





SRTMP of IRON GATES REGION - RO

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## Introduction

This Sustainable Regional Tourism Mobility Plan (SRTMP) is made for the future Iron Gates Pearl (Drobeta Tr.Severin – Orsova – Baile Herculane spa resort), region which will include the municipalities of Drobeta Turnu Severin and Orsova, Baile Herculane spa resort Town Hall and Drobeta Turnu Severin Town Hall.

SRTMP prescribe measures about how to improve sustainable mobility in the Pearl region.

SRTMP was developed together with representatives of the responsible authorities (Strategic Management of the Pearl) and other experts from the transport, tourism sector, and urbanism sector.

The development of the SRTMP was based on the "Common Vision for Sustainable Mobility in Tourism" adopted by the TRANSDANUBE partnership, the State of the Art analysis, and SWOT analysis for the future Pearl. The Common Vision aims to develop a Danube region, which provides socially fair, economically viable, environmentally friendly and health promoting mobility and tourism for citizens and guests of the region by developing of environmental friendly, low carbon and low-emission, multimodal and efficient transport systems and sustainable tourism services based on renewable energy sources, saving energy and resources, preserving natural and cultural heritage and taking care of the sensitive Danube ecosystems and landscapes while at the same time ensuring sustainable regional development and offering new chances for the creation of a green economy and of green jobs in the region.

In the development of the SRTMP were carried out the following activities:

- The preparation phase - elaboration of a catalogue with measures for development,
- The analysis and evaluation of development measures,
- A consultation process.

The preparation phase - elaboration of a catalogue with measures for development was carried out taking into account all strategies/plans developed in the region by the local authorities (Mehedinti County Council, Drobeta Turnu Severin Town Hall, Baile Herculane spa resort Town Hall and Orsova Town Hall), the administrations of the protected areas – Iron Gates National Park and Domogled – Valea Cernei National Park), national authorities (The Ministry of Transport, the Ministry of Tourism, the Ministry of Environment) and was based on the findings from the SoA and SWOT analysis for the future Pearl. The result was a



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catalogue of necessary development measures on the following topics: cycling infrastructure, relevant mobility information for visitors, tourist packages, infrastructure for recreation etc. The Sustainable Regional Tourism Mobility Plan took into account and follows their main objectives and proposed measures, of the following development plans/strategies:

- Romania National Tourism Master Plan 2007 – 2026;
- Development Strategy of Mehedinti County 2014 – 2020;
- Development Strategy for Caras Severin County 2014 – 2020;
- National Strategy for Sustainable Development in Romania, 2013 – 2020 - 2030;
- Strategy for Sustainable Transport 2007 – 2013, 2020, 2030;
- Sustainable Urban Mobility Plan for Drobeta Turnu Severin municipality 2014-2020;
- South-West Regional Development Plan for Oltenia 2014-2020;
- Integrated Urban Development Plan for Baile Herculane 2014-2020 ;
- The Integrated Territorial Development Strategy of the Oltenia Danubius Microregion;
- Local Development Strategy of Orsova Municipality 2017 – 2020;
- Study on Transport And Mobility Within the South - West Oltenia Region;

The second step in the development of SRTMP was to evaluate the measures found, in order to select those measures which contribute most to the achievement of the defined objectives. For all the proposed measures, we proposed a time frame (short-term: up to 3 years, medium-term: 5-10 years and long-term: over 10 years).

The consultation process also included regional and local stakeholders of Mehedinti and Caras Severin Counties, during the first regional workshop which took place in Orsova and Drobeta Turnu Severin municipalities in July and August 2017 and during the regional training session which took place in Orsova municipality in May 2018. The stakeholders were asked to provide information regarding the viability of the selected measures, the political and financial capability to realize the measures and the responsible authorities for the implementation of measures to be taken.

The purpose of the SRTMP is to reduce environmental pollution and stimulate the efficient use of the available existing public transport infrastructure (buses, trains, water transport, cycling, walking), and thus to improve mobility in the planned Pearl's territory, to provide relevant mobility information through the development of Tourist Mobility Center from Orsova, to find the ways to improve the connectivity of different tourist points of interest, all these leading to a sustainable destination with higher standards of tourist offer and mobility.







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### 1. Structural data of the Pearl



Fig.1 Iron Gates – RO Pearl

Iron Gates - RO Pearl is a region along Danube river included in two different counties Caraș Severin county and Mehedinți county, located in the South – Western part of Romania. The Danube River stands as the physical and administrative south border with Republic of Serbia creating the impressive Iron Gates.

This region represent a common tourism destination, with the city of Orsova as a central point and the surrounding towns as attractive tourism destinations. Most of national and international connections including those to the other Pearls are crossing the region passing through Orsova municipality.

The main goal of SRTMP is to develop an attractive, accessible and environmental friendly tourist destination along Danube in a perimeter of 100 km. surrounding Orsova municipality as a central starting point.



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The main objectives of the SRTMP are:

- To develop sustainable mobility services to tourist attractions in Baile Herculane spa resort, Drobeta Turnu Severin municipality, Orsova municipality and the surrounding villages and tourists sites;
- To develop sustainable transport connections between the localities inside the Pearl;
- To connect the pearl with other pearls along Danube.

The geographical position of target region, mainly mountainous area with a rich and varied area covered by forests and abounding in wildlife, with a representative hydrographical network, and a great cultural and historical heritage, stimulates tourism development in various forms, representing a tourist destination with a high attractiveness. The main attractive element of the region is the relief, which imposes through its elements. The area is situated in the ancient province of Banat, on the Danube banks, at the foothills of the Southern Carpathians Mountains – Cernei Mountains and Mehedinți Mountains.

Protected areas represent a significant part of the target region. They include the following:

- 1 National Park "Domogled – Cerna Valley" with areas in Mehedinti and Gorj Counties;
- 1 Natural Park – "Iron Gates" (with a total area of 1156.55 km<sup>2</sup>, out of which 747.74 km<sup>2</sup> are in Caras-Severin County, and the rest is located in Mehedinti County);
- 20 Natural Reserves – two natural reserves located within the National Park "Domogled – Cerna Valley", 18 natural reserves located within the Natural Park "Iron Gates".

The presence of the mostly mountainous relief structure determines one of the richest river networks consisting of the rivers Danube and Cerna, karstic lakes and man-made lakes such as the Iron Gates Lake. The Danube River represents the south limit of the region on length of 36 km. The Southern border of this region is represented by the Danube Defile (Danube Gorges) – the longest and most spectacular defile in Europe and the biggest cross valley in the Carpathians Mountains. Limestone has generated unique landscapes, some narrowing sectors such as "Cazanele Mari" (Large Boilers) and "Cazanele Mici" (Small Boilers) which are elements with a great tourist value: steep slopes, rocky landscape, intensely populated valleys, all this alternating with narrow sectors known as „clisuri“.





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### a. Transport infrastructure

The analyzed region is mostly formed by Romanian localities on the Danube bank from Drobeta Turnu Severin to Orsova to which Baile Herculane spa resort is also added due to its major tourism importance.

The region is crossed by two pan European transport corridors namely:

- pan European transport corridor IV – Southern route (Dresden/Nuremberg – Prague – Vienna – Bratislava – Gyor – Budapest – Arad – Drobeta Turnu Severin – Sofia – Thessaloniki / Plovdiv – Istanbul) – the region is crossed via a road on the route Baile Herculane – Orsova – Drobeta Turnu Severin (approximately 50 km);
- pan European transport corridor IX (Rhine - Danube) (Frankfurt – Vienna – Bratislava – Budapest – Belgrade – Moldova Veche – Black Sea) – the region is crossed via a waterway from Drobeta Turnu Severin to Socol (approximately 160 km);

Running in parallel with the Danube bank, there is one major road (E70 – connecting southern Romania with its western part) that has a continuation in the north (from Orsova to Baile Herculane and Timisoara) and in the east (from Drobeta Turnu Severin further to Craiova and Bucharest). Going further, in parallel with the Danube bank, the road goes along DN 57 Orsova – Pojejena.



Fig.2 Iron Gates Pearl – RO, national and European roads



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A part of the region (from Drobeta Turnu Severin to Baile Herculane) is well served by a number of regional buses with a good frequency. The bus services operators are private companies, which ensure national connections. However, train and bus timetables are not properly correlated with negative results in transfer times. The busses have no bicycle carriages.

There are also private local mini-bus drivers that provide connections with almost all isolated villages or areas. There is a large network of busses and minibuses which allows reaching all important towns (Drobeta Turnu Severin, Orsova, and Baile Herculane) and villages in the region.

The closest airports are Craiova International Airport (110 km from Drobeta Turnu Severin and 140 km from Orsova) and Timisoara International Airport (180 km from Baile Herculane).

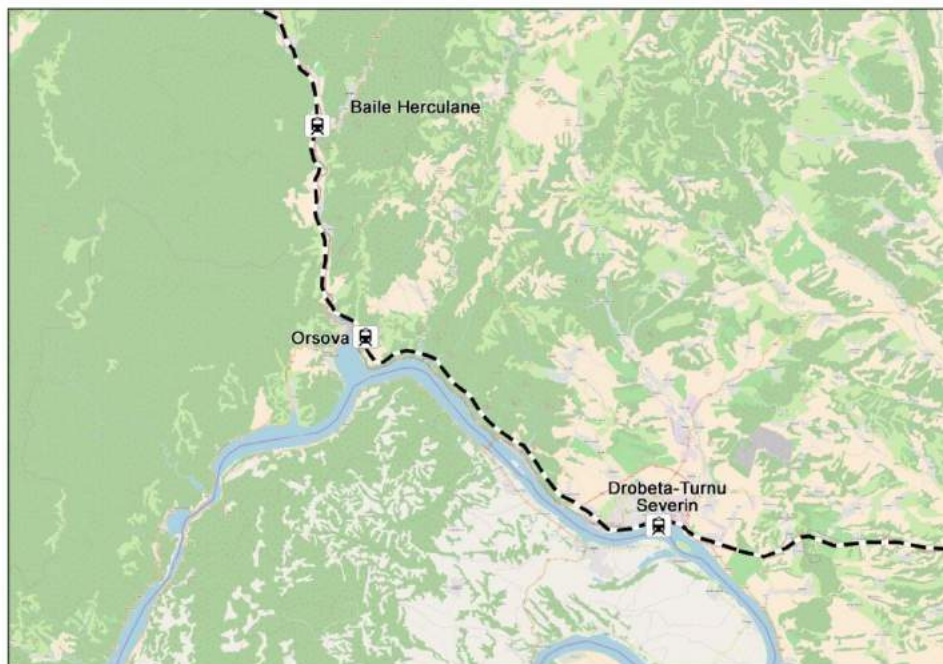


Fig.3 Iron Gates Pearl – RO, railway network

The rail infrastructure is formed by the 900 line (Bucharest – Timisoara - Curtici) that crosses the region on the route Drobeta Turnu Severin – Orsova – Baile Herculane in length of 41 km; the line is double electrified. This line is included in the TEN-T tap line linking Constanța with Curtici. This railway provides access to one of the most important tourist area in the county – Baile Herculane spa resort. The persons who pass by Porțile de Fier crossing point have the possibility to use Gura Văii rail station (1.5 km away from Porțile de Fier) located between Drobeta Turnu Severin and Orsova. From here the tourist have the option either to go to Drobeta Turnu Severin rail station or to go to Orșova rail station (there are only two trains per



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day in each direction).

It is important to mention that no train has facilities for bike carriage.

Regarding water passenger transport there are the following ports that enable it: Orsova, and Drobeta Turnu Severin. However, there is no scheduled water passenger transport from these ports.

Although there is no scheduled water passenger transport in the region, one can mention the existence of a charter system for water passenger transport. For instance, NAVROM (which is the company that operates water passenger transport) owns Dierna ship that operates river cruises between Orșova – Cazanele Mari; the same applies for Flamingo ship with a capacity of 70 persons and operated by "MANEA" – a private operator.

No scheduled ferry exists in the area for border crossing. However, for border crossing, on request there is the possibility to use the services of private water transport operators. No ferry connection exists between the localities located on the Romanian Danube bank.

The transport nodes in the studied area are represented by:

- Baile Herculane spa resort is situated on the Cerna Valley. It represents an important inter-modal point:
  - It is situated at 5 km East from DN 6 (E70) – the main road;
  - It is situated on the international 900 railway line Bucharest – Timisoara;
  - The access by Danube river is provided from Orsova (Vienna – Budapest – Belgrade – Orsova – Drobeta – Galati - Sulina), continuing by DN 6 (E70) or by railway.
  - The nearest airport is Craiova International Airport located at a distance of 166 km from Baile Herculane.
- Drobeta Turnu Severin municipality represents an important transport node:
  - Is accessible by DN6 (E70) Bucharest – Timisoara – Stamura Moravita (crossing point with Serbia Republic); DN 56 A Vanju Mare – Calafat (crossing point with Bulgaria); DN67A (DN67D) Drobeta Turnu Severin – Motru – Baile Herculane spa resort;
  - It is situated on the international 900 railway line Bucharest – Timisoara;
  - The airline connection is provided by Craiova international airport, located at 110 km from Drobeta Turnu Severin municipality;
  - Is provided direct access to the Danube River (crossing border with Serbia Republic – 14 km.);
  - The municipality of Drobeta Turnu Severin features both a passenger and a cargo port.





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- Orsova municipality is located on Danube river and is accessible via;
  - National road DN 57 which crosses the "Clisura Dunarii" / Danube Clisura, accompanying Danube left bank from Bazias to Orsova municipality; national road DN6 (E70) Bucharest – Timisoara – Stamora Moravita;
  - International 900 tap line Bucharest – Timisoara;

It is important to highlight that there is passenger traffic on the border with Serbia. According to the Romanian Border Police there are three borders crossing points in the region, two accessibly by naval transport (Orsova and Drobeta Turnu Severin) and one by road transport (Porțile de Fier).

In 2016, the total number of arrivals of foreign visitors at border crossing points reached 153,396, more than three times lower than the number of departures of Romanians abroad respectively 486,963 persons. Road transport in Porțile de Fier, both for arrivals and departures, is by far the most important in terms of cross-border traffic. However, it is interesting to notice that in case of water transport, for each border crossing point; more foreign visitors are registered compared with departures of Romanians abroad; therefore this shows the existence of a tourist demand for inbound tourism in the Pearl.

It is important to mention that the region does not have a bicycle track network which can provide connections to the main area or to the intermodal nodes.

### **Relevant transport operators for sustainable transport.**

- *Railways:* National Railway Company "CFR" – SA <http://www.infofer.ro/>; S.C. Regiotrans SRL: private operator - Route Timisoara Nord – Resita Nord <http://www.regiotrans.ro/#/cautare/>
- *Buses:* The public road transport of persons in Caraș-Severin County and Mehedinti county is carried out in two ways: County Public Transport Programme performed by regular basis for routes in Caras-Severin County 01.01.2014-30.06.2019 or by special regular services (conventions). Companies: Alpha Construct Sistem in Orsova, S.C. Public Urban Transport Drobeta SA.
- *Bike rental systems* is limited, just few organizations offer these type of services, namely: Bike Attack Resita, MyEcoBike Mehedinti <http://myecobike.ro/>
- *Shipping services.* Among companies that offer shipping services are: Rentals Center Orsova; Danube Boilers (boat tours) <https://www.cazaneledunarii.com/> Hercules Tour <http://www.hercules-tour.ro/>, S.C. Manea S.A., Grup Scolar Industrial de Marina Dierna <https://navadierna.wordpress.com/>



## Population and economy

On 1<sup>st</sup> January 2018, the studied area had a total stable population of 134,568 inhabitants. The population of Drobeta Turnu Severin municipality was of 107,614 inhabitants. Another important town is Orsova municipality with a population of 12,566 inhabitants. The smallest resort town in the Pearl is Baile Herculane, with a total population of 4,949 inhabitants. Per total, in the region, the female population represented 51.86% (69,795 inhabitants), and the male population 48.14% (64,773 inhabitants). The ethnical structure of the population in the Pearl is represented as follows: Romanians, Rromas, Croatians, Hungarians, Germans, Ukrainians, and Czechs.

Drobeta Turnu Severin is the largest town in Pearl. Its portfolio of industrial economic activities is impressive by its diversity, the economic agents in the municipality carrying out activities in at least 15 domains, the most important being constructions, transports, and services. Tourism has become a particularly important and promising sector of the town's economy in recent years.

The main developed industries at Orsova are: energy industry, river shipbuilding, motor industry. The location of the town, on the banks of the Danube River has led to the sharp development of tourism activity over the last years.

Baile Herculane spa resort is the town that mainly carries out tourist activities and provides tourist services. Most of the workforce is occupied in the hospitality industry and in the public food industry. In the resort and in its surroundings the tourism activity is an important job generator.

### b. Tourism

The analysis of tourist traffic in the Iron Gates Pearls has shown the following aspects:

↳ The indicator „*tourist arrivals*” **registered oscillating evolutions over the last ten years, but the multi-annual trend is increasing in all three localities.** During the analyzed period, the most significant increase was recorded in the tourist resort Băile Herculane where the number of tourists increased by + 72.8% (from 60.169 in 2008, to 103.948 in 2017), with an annual average of + 6.3%. Remarkable was the evolution of this indicator in the other two localities, + 40.7% (or an annual average increase of 3.8%) in Orșova, and + 38.9% (or an annual average increase of 3.7%) in Drobeta Turnu-Severin.

It is remarkable the fact that 54.1% of the tourists who arrived in Caraș Severin County in 2017 chose the accommodation structures in Băile Herculane spa resort and 62.8% of those





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arriving in Mehedinți County opted for the accommodation units in the town of Drobeta Turnu Severin.

↘ The indicator „*overnight stays*” also **registered oscillating evolutions over the last ten years taken into account for the purpose of the analysis**. While for the localities of Drobeta Turnu Severin and Orșova the trend is positive in the period 2008-2017, with annual averages of + 4.3% and + 4.2% respectively, for the Băile Herculane tourist resort the number of overnight stays decreased in the same period on average by 1.9% annually. However, it is encouraging to note that over the past three years, there have been significant increases in the value of the indicator in all three localities.

↘ The indicator „*average stay time*” registered a decreasing trend in the last decade in the case of Băile Herculane tourist resort, from 9.6 days in 2008 to only 4.7 days in 2017. For the other two localities the duration of the stay remained at a somewhat constant level, but much lower compared to Băile Herculane (1.8-1.9 days for Drobeta Turnu Severin and 1.2-1.3 days for Orșova).

According to the tourism database of the Romanian Ministry of Tourism (updated as at 30 May 2018), within the Pearl, the tourist resort Baile Herculane has the largest number of classified accommodation structures (78 units - 46 guesthouses, 14 hotels, 2 tourist stopovers, 1 tourist chalet, 1 motel, 3 hostesses, 3 campsites, 3 villas, 5 units of the type of "rooms" for rent), totalizing 2169 rooms with 4430 accommodations. Most of the units in the resort (49 units, almost 63%) are in the category of 3 stars and 4 stars. The fact that the comfort level is situated at medium and above average levels is a favourable premise for the development of tourism in the locality.

Orsova municipality features a number of 14 classified accommodation structures, totalizing 103 rooms with 254 accommodations. From the point of view of comfort, the units classified with 3 stars prevail (71% of the total number of accommodation units).

Drobeta Turnu Severin features a total of 30 classified accommodation structures, totalling 682 rooms with 1401 accommodations. Half of the accommodation structures are tourist guesthouses (15), followed by hotels (7), hostels (4), motels (3) and a rental establishment.

Almost 80% of the total number of accommodation places is classified with 3 and 4 stars respectively, indicating a high degree of comfort for tourists.



## Origin of Tourists

In 2016, the structure of the tourists accommodated in analyzed area indicate that Romanian tourists represented 92.0% and foreign tourists only 8.0%.<sup>1</sup> Most Romanian tourists come from the other counties in the area, except for the Baile Herculane resort, which attracts tourists from all over the country. A large number of them come for spa treatments (in Baile Herculane), for recreational activities (fishing, boat rides on the Danube River, cycling, hiking on various dedicated or non-dedicated routes) or cultural activities (sightseeing or participation in events).

## Tourist Offers

The diversity of the tourist potential existing in the area favours the development of many tourism forms for a lot of tourists:

- Spa tourism – is practised in Baile Herculane due to the natural cure factors and treatment facilities;
- Mountain hiking – in this area there are more than 20 certified tourist trails in Cernei and Mehedinti mountains
- Nautical tourism – favoured by the Danube;
- Cultural tourism – due to the diversity of the cultural patrimony – historic, religious, ethnographic, museum, memorial tourism;
- Rural tourism and agro-tourism – practised in "Clisura Dunarii";
- Business tourism - is developed especially in Drobeta Turnu Severin municipality and Baile Herculane spa resort;
- Speleology tourism – many caves (Ponicova, Veterani, Gaura cu Musca, Grota Haiducilor, and so on). Of these, only the first two can be visited.
- River rafting and canoeing – are practised in Valea Cernei;
- Bird-watching – can be practised in wet areas, protected areas, where there are bird observatories especially created for this activity;
- Cycling tourism – is practised in the area of Clisura Dunarii, Valea Cernei, and so on, on special trails. This tourism form is promoted by the "Resita Bike Attack Association";
- Ecotourism – is favoured by the presence of national parks, natural parks, reserves and nature monuments, Sites of Community Importance (SCI) and Special Protection Areas (SPA). This tourism form is developed and promoted by the administrations of

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<sup>1</sup>INS, Tempo online database (<http://statistici.insse.ro/shop/>)



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- the protected areas and the "Association of Ecotourism" in Romania;
- Fishing and sport hunting tourism – capitalises the fish fund in the rivers and accumulation lakes and the hunting fund in the area.

### **Tourism attractions in the Pearl**

The tourist potential of the Iron Gates Pearl area is representative both in terms of diversity and value, but it is also marked of the Danube River and his beautiful Gorges.

Iron Gates Natural Park it is the place where the Danube forms it's longest and most spectacular gorges. The landscape is one of the most breathtaking in Europe and one of Romania's top natural attractions. The natural park is a rare mix of biodiversity, geological attractions, traditional villages, and multicultural heritage. On the territory of the park, the Danube forms the longest gorges in Europe (134 km) and, in its narrowest sector, creates the Great and Small Danube Gorges which represent the most picturesque part of the Danube's Canyon at its passing through the Carpathians. On a nine km. line length, the river has dug its way into the rocks, being at the same time the border between Romania and Serbia. At the Gorges, the mountains and the water are harmonized perfectly; here is the home of the wilderness and the human reunited into a single place of a special and impressive beauty.

Tourists can take one of the numerous river cruises that depart all day long from the Danube bank in Orsova municipality and navigate between the Great and Small Gorges, visit the cave "Veterani"/Veterans which was used many times across the centuries for protection against wars and conflicts. Tourists can also choose one of the many hiking trails with panoramic viewpoints above the defile or they can go on a guided tour of the cave Ponicoava. This cave is the largest in the Danube Gorge and its uniqueness consists in the fact that the access inside is done in two ways: by river — directly from the Danube — as well as by land. The most strange thing is that many of the concretions have the form of a snake, which is why the cave is also called the "Serpent King's Cavern".

"Sfinxul Bănăţean" / "The Sphinx of Banat", one of the most mysterious natural monuments in Romania, is a protected area of national interest, mainly managed for the preservation of the specific natural aspect. Also known as "The Sphinx of Topleţ", it is located on Cerna Valley, in Caraş-Severin County, on the territory of Topleţ commune, at a distance of 3 km from the Baile Herculane railway station. The name was chosen due to its resemblance to a Dacian figure, a head wearing a helmet, facing west. It is a megalith formed by erosion due to wind and rain, over a long period of time.



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In the villages from the Iron Gates, Serbian, Czech and Turkish communities left their mark on local culture, shaping its authenticity and cultural value. This is, in fact, the protected area with the highest ethnic diversity in Romania. A visit to the Iron Gates I Hydroelectric Power Plant Museum is an excellent chance to learn more about the local multicultural diversity. Among other things, the museum hosts an ethnography and folk art department which represent a precious rich heritage, bearing documentary value. The exhibition presents first of all aspects on the rural civilization in the Iron Gates region. The museum owns goods listed in the National Cultural Heritage Treasures list.

The "Iron Gates" Hydroelectric Power Plant is the largest hydroelectric plant on the whole Danube, being built as a result of the first cross-border collaboration between Romania and Serbia. It was commissioned in 1972, the entire hydroelectric plant being symmetrically built, mirrored and equally divided between Serbia and Romania. For the construction of the canal locks and the 14 spillways that led to the formation of the reservoir that serves the hydroelectric power station, ten localities from the Romanian bank had to be moved, as well as seven from the Serbian one. Together with other villages, the island of Ada Kaleh, inhabited for centuries by a Turkish community, was submerged and lost forever.

Plenty of historical attractions complete the list of places to see. Among the main attractions are the ruins of the medieval fortress Trikulje, Mraconia Monastery, the 14th-century Vodita Monastery, St. Ana monastery from Orsova and the unconventional Catholic Cathedral from Orsova.

Mraconia Monastery or "The Monastery placed beneath the Waters" was built on the site of a former observation and guidance point for ships crossing the Danube Gorge, at a distance of 20 km of Orșova. It is built on a cliff of rock and gives the viewer the impression that it is going to collapse in the waters of the river. The beauty of the landscape is complemented by that of the church of this monastic settlement. Its uniqueness consists in the fact that this place of worship has the shape of a cross that seems to be floating on the waters of the Danube River.

Close to the Monastery of Mraconia, you'll find the biggest rock sculpture in Europe, representing the ancient Dacian king, Decebal. Almost 55 meters tall, the sculpture required 10 years (1994-2004) of hard and often dangerous work as the rock is only accessible by water. It is the tallest sculpture in stone from Europe, has only six meters lower than statue of Liberty, but eight more than monument of Christ in Rio de Janeiro, and about ten meters higher than legendary Colossus of Rhodes. Businessman and historian Iosif Constantin Dragan was the one who promoted and financed the idea of this work during 1994-2004.



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On the opposing Serbian shore, you'll see the symbol of the Roman Empire's final attack over the Dacian Kingdom, the rock inscription "Tabula Trajana", almost 2,000 years old.

The cultural and historical potential includes important material and immaterial elements of the local cultural identity. The area is home to several Roman heritage sites all near the Danube River.

In two millennia of continuous existence, Herculane Spa resort was favoured by the miraculous efficacy of thermal springs and is considered a "gift of the gods" and the resort's picturesque setting in a valley sheltered by mountains, featuring a unique beauty. Situated on the Valley of Cerna River, at a distance of five kilometres from the main road – DN 6 (E70) – and the international railway Bucharest – Timisoara – Moravita, the resort is also accessible by the Danube River. The mountain area bordering Cerna Valley is included in the "Domogled – Cerna Valley" National Park. Herculane resort is one of the oldest spas in the world with an attestation of more than 1850 years. The basis of the resort was made in 102 AD by the Emperor Trajan, when the Romans took from Greek the cult of spas which then they developed. The resort's name is linked to the god Hercules, son of Zeus and the beautiful Helen, recorded in Roman mythology as the patron of the hot springs, a symbol of power and balance between physical and spiritual strength.

During the Roman civilization, Cerna Valley resort was an important attraction for ancient Rome aristocracy. The Romans have left many remains: aqueducts, baths, statues, coins, votives raised as signs of gratitude to the gods for healing. Many of these objects are exposed in the Herculane Spa Archaeological Museum. After 1718 begins the modern history for Herculane Spa that was then a part of the Austrian Empire. The resort was accessed over time by great personalities, including: Emperor Joseph II, Emperor Francis I and Empress Carolina, Emperor Franz Joseph and Empress Elisabeth. In 1852, the Austrian Emperor considered Herculane Spa as "the most beautiful resort on the continent and Empress Elisabeth – Sissi –wrote in her diary "Herculane represents a distinct and delightful presence". Orsova municipality was the site of a Roman port in Dacia Malvensis, and the site of a Castrum named Dierna. For visitors, the town is surprisingly beautiful due to its recently built waterfront along Danube (1970). Few tourists know that old Orsova town is currently under water. Under the Danube River, whole history pages of the town are located, from the traces of Dacians and Romans to the Ottoman and Austrian periods. The Catholic Cathedral from Orsova is unique in Europe, its specific elements being the pavilion shape of the interior and the roof that has a cross shape, representing a place of worship for all the believers in Orsova – Germans, Czechs, and Hungarians. The painted frieze located in the Cathedral, was done in a modern way. Therefore, inside the Cathedral, modern figures are painted in religious images: the Bolshevik reformer V. I. Lenin, the gymnast Nadia Comaneci, ex-Beatles John Lennon and the Romanian actors Florin Piersic and Ana Szeles. Thus, near Pontius Pillat





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appears Lenin that instigates the people against Jesus. In the painter's vision, John Lennon symbolizes the joy of Jesus' resurrection.

Located on the highest terrace of the Danube, Drobeta Turnu Severin, the capital of Mehedinți County, is the most beautiful town on the course of the Danube in Romania. Drobeta was discovered by the Roman legions while looking for new territories to conquer, in an attempt to "globalize" the world of those times. The marks of the Dacian-Roman wars are still present in the modern Town of Drobeta Turnu Severin today: the ruins of the Trajan's bridge built by Appolodorus of Damascus, the craftsman of Trajan's Column in Rome (Italy) and those of the Roman Camp of Drobeta, the first stone fortress built in Dacia in order to defend the northern end of the bridge. The ruins of both, of Trajan's bridge and of the Roman Camp of Drobeta are preserved outside the Iron Gates Museum in Drobeta Turnu-Severin.

## 2. SWOT-analysis of the Iron Gates Pearl – RO

### 1. Transport

	Positive	Negative
Internal characteristics	<ul style="list-style-type: none"> <li>• Location of the studied area, in the South eastern extremity of Romania, on main roads and fluvial connection to other European countries;</li> <li>• Existence of Pan European corridors IV road/rail and corridor IX Rhine - Danube;</li> <li>• Existence of European roads - E70;</li> <li>• Existence of national road DN 57 that accompanies the Danube river over a distance of 114 km, from Orșova (Mehedinți county) to Naidăș (border point with Republic of Serbia);</li> <li>• The existence of two river ports on the territory of the Pearl</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of motorways and express roads network;</li> <li>• National roads with only two lanes;</li> <li>• Speed circulation by rail lower than European standards, due to advanced state of degradation of the railway network;</li> <li>• Inadequate border connection between Romania and Republic of Serbia;</li> <li>• The region does not have its own air transport infrastructure;</li> <li>• Lack of ring-roads in the case of most towns in the Pearl, generating noise and air pollution;</li> <li>• Low carrying capacity of</li> </ul>



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	<p>(Orsova and Drobeta Turnu Severin);</p> <ul style="list-style-type: none"> <li>• Short distance from Craiova International Airport (110 km from Drobeta Turnu Severin and 140 km from Orsova) and Timisoara International Airport (180 km from Baile Herculane).</li> <li>• Existence of main railway 900 which crosses the region from Drobeta Turnu Severin municipality to Orsova municipality reaching Baile Herculane resort;</li> <li>• Existence of a developed urban transport network;</li> <li>• Access to all region's localities and tourist destination is facilitated due to existence of a developed bus – minibus system.</li> </ul>	<p>existing roads showing accelerated degradation;</p> <ul style="list-style-type: none"> <li>• High percentage of out-dated district roads;</li> <li>• Improper lighting and marking of road, leading to decrease of driving speed;</li> <li>• Low share of modernized communal roads;</li> <li>• Lack of means of naval transport for tourists;</li> <li>• Poor development of combined transport and of required logistics;</li> <li>• Lack of modernized train stations and bus stations;</li> <li>• Railway transport decline in favour of the road transport;</li> <li>• Lack of tourist ports and cruise services;</li> <li>• Lack of bicycle routes that would provide an alternative to motorized transport;</li> <li>• Inadequacy of transport infrastructure on existing demand road – rail- fluvial.</li> </ul>
<p>External characteristics</p>	<ul style="list-style-type: none"> <li>• Intensification of cross border cooperation supporting the development of all type of infrastructure through Cross-border Cooperation Programmes with Serbia and Bulgaria;</li> <li>• Drobeta Turnu Severin port inclusion in the program "D.A.N.U.B.E. - Danube access network - Unlocking traffic in Europe by developing in Romania a high-quality TEN-T port</li> </ul>	<ul style="list-style-type: none"> <li>• Low level of absorption of the European Funds in the cross-border programmes for the development of infrastructure;</li> <li>• Decreased volume of passenger transport along the Danube;</li> <li>• Decreasing trend in using rail transport in favour of road;</li> <li>• Assigning low resources for rehabilitation of road and rail</li> </ul>



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	<p>infrastructure;</p> <ul style="list-style-type: none"> <li>• Implementation of several infrastructure projects for the Romanian Danube sector within the Danube Strategy;</li> <li>• The existence of regional modernization programs for road transport sector;</li> <li>• The existence of projects for i the development of infrastructure for the rental of bicycles;</li> <li>• High interest of Central European countries in developing transport infrastructure along the Danube with a special focus on intermodal transport.</li> </ul>	<p>transport by the national and local authorities.</p>
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**2. Tourism**

	<b>Positive</b>	<b>Negative</b>
Internal characteristics	<ul style="list-style-type: none"> <li>• Existence of diverse and rich tourist resources;</li> <li>• The presence of mineral waters capitalised for therapy and for the prophylaxis of many diseases;</li> <li>• Practising tourist activities all year round;</li> <li>• Rich cultural patrimony;</li> <li>• Keeping the customs and traditions in the localities of the rural areas;</li> <li>• Accumulation lakes and rivers where facilities can be created;</li> <li>• Diverse protected natural areas (1 national parks, 1 natural park, 20 natural reserves);</li> <li>• Developing niche tourism forms: ecotourism, cycle-tourism, off-</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of mobility information centres and promotional activities;</li> <li>• The degradation of tourist resort Baile Herculane);</li> <li>• Low conservation condition of the historic monuments and hotels in Baile Herculane;</li> <li>• The weak tourism capitalisation of the Danube river in tourism;</li> <li>• Poor tourist promotion in the domestic and international fairs, where only the main tourist resorts and the well-known cultural values are present;</li> <li>• Poor tourist information (signs, panels, tourist marks);</li> </ul>



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	<p>road, speological tourism;</p> <ul style="list-style-type: none"> <li>• Existence of NGO's which are active in developing and promoting niche tourism;</li> <li>• High diversity of the accommodation units (types of units);</li> <li>• Existence of tourist information centres/points in several localities in the region;</li> <li>• The Danube River has an extraordinary tourist and economic potential.</li> </ul>	<ul style="list-style-type: none"> <li>• Small number of tourist programmes promoted by the tourism agencies;</li> <li>• High concentration of the accommodation places in the 2-3 star category (about 96% of the current accommodation places);</li> <li>• Lack of capital of the tourism companies for direct investment in tourism;</li> <li>• Limited uniformity of the services offered by the Visiting Centres and Information Points (VC&amp;IP) and a limited working program with the public;</li> <li>• Limited experience and training of employees in the tourist information centres with reference to the communication techniques and specific tourist information techniques.</li> </ul>
<p>External characteristics</p>	<ul style="list-style-type: none"> <li>• The integration in the European Union offers additional development opportunities, including in tourism, financing, attracting investors and tourists;</li> <li>• The possibility to connect the tourist objectives in the region with similar itineraries in the neighbouring counties, the DKMT region and the Western Europe;</li> <li>• The existence of local associations and organisations;</li> </ul>	<ul style="list-style-type: none"> <li>• Underdeveloped infrastructure hinders economic development of affected communities, also adversely affect people in their daily activities;</li> <li>• A constant attitude of inertia in developing this economy sector;</li> <li>• The exodus of the qualified workforce in other countries and the fluctuation of the tourism staff;</li> <li>• The rise of competition on the national and international market (i.e. Serbia, Bulgaria);</li> <li>• The tourists' rising expectations;</li> </ul>



	<ul style="list-style-type: none"> <li>• Poor involvement and understanding by public authorities for the appropriate exploitation of tourism development not affecting the Danube river environment.</li> </ul>
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### 3. Key stakeholders in the Pearl

The most important key stakeholders in tourism in the Iron Gates Pearl area are:

- Ministry of Tourism – applying the national policies to develop tourism in Romania;
- The Ministry of Transport has in its organizational chart The General Directorate of Strategy, Public Policy and Multimodal Transport
- Caras-Severin County Council and Mehedinti County Council – applying the tourism development policies in the Caras-Severin and Mehedinti counties;
- Mountain Rescue Public Services (in Caras-Severin and Mehedinti counties) – maintenance of the tourist trails and mountain rescuing in case of accident.
- Local public authorities – Caras Severin County Council, Mehedinti County Council, Town Halls of Orsova, Drobeta Turnu Severin and Baile Herculane resort - developing local infrastructures and tourist activities;
- Local associations: ‘Clisura Dunării Association’, Local Action Groups; Baile Herculane Tourism Association, ‘Pro Turism Herculane’ Association, “Pro Mehedinti Association”, ‘Cazanele Dunării Dubova’ Tourism and Recreation Association – developing some initiatives of tourism and local development;
- Administrations of the protected areas (Administration of the Iron Gates Natural Park and Domogled – Cerna National Park) – preserving and capitalising the natural patrimony for tourism;
- Owners and administrators of the tourist units – offer accommodation, food, recreation, treatment and tourist transport services;
- Tourism agencies – creating tourist programmes;
- Association of Ecotourism in Romania – developing ecotourism at national level;
- Bike Attack association – developing trails and cycle-tourism programmes in the area.

The National River Danube Ports Administration functions as the harbours authority in its area of activity, within the port limits. As harbours authority, the company applies the policies, the infrastructure development programs and the waterways development programs issued by MTI, ensuring the functionality and the management of ports and shipping infrastructure.





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The company has in administration the port from Drobeta Turnu Severin municipality (Mehedinți County) functions as a port of freight and passengers.

Besides the role of establishing the general development framework of the two activity sectors (transport and tourism and their interaction) the public authorities listed above are responsible for prioritizing and implementation of public investment in tourism and transport.

### 4. Selection of set of measures

The establishment of the set of measures required for the realization of the SRTMP was done by consulting all local stakeholders involved in the management and administration of the Pearl (Orsova Town Hall, Baile Herculane Town Hall, Drobeta Turnu Severin Town Hall, and Mehedinți County Council). These consultations took place during the first regional workshop and during the regional training session. Secondly, were taken into account the measures included in the regional development plans and strategies and in the plans related to the development of the transport activity as well as the regulations of the SRTMP Implementation Guide. For each measure, priority was set, along with the timeframe for its implementation, the financing possibilities as well as the factors responsible for the implementation of the measure.

NIRDT has identified the following measures:

- **Establishment of Tourism and Mobility Information Center (TMIC)** in Orsova municipality. This TMIC will be achieved at the premises of the existing Tourism Promotion and Information Center and will be equipped with the necessary equipment, will feature two employees trained in mobility, promotional and information materials;
- **Development of bicycle rental centers** in Baile Herculane resort, Orsova municipality and Drobeta Turnu Severin municipality;
- **Development of new bicycle routes** in the three localities, thus ensuring sustainable access to the important tourist spots within Pearl;
- **Development of a mini tourist and recreational port** at the premises of the passenger port of Orsova;
- **Development of a horse riding centre and of a mountainous tourist route** linking Baile Herculane resort to Pecinișca belvedere lookout;
- **Developing a thematic (cultural and historical) tourism package** that contains information about the possibilities offered to the tourists for sustainable travel within



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the Pearl, as well as information about the tourist attractions that are in the area and the possibilities for travelling to reach them.

Description of the proposed measures:

<b>1.Establishment of a Tourism and Mobility Information Center (TMIC)</b>	
Short description of the measure	The Mobility Information Center will be done within the existing location of the Promotion and Tourist Information Center, operated by Orsova Municipality. It will be provided with the necessary hardware and software as to provide information on transport offers for the full range of public transport rides, alternatives that provide time savings, discounts, free services, trains or special buses, ticket sales, travel planning consultancy, excursions and tourist itineraries with sustainable means of transport, dissemination of promotional and information materials, and so on. The centre will feature two employees trained in mobility, and promotional materials.
Estimated impact of the measure and contribution to the overall objective	The measure is of crucial importance because it facilitates customer access to public transport information and provides information and services on sustainable modes of transport and services both within Pearl and between Pearls. TMIC will improve the access to information which is one of the major constrains for visitors to use sustainable means of transport when travelling in the Danube region.
Estimated cost in EUR of implementation	The existing Tourism Promotion and Information Center is already equipped with the necessary technical equipment that will be used by the TMIC.  The estimated cost will be: 11.020 Euro
Financing options	Orsova Municipality, Mehedinti County Council, EU-projects
Realization horizon	short term – 2020



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Responsible organizations to be involved	Orsova Municipality, Mehedinti County Council
Responsible organization of implementation	Orsova Municipality
Priority	high



TMIC in Orsova (in the premises of the Tourism Promotion and Information Center)



TMIC in Orsova (in the premises of the Tourism Promotion and Information Center)





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<b>2. Development of bicycle rental and maintenance centers</b>	
Short description of the measures	<p>This measure will be developed in all 3 settlements in the pearl (Orsova and Drobeta Turnu Severin Municipalities and Baile Herculane spa resort). In the Pearl, occasional bike-rental services are provided by some private guest-houses. The Center for Bicycle Rental and Maintenance in Orsova will be located near the Mobility Information Center and the one in Baile Herculane Resort will be placed in the centre of the locality, near the statue of Hercules.</p> <p>In the case of Drobeta Turnu-Severin, it already has a Feasibility Study for the arrangement of automatic bicycle rental and delivery stations at various points of interest of the town. It takes into account the "Integrated Urban Development Strategy for the period 2014-2020" of the municipality in which it is planned to implement the project "Alternative urban mobility System using automatic bicycle rental stations – Drobeta VeloTown".</p>
Estimated impact of the measure and contribution to the overall objective	This measure will contribute substantially to the development of sustainable transport services within the Pearl as well as to the possibility of travelling to other Pearls.
Estimated cost in EUR of implementation including the information and promotion	<p>The estimated cost will be:</p> <ul style="list-style-type: none"> <li>- Bike rental in Orsova municipality: 32.673 Euro</li> <li>- Bike rental in B. Herculane spa: 32.182 Euro</li> </ul>
Financing options	Orsova Municipality, Baile Herculane Town Hall, Drobeta Turnu Severin Town Hall, EU-projects
Realization horizon	Short - 2020
Responsible organizations to be involved in the next steps of the process	Orsova Municipality, Baile Herculane Town Hall, Drobeta Turnu Severin Town Hall, SMEs and NGOs
Responsible organization of	Orsova Municipality, Baile Herculane Town Hall, Drobeta





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implementation	Turnu Severin Town Hall.
Priority	high



Location of the future bike rental center – Orsova Municipality



Location of the future bike rental center – Baile Herculane resort



Location of the future bike rental center – Drobeta Turnu Severin Municipality





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<b>3. Development of new bike routes</b>	
Short description of the measures	<p>This measure will be carried out in the three major locations within the Pearl: Baile Herculane, Drobeta Turnu Severin and Orsova. In Baile Herculane resort there will be a five km. long bicycle route linking the resort's historic centre to the routes in the Cerna Domogled Natural Park. In Orsova, the bike route will run alongside the area of the Danube Gorges, linking the Mobility Information Center in Orsova with the Mraconia Bay, where tourists can admire the Mraconia Monastery and the carving of Rex Decebal's statue.</p> <p>In the municipality of Drobeta Turnu Severin, the route will take place in the town area, connecting several parks and leisure areas.</p>
Estimated impact of the measure and contribution to the overall objective	This will allow tourists to get to the various tourist attractions of the area more quickly, using the new cyclotourism routes.
Estimated cost in EUR of implementation	<p>The estimated cost will be:</p> <ul style="list-style-type: none"> <li>- Bike route in Orsova: 7.359 Euro</li> <li>- Bike route in Drobeta Tr.Severin: 5.844 Euro</li> <li>- Bike route in BHerculane: 3.000 Euro</li> </ul>
Financing options	EU-projects, municipal budgets
Realization horizon	medium 2025
Responsible organizations to be involved in the next steps of the process	Municipalities in cooperation with SMEs and NGOs
Responsible organization of implementation	Municipalities
Priority	High



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Cycling path in Baile Herculane resort



Cycling path in Orsova municipality



Cycling path in the area of the Danube Boilers



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<b>4. Development of a mini tourist and recreational port</b>	
Short description of the measures	<p>This will be done in the municipality of Orsova, on the Danube bank near the island of Pescarus. Currently in the area there is a nautical base for performing professional water sports as well as for agreement sports featuring two cruise ships (Flamingo and Dierna) for excursions in zone of the Danube Boilers and sports fishing gear.</p> <p>Therefore it is necessary to develop: a cruise terminal; a shopping centre; food &amp; beverage facilities; a recreational park; a pontoon and a wharf for ships mooring; a launching ramp for recreational vessels.</p>
Estimated impact of the measure and contribution to the overall objective	<p>The existence of a tourist and recreational port in Orsova will effect in: increasing the number of jobs, increasing the competitiveness of the tourism in the region; increasing the number of domestic cruises; the tourists will be able to easily access the tourist attractions in the town surroundings; the number of expected additional tourists will increase; the access to tourist services and tourist information will increase; economic development of the southern region of the county.</p>
Estimated cost in EUR of implementation including the information and promotion	<p>The estimated cost for the development of the tourist miniport (by expanding the existing port) is: 2.7 Million Euro</p>
Financing options	<p>Available financing options: County Public Authorities (Mehedinti County Council, local administrations), sponsorships, the Ministry of Transport, European Funds.</p>
Realization horizon	<p>medium</p>
Responsible organizations to be involved in the next steps of the	<p>Orsova Town Hall, Mehedinti County Council</p>





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process	
Responsible organization of implementation	Orsova Town Hall
Priority	high



Dierna cruise ship (<http://www.informatii-romania.ro>)



Orsova Port (<http://www.informatii-romania.ro>)



Orsova – Danube shore (<http://4run.ro>)



<b>5. Development of a horse riding centre and a mountain leisure tourist route</b>	
<p>Short description of the measures</p>	<p>The horse riding centre will be at a distance of 2.5 km from Pecinişca (a locality that falls under the administration of Baile Herculane resort). The transport to the centre will be on the national road 67 D and will be done by bicycles. The national road is half paved half asphalt. The horse riding centre will feature seven horses, a food &amp; beverage facility, a dedicated leisure area.</p> <p>The riding tours will take place in the Pecinişca Valley, on the Pades Peak, in the Musuroaie glade, in the zone of the Dear's Slush ("Balta Cerbului"), over an area with a length of approximately 28 km of forest road. The existence of a trout farm along the mountain trail will make it possible to taste traditional local products.</p>
<p>Estimated impact of the measure and contribution to the overall objective</p>	<p>This measure will effect in:</p> <ul style="list-style-type: none"> <li>- Tourists have the possibility to practice recreational sports and open air activities;</li> <li>- Will reduce the environmental pollution in the protected areas and increase the interest of tourists to practice mountain sports;</li> <li>- Will increase the attractiveness of traditional tourist centres for internal and neighbouring countries tourists;</li> <li>- Increasing the access of tourists to services and information will lead to the creation of new tourist programs and packages in the Danube region;</li> <li>- The unemployment rate will be reduced due to the involvement of residents in tourist guide activities and in the connected services;</li> <li>- Different possibilities to access county tourist objectives by using various public means of transport leads to a good dispersion of tourist flow in the territory</li> </ul>





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	and development of new tourist attractions.
Estimated cost in EUR of implementation including the information and promotion	The total cost for the development of a new horse riding centre will be: 86.580 Euro
Financing options	The budgets of the local Town Hall, Caraş Severin County Council, sponsorships, private investments;
Realization horizon	medium
Responsible organizations to be involved in the next steps of the process	Baile Herculane municipality, Caras Severin County Council
Responsible organization of implementation	Baile Herculane municipality, Caras Severin County Council, Ministry of Waters and Forests
Priority	high



The location for the horse riding centre



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Mountain route for horse riding



Mountain route for horse riding

Development of a thematic tourist programme	
Short description of the measures	The measure consists in the elaboration and dissemination of Mobility package for tourists which will promote the sustainable mobility in the pearl. The measure aims to capitalize existing historical relics from ancient times which exist on Pearl territory. The existing transport offers will connect the most important thematic attractions and provide the access to the existing bus and train stations. Between localities, the transport can be organized using bus or train and on certain roads can be used means of transport belonging



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	<p>to locals. Within the localities, the tourists will use bicycles. Also, from Orsova can be organized short cruises on Danube river with special vessels.</p> <p>The achievement of this measure requires the construction of parking spaces, bike rental points, bike paths, communal roads rehabilitation.</p>
Estimated impact of the measure and contribution to the overall objective	<p>The connectivity between localities and main roads and railways will be improved not only for visitors but also for local residents</p> <p>All localities will benefit of an increase of tourists number. The county's unemployment rate will be reduced due to the involvement of residents in related tourism activities: guide activities, crafts, handicraft, souvenirs;</p> <p>Connection of this itinerary with similar tourist objectives from Serbia and Bulgaria will increase the number of foreign tourists. Last but not least, the promotion of the area and its economic development will be taken care of.</p>
Estimated cost in EUR of implementation including the information and promotion	<p>The collection of information, design and translation of the package will cost 7.000 Euro The printing and dissemination of the packages will cost 8.000 Euro The total cost 15.000 Euro</p>
Financing options	<p>The budgets of the local Town Halls, Caraş Severin County Council, Mehedinti County Council, sponsorships, private investments;</p>
Realization horizon	<p>medium</p>
Responsible organizations to be involved in the next steps of the process	<p>Municipalities, NGOs</p>
Responsible organization of implementation	<p>Municipalities, NGOs</p>
Priority	<p>high</p>



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Cruises along the Danube



The carving of the Face of King Decebal (Mraconia Bay)

### **5. Monitoring and updating of SRTMP**

The document, including the action and budget plan, will be presented to the political representatives in order to be adopted or included in some regional/local strategic documents and plans. The SRTMP will be widely promoted and must be accepted among local/regional stakeholders and citizens from the Pearl. The implementation of the Plan usually includes the refinement of targets as well as planning, detailing, managing, communicating and monitoring of the measure implementation. The Pearl's management committee will continually improve and update the SRTMP and will also ensure that the requirements of decision-makers are met by their timely implementation, within budget limits and in line with quality standards.



## 6. Conclusions

In conclusion, the elaborated SRTMP:

- Improves and complements the local/regional public transport system. The new SRTMP supports existing public transport offers, not compete against them;
- It is tailored to a specific demand and focuses on target groups;
- Ensuring public support by involving regional stakeholders from politics and administration, businesses (e.g. potential cooperation partners from tourism), planners and citizens;
- It must be adapted, monitored and promoted regularly in order to keep the offer up-to-date with users demand and requirements.

The SRTMP supports the development of Danubian tourism which could be developed in many different directions attracting many potential target groups:

- recreation and sport-tourism - walking and cycling tours, water sports
- eco-tourism - green activities, bird-watching, hiking in the protected parks
- cultural tourism – city tours, visit of cultural events, culinary and wine tours
- historical tourism – Roman remains, monuments

The SRTMP is following an intersectoral approach combining the transport and the tourism sector where cooperation is still weak. The SRTMP will have a strong focus on raising awareness and increasing capacity and capability of the relevant regional and national stakeholders to bring forward the concept of sustainable mobility.

A strong collaboration between all stakeholders and a correct implementation of the measures included in the SRTMP committed to sustainable mobility will increase the visibility of the Iron Gate RO Pearl on the European tourism market.





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## Project Partners

	<b>LP</b> Environment Agency Austria	EAA	AUSTRIA
	<b>ERDF PP1</b> Danube Office Ulm/Neu-Ulm	DOULM	GERMANY
	<b>ERDF PP2</b> WGD Danube Upper Austria Tourism Ltd.	WGDOOE	AUSTRIA
	<b>ERDF PP3</b> Regionalmanagement Burgenland Ltd.	RMB	AUSTRIA
	<b>ERDF PP4</b> Bratislava Self-Governing Region	BSGR	SLOVAKIA
	<b>ERDF PP5</b> West Pannon Regional and Economic Development Public Nonprofit Ltd.	WESTPA	HUNGARY
	<b>ERDF PP7</b> City of Vukovar	CIVUK	CROATIA
	<b>ERDF PP8</b> Development agency Sinergija	RASIN	SLOVENIA
	<b>ERDF PP9</b> Regional Administration of Vidin Region	VIDIN	BULGARIA
	<b>ERDF PP10</b> Club "Sustainable Development of Civil Society"	CSDCS	BULGARIA
	<b>ERDF PP11</b> National Institute for Research and Development in Tourism	NIRDT	ROMANIA
	<b>ERDF PP12</b> The South-East Regional Development Agency	SERDA	ROMANIA



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	<p><b>ERDF PP13</b>                  Government of Baranya County</p>		<p>HUNGAR                  Y</p>
	<p><b>IPA PP1</b>                  Danube Competence Center</p>	<p>DCC</p>	<p>SERBIA</p>
	<p><b>IPA PP2</b>                  Regional Development Agency Eastern Serbia</p>	<p>RARIS</p>	<p>SERBIA</p>

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