

TRANSDANUBE – Sustainable Transport and Tourism along the Danube

Regional Action Plan for Caras Severin County

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Steps in the development of Regional Action Plan for Caras Severin County



1. **Read** carefully Andreas **guidelines**
2. **Return to them every time** you don't know what details to include, what information to provide...
3. Some ideas will come if you return to the basic material.



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4. **Read carefully all the previous strategies, plans** developed in your region by the local authorities or national strategies/plans referring to your region or having some contact with the topic: transport, tourism, tourism marketing...



5. Select the **most relevant objectives** and actions you think they are most suitable for your Regional Action Plan.

6. It doesn't matter if they are too many at some point because when you return to your RAP, the best / suitable ones will be chosen.



7. **Make a list with your objectives** to be included in your RAP



8. After the **list of objectives** is completed it is better **to be presented to the stakeholders** in your first regional / national workshop for a first feedback...



9. In our case... **each objective was evaluated on 5-level Likert scale by the stakeholders** which participated in Resita regional workshop organized on June 6th 2013.

10. After you settle the objectives you **developed the actions for each objective...**

- They should be pump up for the existing regional strategies / plans or at some point
- If they are not enough developed actions THEN some additional actions should be identified...
- Take into consideration your previous projects or discussions with the stakeholders which should be helpful



Problems and solutions

PROBLEM NO 1: Minimum standards to be achieved in 2020

SOLUTION: ___ASK YOURSELF ???

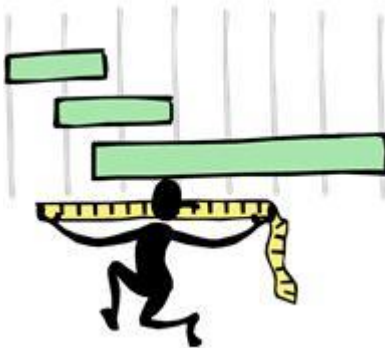


- What is the result/output of your action...why do you want to achieve the specific objective...?
- Who will be the beneficiaries ?
- **Connect the WHAT with the WHO's** and you will have a standard

PROBLEM NO. 2: Definition of indicators to monitor the progress in achieving the defined objectives (including the measurement instruments)

SOLUTION :

1. Andreas is asking for measurable outputs
2. Try to look on the State of Art Analysis...there you will find the indicators...
3. For example ___ if you choose the number of tourists try not to put too high increase rate...is not feasible...look at the number and you will find the solution



PROBLEM NO. 3: GAP ANALYSIS

SOLUTION:



Most ideas will come for your State of Art Analysis...

- ✓ A synthesis of the problem => WILL RESULT IN A GAP
- ✓ Further solution for the gap => WILL RESULT IN A RECOMMENDATION---
- ✓ Please see State of the Art Analysis
 - ✓ **SWOT Analysis**
 - ✓ **Chapter 4.3. Success factors for strategies and plans**



PROBLEM NO. 4: Evaluation of development measures---from our opinion this is the most difficult part!!!

Estimated impact of measure and contribution to overall objective

SOLUTION:

- Again ... Andreas is asking for tangible/ measurable outputs!!!



The recommendation... return to your settled objectives ___ what you have included there, namely:

- Minimum standards to be achieved in 2020
 - Definition of indicators to monitor the progress in achieving the defined objectives (including the measurement instruments)
- Developed further-one the ideas identified before, considering the particularities of each action

PROBLEM NO. 5: First realisability check (Cost estimation and financing tions, realization horizon)



➤ **Investments costs and costs for operation:** ---difficult to estimate BUT try to identify the person in your organization who finished feasibility studies because he has the sense of number and investments volume...he could be an engineer, architect, economist....



➤ **Available financing options:** difficult for us too BUT the solution is the State of the Art Analysis...your wrote about this is Chapter **2.3. Organizational and legal framework & funding options**



Rough estimation of possible realization horizon: try to be short, the options are already delivered in the Guide...just try to select the most realistic solution.

EXAMPLE FROM THE RAP FOR CARAS SEVERIN COUNTY, ROMANIA

SUSTAINABLE MOBILITY OFFERS

**SUSTAINABLE TOURISM PRODUCTS
(PACKAGES, ETC.)**

INFORMATION AND MARKETING

**FINANCING OPTIONS, ORGANIZATIONAL
AND LEGAL FRAMEWORK**

SUSTAINABLE MOBILITY OFFERS

- **Objective 1.1. Increased accessibility of visitors in tourist areas**
- **Objective 1.2. Intermodal transport solutions should be more flexible, efficient, and tailored to the travel needs of tourists**
- **Objective 1.3. Improving transport behavior in relation to the environment by supporting a clean transport**
- **Objective 1.4. Improving cross-border connection between Romania and Serbia.**

Objective 1.1.	Increased accessibility of visitors in tourist areas
Minimum standards to be achieved in 2020	The visitors should have at least one opportunity to get in the tourist areas using the local means of transportation and infrastructure
Definition of indicators to monitor the progress in achieving the defined objectives (including the measurement instruments)	Share of tourists coming to the hot spot area Caras Severin – Iron Gate using soft mobility offers should be at least 20%. The data will be collected using field survey and the data provided by the National Institute of Statistics (International travel registered to the Romanian borders).

GAP ANALYSIS

Objective 1.1.	Increased accessibility of visitors in tourist areas
Gap	The hot spot area defined by Caras Severin County – Iron Gate is still missing a good transport infrastructure, especially in the Southern part of the region, where the railway transportation network is limited and the road infrastructure is poor.
Recommendation	It is necessary for the improvement of accessibility by road, national road DN 57 being most frequently mentioned by stakeholders as being the link among the localities and Danube river. The railway network could also be extended.

OBJECTIVE 1.1. ... Catalogue of development measures

MEASURE 1.1.1. Modernization of the national roads DN57 (Orșova – Moldova Nouă) and DN57B (Anina – E70).

MEASURE 1.1.2. Development of a multimodal transportation center in Resita city.

MEASURE 1.1.3. Modernization of Moldova Nouă port as multimodal transportation center

MEASURE 1.1.4. Reinstatement in use of Caransebeș airport

MEASURE 1.1.3. Modernization of Moldova Nouă port as multimodal transportation center

Modernization of Moldova Nouă port as multimodal transportation center

Currently, an administrative building and a river station with a capacity of 300 seats exists in Moldova Noua. There fore it is necessary to develop:

✓ - a touristic miniport (by expanding the existing port) with:

- 1 cruise terminal;
- 1 shopping center;
- a restaurant;
- a recreational park;
- 1 pontoon and a wharf for ships mooring.
- 1 launching ramp for recreational vessels.

✓ creating a belt road around the Moldova Nouă port with connections to the city and to the regional transport offers;

✓ 1 Park and Ride space with facilities for bike rental and maintenance.

Evaluation of development measures

MEASURE 1.1.3. Modernization of Moldova Nouă port as multimodal transportation center

Estimated impact of measure and contribution to overall objective

- The existence of Moldova Nouă multimodal transport center will lead to reduction of transport time and costs with beneficial effects on local beneficiaries and on tourism competitiveness of region;
- The number of internal cruises will increase with 10 %;
- The tourists will be able to easily access the tourist attractions in the town surroundings.
- The number of expected additional tourists will increase with 15%;
- The access to tourist services and tourist information will increase;
- Economic development of the southern region of the county.

First realisability check (Cost estimation and financing options, realization horizon)

- Investments costs and costs for operation:
 - o The estimated cost for the development of the touristic miniport (by expanding the existing port) is 7,500,000 Euro;
 - o The estimated cost for the creating of the belt road around the city is 1,050,000 Euro;
 - o The estimated cost for developing a Park and Ride space is 240,000 Euro.
- Available financing options: County Public Authorities (Caras Severin County Council, local administrations), sponsorships, The Ministry of Transport, European Funds.
- Rough estimation of possible realization horizon:
 - o Possible realization horizon for the development of the touristic miniport will be within five to ten years (2018-2022);
 - o Possible realization horizon for the creating of the belt road around the city will be within three years after the end of the project (2015-2017)
 - o Possible realization horizon for developing a Park and Ride space will be within the lifetime of the Transdanube project (2014).

THANK YOU !

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