial activities in the Calafat municipality and close villages;

Impact problems for the tourism development

- Tranzit tourists or those coming for fishing, hunting do not have designed parking areas, with guarding tax.
- Reduced possibilities for camping in designed spaces and with water supply, toilets,
small shops, there is only the Bașcov halt (villas and houses), the Basarabi village, near Calafat;

- The activities, tourist circulation, existing endowments do not represent major sources to pollute the quality of the environment;

**Environment quality problems with impact on tourism**

- At the level of the studied area, there are negative problems connected to the bad administration of the tourist resources, if conditions are not offered for capitalising the natural landscapes and local ethnographic traditions;
- The obligativity for industrial units to use techniques and equipments as less pollutant as possible, especially that in Calafat they wish to build an Industrial park on the place of the ancient industrial platform;
- supporting the development of the biologic agriculture, by which the products can be certified, sold for tourists and at regional level;
- Diversifying the tourist forms by creating tourist points for rest and recreation which should capitalise the natural landscapes of the Danube river meadow;
- Repairing/ and completing the dams against the floods at the level of the human settlements and the ecological reconstruction of some river meadow areas for fishing and free flooding (floods in 2006, 2010 in Desa, Ciupercenii Noi).

**Synthetic evaluation of the environment quality, infrastructure and tourism**

<table>
<thead>
<tr>
<th>Village/ town</th>
<th>Compone nt villages</th>
<th>Accessibility</th>
<th>Urban infrastructure</th>
<th>Accommoda tion places</th>
<th>Impact tourism/ environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calafat (90 km from Craiova)</td>
<td>Basarabi, Ciupercenii Vechi, Golenți</td>
<td>By route DN56/E79, Calafat - Basarabi-Golenți. By river – river port, wharf. By train – electricity project and earthwork consolidation 2014-2020</td>
<td>Rehabilitation, extension water supply, sewage, purifying plant project, waste platform; bridge over railway project, Transgaz SA project, Craiova – Calafat gas main for 2013. Building a devious route for the heavy traffic. Projects for water supply and sewage, purifying plants for Basarabi and Ciupercenii Vechi (water supply already in execution). In Golenti there is water supply, endowments are planned.</td>
<td>144 homologated units</td>
<td>small</td>
</tr>
<tr>
<td>Village/town</td>
<td>Compone nt villages</td>
<td>Accessibility</td>
<td>Urban infrastructure</td>
<td>Accommodation places</td>
<td>Impact tourism/ environment</td>
</tr>
<tr>
<td>-----------------------</td>
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</tr>
<tr>
<td>Cetate 27 km from Calafat 12 km from Maglavit</td>
<td>Cetate Moreni</td>
<td>DN 56A Maglavit – Cetate</td>
<td>There is water supply, projects for sewage, purifying and waste compacting plant, waste platform; paving and asphalting streets; initiating asphalting the Cetate - Port Cetate road, for 3km.</td>
<td>20 homologated units</td>
<td>not important</td>
</tr>
<tr>
<td>Desa 20 km from Calafat 100 km from Craiova</td>
<td>Desa</td>
<td>By route DJ 54A Calafat - Desa DJ 533/553 Poiana Mare-Desa</td>
<td>Water supply, sewage project, purifying plant, street asphalting, waste platform – in execution;</td>
<td>do not have homologated accommodation places</td>
<td>not important</td>
</tr>
<tr>
<td>Ciuperceanii Noi 12 km from Calafat</td>
<td>Ciuperceanii Smârdan</td>
<td>Dj 533/ 553 Calafat - Ciuperceanii Vechi – Ciuperceanii Noi;</td>
<td>Water supply, sewage project, purifying plant, street asphalting, waste platform – in execution; rehabilitating the parks and green areas in both villages.</td>
<td>do not have homologated accommodation places</td>
<td>not important</td>
</tr>
<tr>
<td>Maglavit 17 km from Calafat</td>
<td>Maglavit Hunia</td>
<td>DN56/E79- Maglavit – Cetate DN 56 A Maglavit - Hunia DJ 553 Maglavit - Poiana Mare;</td>
<td>Water supply, sewage, purifying plant, waste platform being executed and extended in Maglavit, for the Hunia village these are projects. Rehabilitation the DN56A road.</td>
<td>do not have homologated accommodation places</td>
<td>not important</td>
</tr>
<tr>
<td>Poiana Mare 14 km from Calafat</td>
<td>Poiana Mare Tunarii Vechi Tunarii Noi</td>
<td>Feroviar – by the Golenți railway station; DJ55A Poiana Mare - Tunarii Vechi DJ561E Poiana Mare - Tunarii Noi;</td>
<td>Rehabilitation, extending water supply, sewage project, purifying plant and waste collecting platform being carried out for 1000 sq.m; asphalting streets, modernising the village centre.</td>
<td>do not have homologated accommodation places</td>
<td>not important</td>
</tr>
</tbody>
</table>
1.10.2. Conflicts between tourism and human resources (demographic problem, low economic activity, low entrepreneurial activity)

The number of the population in the area is declining and the aging of the population is more pronounced in the last years as the migration to bigger cities or abroad has significantly increased. The young population is leaving the area in search for better livelihoods. Life standard in rural areas and populations’ health are also reduced by poor infrastructure and environmental facilities.

In the town of Calafat and its rural neighborhoods, the structure of employment shows a negative relationship between the active and inactive population. Calafat is a polarizing center and balance within the network of settlements in the county, but low diversification of the economy of the town and its rural neighborhoods are a real threat for their long-term sustainability. The entrepreneurial spirit in the area still remains very low as the level of education and professional training of the population doesn’t encourage the local initiatives.

A major source of jobs still remains the services sector, primarily by the economic agents operating, as banks, insurance, security, wholesale trade, transportation, telecommunications and the general services for the population as: education, health, public administration.

Another area of activity, which has potential to offer future jobs, is tourism. Taking into consideration its location in the territory, border to Bulgaria in south-western part of Dolj county, harbor on the Danube, and its natural conditions for development as an important freight and passenger river port, and the construction of Calafat-Vidin bridge over the Danube Calafat and its rural neighborhoods has real potential to overcome the other weak points related to human resources.

1.10.3. Infrastructure obstacles in tourism development

The rudimentary technical infrastructure, transport or tourism infrastructure has, generally speaking, (unless the tourist does not seek a total wild area) a negative impact on tourism development. Thus, tourism development in the pilot area may be affected by this issues:

- Lack of electrified railway;
- Lack of a highway in the region;
- A low level of modernization of road and railway network (about 30% of total roads);
- Lack of natural gas supply and distribution;
- Lack of sewerage networks in the neighboring villages of Calafat and in the rural pilot area;
- Lack of drinking water networks; water quality in the villages belonging is seriously affected by wastewater discharge;
• The process of collecting of garbage is not a systematic one in the rural areas; domestic waste isn’t treated before being stored which leads to soil contamination;
• There is no waste transfer station;
• Calafat marina is not properly equipped to attract and support tourism activities; limited use of the Danube as a navigable route;
• Lack of recreational infrastructure in the pilot area;
• Small number of accommodation facilities; tourism infrastructure has low standards, is underdeveloped;
• Small number of tour operators for the Oltenia region;

Otherwise, the town of Calafat has a favorable location in terms of access to important communication routes (rail, road, shipping) as a transit center for domestic and international tourism, issue that will gain new dimensions through the construction of the Danube bridge Calafat -Vidin.
### 2. SWOT ANALYSIS

<table>
<thead>
<tr>
<th><strong>STRENGTHS</strong></th>
<th><strong>WEAKNESSES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Social issues</strong></td>
<td></td>
</tr>
<tr>
<td>▪ 57% of the people living in the area have secondary education</td>
<td>Population ageing, which is present in the entire region but mainly affects the Maglavit, Ciupercenii Noi and Poiana Mare communes;</td>
</tr>
<tr>
<td>▪ The share of economically active population in total population living in Calafat municipality is higher than county level (20.8% compared with 18.2%)</td>
<td>Migration of the local population to other areas</td>
</tr>
<tr>
<td></td>
<td>Extremely small proportion of higher-educated people and significant proportion of illiterate people.</td>
</tr>
<tr>
<td></td>
<td>Limited access to basic population services (facilities for children, the old-aged population, etc.)</td>
</tr>
<tr>
<td><strong>Natural and environmental characteristics</strong></td>
<td></td>
</tr>
<tr>
<td>Danube river with a variety of ecosystems;</td>
<td>Disappearing of some natural habitats because of damming and agricultural arrangements;</td>
</tr>
<tr>
<td>Rich hydrographic network – Danube river and some lakes;</td>
<td>High risk of desertification</td>
</tr>
<tr>
<td>The existence of protected areas – 3 Natura 2000 sites and 5 natural reservations;</td>
<td>Lack of sewage and wastewater treatment station or inadequate treatment of sewage and industrial waste;</td>
</tr>
<tr>
<td>Rich ichthyofauna and areas suitable for fishery;</td>
<td>Degradation of existing flood protection systems because of lack of maintenance, as well as missing of repair works after flooding;</td>
</tr>
<tr>
<td>Endemic species (flowers and animals);</td>
<td>Bad use of land located in flood risk areas;</td>
</tr>
<tr>
<td>The existence of flood protection systems;</td>
<td>Poor communication between flood risk management authority and population of high flood risk areas;</td>
</tr>
<tr>
<td>Nonexistence of a major industrial pollutants in the analyzed area;</td>
<td>The presence of the surfaces characterized by soils affected by gleyzation and salinization;</td>
</tr>
<tr>
<td>Legislation in force regarding flood risk management in accordance with the European requirements in the field;</td>
<td>In certain areas, the phreatic water hardness puts it at the potability limit;</td>
</tr>
<tr>
<td>Implementation the action plans for environmental protection at regional and local level (PLAM and PRAM);</td>
<td>The neglecting of certain man created relief forms (channels, dams, fisheries) and their degradation;</td>
</tr>
<tr>
<td>The presence of mineral waters in the proximity of the area at Gighera;</td>
<td>The degradation of certain ecosystems where the specific biocenoses were totally or partially destroyed and replaced with agro-ecosystems;</td>
</tr>
<tr>
<td>The relatively high soil fertility, in natural conditions;</td>
<td></td>
</tr>
<tr>
<td>The maintenance of some forest surfaces, which contribute to limitation of the erosion and to the biodiversity preservation;</td>
<td></td>
</tr>
<tr>
<td>More than half of the floodplain sector is included in protection areas of national or European importance;</td>
<td></td>
</tr>
</tbody>
</table>
Extended surfaces with randomly abandoned waste;
The accentuation of drought
The near presence of major important pollution sources (e.g. at Kozloduy in Bulgaria);
Illegal clearings;
Low degree of awareness concerning the importance of the environmental friendly agricultural practices; The ecological agriculture sector almost does not exist
Low degree of population awareness concerning the existence and the value of protected areas within the floodplain sector;
The lack of management plans and of administrative bodies in the case of most declared protected areas;

<table>
<thead>
<tr>
<th>Heritage protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>The possibility to attract new heritage buildings in the cultural circuit by rehabilitating them;</td>
</tr>
<tr>
<td>Diverse cultural heritage;</td>
</tr>
<tr>
<td>Cultural heritage of the pilot area is rather poor and unrepresentative nationally;</td>
</tr>
<tr>
<td>Small number of cultural events and poor promotion activity</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Economic characteristics of the area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very good natural conditions (fertile soils) for the practice of agriculture</td>
</tr>
<tr>
<td>A high agriculture potential, with large surfaces adapted to agriculture exploitations, in the majority of the analysed localities;</td>
</tr>
<tr>
<td>The improvement of the mechanic level of the agriculture field;</td>
</tr>
<tr>
<td>A forest fund that owns a hunting potential which is well represented but also has landscape and recreational value;</td>
</tr>
<tr>
<td>Stable forest ecosystems;</td>
</tr>
<tr>
<td>The existence of some exploitable fishy resources and of a rich fishy potential;</td>
</tr>
<tr>
<td>The existence of industrial and commercial activities in urban area;</td>
</tr>
<tr>
<td>The existence of certain traditional products and activities specific to the Danube Floodplain;</td>
</tr>
<tr>
<td>The poverty of the population who does not have financial possibilities to invest in the endowments of their own workings with tractor systems and agricultural machinery and in the necessary materials;</td>
</tr>
<tr>
<td>The dependency of the agriculture sector has led to decisions to clear forests, in view of transforming them in areas for agriculture or for animal pasturing;</td>
</tr>
<tr>
<td>Inadequate irrigations infrastructure which led to the agriculture’s depending on risk external factors (drought and desertification);</td>
</tr>
<tr>
<td>The lack of some systems collecting the agricultural products obtained from individual owners; there are no adequate spaces for processing and selling ‘en-gros’ the agro-food products from the Calafat municipality;</td>
</tr>
<tr>
<td>The insufficiency of the consultancy</td>
</tr>
</tbody>
</table>
activities development in the forest, agriculture and fishy fields;
Poor transport and urban infrastructure;
Low productivity level, which leads to general reduced incomes;
Too many plots of agricultural or forest land and the existence of a high number of subsistence exploitations;
The new land and especially forest owners have limited capacities of property management;
Difficulties in imposing the legislation to the private forest owners, who conducted illegal clearings;
The trade networks are not yet developed to meet the needs of small exploitations;
Non-functional irrigation systems;
Poor development of services in the rural space;

<table>
<thead>
<tr>
<th>Tourism sector</th>
</tr>
</thead>
<tbody>
<tr>
<td>The tourism potential which enable practicing several types of tourism (transit, fishing, cruise, cultural, eco-tourism)</td>
</tr>
<tr>
<td>Lack of tourist infrastructure and specific services. There is no guesthouse in rural area;</td>
</tr>
<tr>
<td>In Calafat town there is the necessary tourism infrastructure;</td>
</tr>
<tr>
<td>Some of the accommodation units aren’t certificate by the Ministry of Regional Development and Tourism;</td>
</tr>
<tr>
<td>In Calafat there is a spa;</td>
</tr>
<tr>
<td>There aren’t any tourism information centre or points;</td>
</tr>
<tr>
<td>The existence of tourism marina Cetate;</td>
</tr>
<tr>
<td>Basic services are provided by accommodation and Food and beverage units;</td>
</tr>
<tr>
<td>The existence of international transit flows (given by the registered number of arrivals and departures at the Calafat border)</td>
</tr>
<tr>
<td>There are no tourism agencies;</td>
</tr>
<tr>
<td>The presence of a tourist transit (proved by the seasonality analysis in August)</td>
</tr>
<tr>
<td>Recreational infrastructure is poor;</td>
</tr>
<tr>
<td>Proximity to Craiova as a main urban tourist generating area (especially for same-day visits and week-ends)</td>
</tr>
<tr>
<td>In terms of visitors flow registered at Romanian-Bulgarian border points, Calafat is not a main border crossing point (it ranks 6th or 5th among the 13 RO-BG border points)</td>
</tr>
<tr>
<td>The existence of cross-border collaboration between Calafat and Vidin which includes also tourism projects</td>
</tr>
<tr>
<td>No tourist promotion of the area</td>
</tr>
<tr>
<td>No local tourist brands identified</td>
</tr>
<tr>
<td>Lack of tourist marina for boats and additional services (e.g. boat rentals)</td>
</tr>
<tr>
<td>The extremely small proportions of young people and higher-educated people point to the difficulties in providing tourism services</td>
</tr>
</tbody>
</table>
by the poorly qualified human resources of the investigated area.

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>The existence of the solar, Aeolian and biomass potential</td>
<td>Obsolete and improper quality of the heating networks and equipments in Calafat, inadaptable to the actual consumption requests.</td>
</tr>
<tr>
<td>All the localities have their own telephone central units</td>
<td>Insufficient quantities at local level of solid fuel (wood, coal) for houses heating</td>
</tr>
<tr>
<td>The existence of Craiova-Calafat-Vidin telecommunications main line</td>
<td>Lack of natural gas supplying and distribution system</td>
</tr>
<tr>
<td>The existence of the Internet centers for public in Maglavit locality</td>
<td>Lack of proper thermal insulation leading to the increasing of the heating consumption and costs</td>
</tr>
<tr>
<td>100 % covering for the mobile telephone systems</td>
<td>Low efficiency and safety of traffic on transport networks</td>
</tr>
<tr>
<td>Accessibility of all settlements by national or regional roads</td>
<td>Inadequate transport capacity for passengers and freight</td>
</tr>
<tr>
<td>Existence of a railway and waterway location on two multimodal transport corridors (IV and IX)</td>
<td>Density of road (about 30.5 km/100 sq. km.) and railway (30.0 km/ 1000 sq. km.) networks is inferior to the national average (34.2/100 sq.km for roads and 47.9 km/1000 sq.km for railway) and 4 times lower than the European Union average</td>
</tr>
<tr>
<td>Freight or passenger transport on roads, railway and waterway: national and international transit account for a large share of the traffic</td>
<td>Poor and obsolete rail infrastructure allowing only very low speeds</td>
</tr>
<tr>
<td>Connection to a major railway junction (convergence of at least three railway lines) – Craiova – and a main line: Bucharest – Rosiori de Vede – Craiova – Drobeta-Turnu Severin – Caransebes</td>
<td>No border crossings on the railway at Calafat to Bulgaria</td>
</tr>
<tr>
<td>Existence of 2 river ports</td>
<td>Poor port facilities, expensive ferry</td>
</tr>
<tr>
<td></td>
<td>There is no definite completion time for the investment projects provided for in NSP (construction of a highway, an expressway and high speed railway)</td>
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<tr>
<td></td>
<td>Lack of financial resources for infrastructure development projects</td>
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</tbody>
</table>
## OPPORTUNITIES

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<thead>
<tr>
<th>Social issues</th>
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</thead>
<tbody>
<tr>
<td>Applications for European funding aimed at tourism development may reverse the migration flow through attraction of higher-educated young people from other regions of the country</td>
</tr>
</tbody>
</table>

## THREATS

<table>
<thead>
<tr>
<th>Social issues</th>
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</thead>
<tbody>
<tr>
<td>The steady decline trend of the population size and the sharp demographic decline may result in scarcity of qualified employees at local level</td>
</tr>
</tbody>
</table>

## Natural and environmental characteristics

<table>
<thead>
<tr>
<th>Social issues</th>
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</thead>
<tbody>
<tr>
<td>Growing interest to protect the natural resources of the Danube area; Possibility of accessing European funds for environmental protection (SOP Environment, SOP Transport, NRPD, territorial cooperation programs); The possibility to use nonpolluting energy forms: aeolian, energy, solar energy; Putting to good educative and tourist use the important natural museum represented by the preserved habitats and fauna elements specific to the Danube Floodplain; The valorisation of the soil conditions in certain areas for specific crops (apricots, peaches, grape-vine, peanuts etc.); The implementation of Natura 2000 payments according to the EU Directives; Potential of stimulation of the local communities in order to raise the awareness concerning the need of biodiversity preservation; Possibilities to improve the water quality through investment in the water infrastructure within the rural space; Potential of improving the biodiversity and natural resources management through training and counseling activities, focused on environmental protection;</td>
</tr>
<tr>
<td>Pollution of the Danube River because of uncontrolled discharges; Deforestation; A low degree of perception and responsiveness of the population to environmental problems; Danger of producing of floods on the Danube river; Non-implementation of legislation in force favours continuous occurrence of floods with material damage and even loss of life; Decrease of the bird diversity as a consequence of the changes occurred in the nutrition and nesting conditions; Continuation of the pollution with domestic waste in the absence of the specialized platforms or of a collecting system; Accidental radiation emissions at Kozloduy in Bulgaria; Some agricultural tendencies imply higher contribution of chemical substances (eg.: high consumption of pesticides); The impact of natural disasters on biodiversity; The increased occurrence rate of the phenomena associated to climatic changes (eg: floods, high temperatures, drought); Difficulties in raising the awareness of the population concerning the activities that are permitted/forbidden in different types of protected areas;</td>
</tr>
</tbody>
</table>
### Heritage protection

| The existence of national and European funds for the rehabilitation and conservation of buildings and other architectural monuments; | The rehabilitation of the cultural heritage is not seen as a priority for the local development; |

### Economic characteristics of the area

| The possibility to practice ecological agriculture; Creating the hunting and fishing management plans for the hunting and fishing funds, for a sustainable administration of resources; The continuation of re-afforestation in order to fight the desertification process; Eventually cross border economic exchanges; Possibility to develop free trade areas; The diversification of the activities within the rural space which can be supported by EU funds; Changing mentalities for a new generation of exploitation managers in agriculture; The fusion of the land plots and the appearance of exploitations can be supported through well directed actions and measures; The professional training helps to improve the competencies of the farmers; The introduction of social-economic advisory services; The return to certain activities that were well developed on certain floodplain sectors in the past (eg: silk-worms breeding) | Abandoning the marginal properties; Hunting and fishy poaching, because of some inadequate guarding actions; Small involvement of local authorities and stakeholders in economic and particularly touristic strategic planning; The increase of the energy cost and the low hydraulic efficiency of the infrastructure will lead to the augmentation of the irrigation costs; Low regional economic competitiveness. Poor capacity of EU funds absorption; The foreign competition on the market, sometimes even for the ecological products; |

### Tourism sector

| The removal of border control once Romania and Bulgaria join Schengen area (foreseen this year or next year) which could ease the tourist transit Calafat – Vidin bridge (foreseen to be completed in the next years) from which tourism could benefit also Increasing interest of local authorities in developing tourism in the area The development of cruise tourism on the Danube to which could benefit also Calafat | Lack of interest of population in practicing different recreational activities or tourism due to low standard of living The increasing trend of Romanians to spend holidays abroad Visitors not taking stopovers in the Calafat and rural surrounding area (once Calafat – Vidin bridge will be completed) Lack of awareness among major stakeholders (specially at regional and national level) about the tourist potential of |
Transnational Strategy for the Sustainable Territorial Development of the Danube Area with special regard to Tourism – DATOURWAY
WP 5 Pilot Projects - Romanian National Study

<table>
<thead>
<tr>
<th>and the surrounding area</th>
<th>the area</th>
</tr>
</thead>
<tbody>
<tr>
<td>The presence of strategies and other documentation policies that underlines the development of tourism along the Danube (e.g. European Strategy of Danube)</td>
<td>Lack of tourist promotion of the area at national level (not being a priority in this regard)</td>
</tr>
<tr>
<td>The existence in the county development strategy of tourism development priorities; The existance of national and European funds for developing the tourism infrastructure;</td>
<td>The extremely small proportions of young people and higher-educated people point to the difficulties in providing tourism services by the poorly qualified human resources of the investigated area.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>The future development of the natural gas Craiova-Băilești-Calafat pipe line</td>
</tr>
<tr>
<td>The development of the photovoltaic energetic park in Ciupercenii Noi locality</td>
</tr>
<tr>
<td>The extension of the Internet access network which might substitute the lack of other communication options</td>
</tr>
<tr>
<td>Possibility to develop a combined transport system due to the three existing networks (road, railway and waterway)</td>
</tr>
<tr>
<td>Provisions of NSP (Law no. 363/2006) regarding the development, in European context, of transport links in the area</td>
</tr>
<tr>
<td>Attracting foreign capital for implementing new technologies</td>
</tr>
<tr>
<td>Promoting international exchange</td>
</tr>
</tbody>
</table>
3. SUGGESTED ACTIONS TO BE IMPLEMENTED IN THE AREA

General Objective

Following the analysis we found that for this moment the types of tourism that can be developed are the transit tourism and the weekend tourism, because of the lack of basic infrastructure and tourism specific infrastructure and the lack of an integrated tourism offer. For diversification of tourism offer and tourism development in general, in the near future we proposed the objective - **Creating conditions for the development and diversification of tourism activities in Calafat and rural neighborhood.**

Implementation period: 1 – 5 years

Specific objectives and actions

<table>
<thead>
<tr>
<th>A. Increase the administrative capacity in the pilot area</th>
<th>B. Modernization and development of tourism infrastructure</th>
<th>C. Diversifying the tourism offer and the best use of tourism resources</th>
<th>D. Improving the quality of the tourism products and of the services</th>
<th>E. Increasing the visibility of the area, development of local marketing</th>
<th>F. Human resources development in tourism sector</th>
</tr>
</thead>
<tbody>
<tr>
<td>association that includes all the localities from the pilot area</td>
<td>tourism in the pilot area and adjacent area</td>
<td>programs and trainings in the field</td>
<td>Calafat</td>
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</tr>
<tr>
<td>A2. Promote cross-border cooperation</td>
<td>B2. Improvement of the water accessibility/ports</td>
<td>C2. Development of thematic tourism products (rural tourism, cultural tourism, viniviticol, cruise tourism, cycling)</td>
<td>D2. Create an inventory of improvements needed to enhance the quality of the tourist experience</td>
<td>E2. Stimulating and supporting the marketing alliances</td>
<td>F2. Development of the necessary professional skills of the tourism sector employees</td>
</tr>
<tr>
<td>B3. Development of recreation infrastructure</td>
<td></td>
<td>D3. Supporting companies working in tourism field</td>
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<tr>
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<td></td>
<td>E4. Creating of a tourism brand Calafat - Vidin</td>
<td>F4. Preparing staff for tourism services in rural areas</td>
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<tr>
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<td></td>
<td>E5. Improvement of road signs</td>
<td>F5. Training of staff working in related fields sector</td>
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<td></td>
<td>E.6. Establishing an organization for tourist destination management in Calafat</td>
<td></td>
</tr>
</tbody>
</table>
### A. Increase the administrative capacity in the pilot area

<table>
<thead>
<tr>
<th>Objective</th>
<th>Mesures</th>
<th>Actions</th>
<th>Responsible for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Increase the administrative capacity in the pilot area</td>
<td>A1. Establish an intercommunity development association that includes all the localities from the pilot area</td>
<td>Realization of the network Signing a cooperation protocol Obtaining the legal status of the association</td>
<td>Municipalities of Calafat, Cetate, Maglavit, Poiana Mare, Desa and Ciupercenii Noi</td>
</tr>
<tr>
<td></td>
<td>A2. Promote cross-border cooperation</td>
<td>Identifying the funding opportunities for cross-border Danube area, or other funding opportunities Forming an interdisciplinary team to handle the development and implementation of projects Identify projects that can be funded CBC programs, or in other programs</td>
<td>The Intercommunity Development Association, Dolj County Council</td>
</tr>
</tbody>
</table>

### B. Modernization and development of tourism infrastructure

<table>
<thead>
<tr>
<th>Objective</th>
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</tr>
</thead>
<tbody>
<tr>
<td>B. Modernization and development of tourism infrastructure</td>
<td>B1. Landscaping of the Danube banks and the Danube beaches</td>
<td>Landscaping the Danube bank between the port of Calafat and Bascov area</td>
<td>The municipalities of Calafat, Cetate, Ciupercenii Noi</td>
</tr>
<tr>
<td>B2. Improvement of the water accessibility/ports</td>
<td>Landscaping and arranging the Cetate village Beach</td>
<td>Calafat port modernization and adding the current port touristic functions/services</td>
<td>Calafat Hall, Port Authority - National Company for Administration of the Danube River Ports - Giurgiu</td>
</tr>
<tr>
<td>B2. Improvement of the water accessibility/ports</td>
<td>Landscaping the Danube bank and the green space in Ciupercenii Noi</td>
<td>Planning for recreation and camping an area in Ciupercenii Noi</td>
<td>Calafat municipality, private investors</td>
</tr>
<tr>
<td>B3. Development of recreation infrastructure</td>
<td>Arranging a small tourist port in Cetate</td>
<td>Construction of a marine in Bascov area for small boats; a dock and a floating pool</td>
<td>Ciupercenii Noi municipality</td>
</tr>
<tr>
<td>B3. Development of recreation infrastructure</td>
<td>Establishment of two bike trails in the rural areas adjacent to Calafat town: Calafat - Maglavit - Cetate and Calafat - Ciuperceni - Desa - Poiana Mare</td>
<td>Construction of rural guesthouses</td>
<td>Private investors</td>
</tr>
</tbody>
</table>
For the improvement of tourism attractiveness are necessary investments for developing the accessibility in the areas with tourism potential, their proper promotion being a prerequisite for the stimulation of private investments.

It is considered necessary to promote the development of services in the tourism sector by providing support for investments in tourism infrastructure and attractive tourist areas. Development and diversification of the field, improving the quality of tourism services and development of all services are strictly linked to the modernization and development of transport, communications, environment and more. For enhancement of the sights we must improve the access on water, road, air and rail by development and upgrading of airports, roads, ports etc.

C. Diversifying the tourism offer and the best use of tourism resources

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>C. Diversifying the tourism offer and the best use of tourism resources</td>
<td>C1. Creating combined programs that capitalize all types of tourism in the pilot area and adjacent area</td>
<td>Creating a combined tourism package - urban tourism and rural surroundings with the start in Calafat and visiting the rural surroundings (Maglavit monastery, Cetate ecc.)</td>
<td>Working Group - Travel Agencies (Craiova), intercommunity development association, service providers in tourism and related fields</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Creating tourism offers based on relaxation combined with cruise tourism and water sports</td>
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<tr>
<td></td>
<td></td>
<td>Creating combined tourism offers</td>
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</tbody>
</table>
### C2. Development of thematic tourism products (rural tourism, cultural tourism, wine, cruise tourism, cycling)

<table>
<thead>
<tr>
<th>Measures</th>
<th>Actions</th>
<th>Responsible for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creating offers for rural tourism and agro tourism</td>
<td>Updating the infrastructure for business tourism</td>
<td>Working Group - Travel Agencies (Craiova), intercommunity development association, service providers in tourism and related fields</td>
</tr>
<tr>
<td>Encourage the creation of events and tourist offers based on their: folk art and crafts fairs, wine tastings and traditional dishes and gastronomic shows, fishing contests; creating an agenda of events that can be capitalized for tourism</td>
<td>Danube tourism development: cruise tourism, fishing, water sports</td>
<td></td>
</tr>
</tbody>
</table>

### D. Improving the quality of the tourism products and of the services

<table>
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<tr>
<th>Objective</th>
<th>Mesures</th>
<th>Actions</th>
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</thead>
<tbody>
<tr>
<td>D. Improving the quality of the tourism products and of the</td>
<td>D1. Hight standards of services in tourism, developing licensing</td>
<td>Inventory of the Romanian and EU standards on accommodation,</td>
<td>Intercommunity Development Association</td>
</tr>
<tr>
<td>services</td>
<td>programs and trainings in the field</td>
<td>restaurants, catering and other tourism related services (cultural heritage, protected areas etc.);</td>
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<td>Publication and dissemination of a guide that includes mandatory and optional standards for improving the quality of tourism services, adapted to the provider / local service provision</td>
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<tr>
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<td></td>
<td>Designing training and authorization programs/ courses, as necessary;</td>
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<tr>
<td></td>
<td></td>
<td>Intercommunity Development Association</td>
<td></td>
</tr>
<tr>
<td>D2. Understanding the demands and standards for quality tourists of through a pilot research and formulate the answers</td>
<td>Develop a procedure for understanding and processing the results of this research among tourists</td>
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<td></td>
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<td>Service providers</td>
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<tr>
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<td></td>
<td>Create an inventory of improvements needed to enhance the quality of tourist experience</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Intercommunity development association, service providers</td>
<td></td>
</tr>
<tr>
<td>D3. Supporting companies working in tourism field</td>
<td>Diminishing the local taxes for companies operating in tourism</td>
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<td></td>
<td></td>
<td>Municipalities</td>
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<td></td>
<td>Encourage the initiative by organizing awareness and information events</td>
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<tr>
<td></td>
<td></td>
<td>Municipalities, intercommunity development association</td>
<td></td>
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</tbody>
</table>
### E. Increasing the visibility of the area, development of local marketing

<table>
<thead>
<tr>
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<th>Responsible for implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>E. Increasing the visibility of the area, development of local marketing</td>
<td>E1. Construction of a tourist information center in the town of Calafat</td>
<td>Creating of a database available to tourists which will include tourist resources of the area</td>
<td>Calafat Municipality</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Realizing promotional materials: a tour guide, flyers, brochures (at least in Bulgarian and Romanian), CDs and presentations</td>
<td>Calafat Municipality – Information center</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Making a web presentation of tourist offer of the pilot area with on-line reservation system, with links to travel partners (to act as a tour guide)</td>
<td>Calafat Municipality – Information center</td>
</tr>
<tr>
<td></td>
<td>E2. Stimulating and supporting the marketing alliances</td>
<td>Making demonstration tours for journalists and tour operators in tourism</td>
<td>Tourism service providers, local authorities, Ministry of Regional Development and Tourism, Dolj County Council</td>
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<td></td>
<td></td>
<td>Strengthening relations between local authorities on the one hand and Dolj County Council, Ministry of Regional Development and Tourism and other organizations from destination marketing field to promote the area</td>
<td>Intercommunity Development Association, the Ministry of Regional Development and Tourism, Dolj County Council</td>
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<td>E3. Participation in tourism specialized fairs and exhibitions or tourism related fields</td>
<td>Establishment of a joint exhibition stand of several tourism service providers to represent the area and to participate in tourism fairs and related fields</td>
<td>Intercommunity Development Association, Dolj County Council, tourism service providers</td>
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<td>Creating and spreading of audio and video promotion</td>
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<td>E4.</td>
<td>Creating of a tourism brand Calafat - Vidin</td>
<td>Identification of tourism products in both countries that can support the tourism brand</td>
<td>Intercommunity Development Association, tourism service providers, local and county authorities in Romania and Bulgaria</td>
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<td>Building and promoting tourism brand</td>
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<td>E5.</td>
<td>Improvement of road signalization</td>
<td>Restoration or installation of road signs / tourism for directing tourists to local attractions</td>
<td>Municipalities of Calafat, Cetate, Maglavit, Poiana Mare, Desa and Ciupercenii Noi</td>
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<td>Installation of street tourist maps (bilingual)</td>
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<td>E6.</td>
<td>Foundation of an organization for tourist destination management in Calafat</td>
<td>Creating an association to promote the tourism to the area functioning as a public - private partnership</td>
<td>Municipalities of Calafat, Cetate, Maglavit, Poiana Mare, Desa and Ciupercenii Noi, tourism organizations and tourism services providers</td>
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<tr>
<td>Objective</td>
<td>Measures</td>
<td>Actions</td>
<td>Responsible for implementation</td>
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<tr>
<td>F. Human resources development in tourism sector</td>
<td>F1. Support the training of specialists in the sector</td>
<td>The organization of specific training activities, for specialization in the sector, such as, thematic modular courses, practical demonstration activities, study visits and best practices exchanges in the country or abroad</td>
<td>Professional associations, tourism service providers, municipalities of Calafat, Cetate, Maglavit, Poiana Mare, Desa and Ciuperceni Noi, Dolj County Council local / county</td>
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<td>Identifying the needs and the types of specialists in the tourism sector</td>
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<td>F2. Development of the necessary professional skills of the tourism sector employees</td>
<td>Drafting, editing, re-editing, translating publication necessary for training employees in the field and directing these publications, free of charge, primarily to trainers, service providers in tourism, tourism employees, tourism education network, local government bodies, etc.</td>
<td>Intercommunity Development Association</td>
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<td>Organization and/or participation at specialized thematic contests and language courses</td>
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<td>F3. Supporting the professional and the high level education</td>
<td>The organization of practical demonstrations for students</td>
<td>Intercommunity development association, trainers</td>
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<td>Organization of documentation visits</td>
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</tbody>
</table>
Human resources development measures aimed the increasing of employability and employment by adapting the workforce to the labor market and society needs. Also we propose training, staff development of those working in tourism to ensure the best quality of services and the development of school education and high level education in this area.

The tourism sector is a complex industry that involves a substantial investment in the human resources. The preferences for mobility, the need for safety, comfort, an authentic travel experience are, among others, the main expectations of tourists.

The tourism industry is looking for all specializations of travel agent, ticketing agent or guide, to the receptionist or waiter. The only job that cannot be accessible to entry level employees is manager in tourism. An increasing number of agencies employ PR and marketing representatives, understanding the role of promotion in a competitive market.

<table>
<thead>
<tr>
<th>Organization of training actions specific to tourism</th>
<th>Intercommunity Development Association</th>
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<tbody>
<tr>
<td>F4. Preparing staff for tourist services in rural areas</td>
<td>Organizing specific training activities such as training courses, practical demonstration activities, documentation visits and exchanges of best practices</td>
</tr>
<tr>
<td>F5. Training of staff working in related fields sector</td>
<td>Organization, at county level, of specific thematic modules, courses, practical demonstration activities;</td>
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<td>Local authorities in collaboration with the county authorities and professional trainers</td>
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</table>
4. SUGGESTED FURTHER CROSS-BORDER CO-OPERATIONS

Most of the projects have aimed at the development of tourism in the Romania-Bulgaria cross-border area, aim especially:

- to create strategies and to develop partnerships;
- to develop the general and tourism-specific infrastructure;
- to turn to good account the cultural patrimony (traditions and customs) and the rural one;
- to capitalize and preserve biodiversity;
- to build tourist ports;
- to improve the quality of tourist services.

Projects proposals for cross border cooperation:

LOCAL

1. Development of the economic cooperation in the Calafat – Vidin area; business incubator for joint Romanian – Bulgarian companies;
2. Development of business infrastructure in the border area Calafat - Vidin;
3. Organization of fairs for the economic environment in the border region in order to promote opportunities for collaboration and support the economic development of the area;
4. Promoting cross-border cooperation among economic institutions (joint participation in international fairs, development of complementary economic sectors, etc.);
5. Joint monitoring of environmental risk situations in the border area Calafat - Vidin, plans and measures for prevention and intervention in environmental risk situations;
6. Making bilingual maps for natural and technological hazards in border area;
7. Improving nature protection and joint management of the environment in the border area;
8. Protecting traditional landscape, biodiversity, natural and cultural heritage of the border area;
9. Development of joint cultural projects - Calafat - Vidin;
10. Training and computerization of public administration;
11. Joint promotion of tourism in the border area (Calafat - Vidin);
12. Development of cruise tourism and water sports in the pilot area;
13. Development of the recreational offer in the border area Calafat - Vidin, identifying the potential for investments for the development of recreational infrastructure;
14. Opening centers (commercial) for craft products that can organize also workshops and apprenticeship training activities;
15. Historical and cultural heritage conservation and rehabilitation;
16. Urban infrastructure rehabilitation and improvement of urban services, including urban transport;
17. Improving local transport infrastructure (Ring of Calafat Calafat DC53 - Ciupercenii Noi);
18. Making or rehabilitation of public infrastructure (sewage treatment plants, waste management);
REGIONAL
1. Development of road infrastructure in the pilot area (county road Calafat - Ciuperceni - Desa);
2. Craiova International Airport Modernization;
3. Establishment of a common platform of information and communication to promote the tourist offer of Dolj County and Vidin;
4. Building partnerships - sharing good practices;
5. Supporting the establishment of a exhibition center for inter-regional businesses;
6. Establishment of a permanent commercial center for the exchange of traditional products (crafts, food);
7. Joint studies on different areas to identify development trends of the area;
8. Joint promotion of tourism in the border area (Dolj - Vidin);
9. Making common tourist routes/trails (Dolj - Vidin) and identification of the markets for these offers;
10. Training Center for the tourism employees.

NATIONAL
1. Greening the banks of the Danube river and land transport infrastructure;
2. Improvement of access to the border crossing points;
3. Promoting the area for tourism development strategy on the Danube.

5. REGIONAL POLICY RECOMMENDATIONS

Cooperation
Attracting the pilot area in transnational cooperation programs
Attracting the pilot area in interregional cooperation programs

Infrastructure
Support the development of fluvial infrastructure and the access in the border area
Reducing geographically isolation of the area by rehabilitating the railway and county roads between Calafat and Craiova (Calafat - Turnu Severin)
Provide funds for public utility infrastructure (water, waste, sewage)

Environment
Support in solving environmental issues affecting water and Danube banks
Development of the management of habitats and of the management of protected areas in the border area

Business
Support the Romanian and the foreign investors who want to invest in border area
Establishing an exhibition and trade center in the border area
Encouraging business development in rural areas and the rural tourism
Measures to encourage the agriculture and the traditional production
Promoting business opportunities offered by cross-border area among possible
investors

**Human resources**
- Stimulating investments and entrepreneurship by organizing courses for people and businesses
- Organizing training courses for professions in tourism and related fields
- Organizing courses for the staff of local authorities

**Tourism**
- Support for cultural heritage conservation and the rehabilitation of urban objectives of tourist interest
- Support for recreational infrastructure development in the pilot area
- Integration of the tourist offer of the area in the county and region tourist offer
- Integration of the touristic offer of the pilot area in a common electronic platform

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6. LOCAL INVESTMENT OPPORTUNITIES

For the socio-economic development of the area and, implicitly, to raise the living standard of the residents, local governments are willing to work with possible investors by providing certain facilities, including: counselling and logistical support, community presentations and representation; access to utilities and local infrastructure; granting of land and buildings from their own patrimony or mediation of the selling-purchasing operations in the local community; reduced taxes; qualified workforce in light industry, mechanical processing, wood processing, electricians, locksmiths, tailors, farming, tourism.

For the potential investors, the most attractive factors in the pilot area remain the geographic position favourable for a trans-border cooperation, the tourist potential (the natural and anthropic resources) as well as the sun and Aeolian-energetic potential.

Locating the pilot area on the Danube border offers the opportunity to build some accommodation and food spaces where tourists (or locals) can get the best conditions for spending their free time. The Danube River is the main attraction of the area, together with the Art Museum, the Danube Promenade, the Bascov tourist stop, historical monuments, churches, the Maglavit Monastery, the Lata Lake, traditions customs and traditions, specific gastronomy and, last but not least, the hospitality of the inhabitants. The investments in the tourism infrastructure development would contribute greatly to re-launching the local economy.

**Opportunities**
- Promoting the tourism potential (attractions) in the cross-border region and the diversification of the existing cross-border tourist services;
- Integrating the cross-border infrastructure and tourism products in the European circuits;
- Building the Calafat-Vidin bridge will facilitate the road and rail links between Romania and Bulgaria, Greece, Turkey, Near and Middle East (;

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- The creation, as a result of building the Calafat-Vidin bridge, of the Calafat "free zone" (a key point in international traffic by road, rail and river) and of the "industrial park";
- Potential for exploitation of the Danube as a low-cost transport corridor;
- the development of Danube tourism, of tourism ports (Calafat, Cetate, Corabia, Balasan). Modernization, refurbishment, possibly expanding the port area as needed;
- Good opportunities for developing agro-tourism and cruise tourism on the Danube;
- Wine-viticultural potential localities (Segarcea, Sadova, Dăbuleni, Bechet, Banu-Maracine, Bradesti, Brabova, Plenita, Calafat Vineyard - Poiana Mare and Cetate wine centres);
- Hunting and Fishing - meadow landscapes contiguous to the Danube, with patches of forest, dunes, pools of water that lure sport anglers; lakes remaining after hydro-ameliorative works (Maglavit, Ciuperceni), representing a real potential for sport fishing or recreation; fish potential from lakes and rivers.
- Diversification and encouragement of rural economy by government funding interventions and from the European Union;
- Implementing some measures to promote investments and business support in the Dolj County increases the foreign investors’ interest;
- The integration of the Dolj county within the European transport networks and the promotion of economic development immediately.
- The development of inter-modal transport facilities. Inland navigation needs to be exploited as means of promoting the economic development of towns and harbours in the Danube space and its regions so that they can become strong logistics nodes providing extensive auxiliary services. One of the priorities for the development of the Danube waterway is the development of multimodal corridors in the Danube region. Intermodal transport could be a good and cost-effective solution that would relieve the roads in the region from lorry traffic that has a harmful effect on the environment and public health and perform the function of the necessary back-up corridor to the rail network.
- Promoting cultural objectives and capitalising the traditions, crafts and ethno-folk customs as a tourist product;
- Making viable and designing the Debarcader - Bascov - Calafat area for tourism
- Two major areas are the local potential in this respect: the Ostrovu Mare area (landscape values) proposed to be extended through the development of a recreation area with specific facilities in the east part of the town (through the dismantling and relocation of the industrial units and premises) and the Bascov area, proposed to be developed by approvals and compatible constructions.
- the revitalization of routes supported by buildings with architectural-urban value will be underlined (in this respect specific programs of restoration, renovation and rehabilitation of valuable monuments will be implemented)
- As the polarizing and balance nature of Calafat inside the county has been underlined, a value reconsideration of the central area is necessary, concerning its urban revitalization and rehabilitation
- The development in the west of Calafat of an area for leisure, recreation and tourism through buildings and specific facilities, taking into account the unstable nature of the land subjected to natural hazards of flooding. Currently the area is occupied by productive premises or warehouses for which dismantling and relocation are proposed in other compatible areas, reserved for this purpose.

- The local administrations are interested in attracting some investors for creating, developing, modernising the tourism infrastructure in view of capitalising the natural tourist resources and improving the quality of the tourist services, supporting the creation of guesthouses, motels, holiday homes, hotels, restaurants with local specific, hunting and fishing centres, camps and sport cantonments, camping, summer sport basis, etc.

7. MAIN LESSONS OF THE SPECIAL FEATURES OF THE DIFFERENT PILOT PROJECTS

Culture Port Cetate
http://portculturalcetate.blogspot.com
Location: a village in Dolj County, 26 km and 74 km from Calafat to Craiova.
Access: Access can be made on the European road E79 and then the national road DN56A.

This is the story of Culture Port Cetate. Born in 1997, when Mircea Dinescu a Romanian poet, discovered the ruins of an old agricultural port by the Danube and had the idea to make it the home of his Poetry Foundation. His vision was to transform the place into a haven for the arts and a 'multinational port of culture’. It is located on the Romanian bank of the Danube, about 2,000 km from its springs in the Black Forest Mountains, Germany, and 811km from the point where it empties into the Black Sea.

Attractions:
Cultural Marina 'in the Cetate "- to indulge in the sun on the Danube, surrounded by a forest of young poplar trees, 2 km from the village fortress. Camp is famous sculpture, writing, the Balkan Film Festival and other cultural events hosted by the initiator of this project, poet Mircea Dinescu. In the complex and was organized hamlet "Neolithic", where organic food can be eaten on the spot and prepared to participate directly to the specific Cucuteni ceramic vessels. It can provide accommodation and comfort for 16 guests at any time of year. Besides leisure in a natural setting, visitors can dine (own products, site-specific) within the existing restaurant within the complex;
Beach village fortress, lying about 3 km, winding by the Danube, offers guests a clean sand and the cool shade of the poplar forest in the immediate vicinity of the beach.

Other tourist attractions in the village:
□ Constantin Druga mansion, was large landowner in the area, the mansion that the villagers
call it today "Drugă's Castle", due to the architectural style of the building, richly decorated, built in a pleasant combination of gothic and baroque styles;
- Orthodox Church "St. Helen" Castle in the village dates from 1814;
- Orthodox Church of St. Nicholas in the village dates from 1860.

Cultural events:
- The Festival of Film and Culinary Art Savourers - for 7 days, over 100 filmmakers from Romania and Balkan countries have met and made a first edition of the festival titled "The Balkans", setting one day dedicated to a country in Balkans (Albania, Bulgaria, Croatia, Greece, Macedonia, Serbia, Slovenia, Turkey and Romania). In the event, organizers have prepared a number of sculpture and photographs, stands selling film books, DVDs, movies, old Balkan music concerts, serenades and traditional food from the invited countries - September in the village of Cetate;
BECHET – nearby the pilot area

Bechet is a town in Dolj County, Oltenia, Romania. It is located in the southern county, one of the two Danube ports of Dolj County, with Calafat. The Bechet is a border crossing to Bulgaria. The crossing between the countries is made by ferry which arrives in Bulgarian town Rahova. Bechet is located 70 km from Craiova on DN55 and 97 km from Calafat on DN55A.

Annually, the port of Bechet, organized the celebration of Navy Day on 15 August, where they held various sailing games, boating on the Danube, and rustic festivals. Near the town is located Sadova monastery and the old forest Zaval, where every year on the first Sunday of August is organized festival.

In the town of Bechet the Carpet art is maintained and carried on by the Workshop Arta la Sat.

ARTA LA SAT Workshop

ARTALASAT is a brand name of traditional fabrics and crafts in southern Oltenia. The fabrics are 100% made of wool and cotton. Most operations are handmade by traditional methods inherited from the family. The traditional wooden looms are working both horizontally and vertically. Painting is done in the workshop, with plants from native flora.

A rug is working in about three weeks. A carpet requires between four and ten days. If the pattern is complex requires more time.

To achieve the established models are used traditional patterns that were collected in the south of Oltenia. Some of them have been certified by the Village Museum in Bucharest and Oltenia Museum - Craiova.

ARTALASAT products are made by a team of women endowed with talent, imagination and skills in creative folk art. Many of them have 35 - 40 years experience in this field. The workshop is sponsored by Antoneta Nadu, its founder and coordinator.
ARTALASAT workshop can be visited by making a telephone appointment in advance. The workshop is located in Bechet, Dolj county No.14 Brancoveanu Street, behind City Hall in the village (tel / fax: 0040251 336 975, mob: 0040745319902, 0040744557134, 0040745014244, e-mail: office@artalasat.ro).

The creations are sold by participating in all the craft fairs and exhibitions of folk art in the country (trade fairs in the Village Museum, Peasant Museum and other exhibitions in Bucharest) and fairs and exhibitions organized in other European countries.

Stores
Peasant Museum
Address Kisseleff Road, no. 3, Sector 1, 71268, Bucharest, Romania
Tel: (4021) 650.53.60
Fax: (4021) 312.98.75
E-mail: muztar@rnc.ro

Village Museum
Address Road Kiselev, no. 28-30, Sector 1, 71321, Bucharest, Romania
Tel: (4021) 222 91 03, (4021) 222 91 06, (4021) 222 91 10
Fax: (4021) 222 90 68
E-mail: muzeulsatului@xnet.ro
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16. Poiana Mare http://www.poianamare.ro/
17. Desa Arheologic site Dolj http://desa-arheologie.ucoz.com/