



FEASIBILITY STUDY

WP3

Bulgaria

Malko Tarnovo – Black Sea (Carevo)

Proposal for improving the signposting in the section
between Malko Tranovo and Black Sea





Feasibility study to improve the Route Conditions (signposting) of the ICT section Malko Tarnovo - Tsarevo

According to the AF feasibility study to improve the route conditions. The feasibility study will be implemented along the final itinerary, on a selected section or in case of a very short national sections for the whole lengths of the route. The feasibility study has to investigate technical solutions (bike path, pike lane, agricultural road etc.) and has to provide the most efficient infrastructure type and parameters. Construction of bicycle parking spaces (3) and information panels (3) at train.

1. Introduction –EXECUTIVE SUMARY

The ICT is the longest route of the European cycle route network and it is expected to generate annually 3.3 million daytrips, 849,000 holiday trips and have an economic impact of 355 million Euro when it is fully developed. In order to reach its full potential as the EuroVelo 13 route, we collect and evaluate potential itineraries, services, promotion /marketing conditions, the organisational and financial background of the ICT and define necessary actions until 2020. With the support of the South East Europe Programme the Southern section of the Iron Curtain Trail will be able to catch up to the more developed sections and become the engine of all cycle related development in the region.

Main objectives of the project:

- *To improve the accessibility of the South East Europe (SEE) regions by bicycle;*
- *To connect SEE region by a European long distance cycling route;*
- *To realise opportunities for cycling and public transport connections;*
- *To promote cycling and combined sustainable transportation as a means of sustainable mobility and tourism;*

- *To improve knowledge, exchange experiences and raise awareness on cycling and public transport related developments.*

The “Iron Curtain Project” project’s main outcomes:

- *Analysis and Planning: methodological preparation, surveys of several route sections, analyses and planning to improve cycling and public transport conditions along ICT route. Pilot developments to test the feasibility of cost effective technical solutions.*
- *Sustainable mobility offers: offers combining cycling and public transport desirable for end users that provide comfortable, fast and cost effective solutions for daily mobility and/or leisure, development. Offers on local, regional, national and transnational levels that involve public transport providers, local municipalities’ service providers, tour operators and other relevant stakeholders. Establishment of cycling friendly service provider network. Promotion of pilot sections providing basic infrastructure, signposting, public transport connections and services to end-users.*
- *Communication activities: Promotion and external communication to the professional audience and potential end-users – cyclists and cycling tourists.*

Joint sustainable promotional campaign to promote ICT route in the participating countries through national and regional communication tools. Marketing promotion activities (maps, mobility and tourism portals, campaigns for offers etc.)

The section between Malko Tarnovo and Carevo which is the subject of this feasibility study is the last part of the ICT and the link to the future Black Sea Cycling Trail. The tourist flow from the Black Sea coast Area is a potential source for cycling tourists for the ICT as well.

There is a huge cross border effect as there are about 15 000 cycling tourists annually crossing the Bulgarian-Turkish border.

The signposting costs of the route section Malko Tarnovo – Carevo and it’s related activities will be evaluated from the municipalities of Malko Tarnovo and Carevo.

2. Project background

2.1. Introduction of the project's lead beneficiary

The Bulgarian Cycling Association will act as a coordinator for the municipalities of Malko Tarnovo and Carevo which will be the lead beneficiaries for the both sections.

Both municipalities have the capacity and experience to apply and lead European projects. Extra input may be expected also from the Association of the Black Sea Municipalities.

2.2. Description of the road Malko Tarnovo-Carevo – the very important touristic municipalities



The town of Malko Tarnovo is situated in southeastern Bulgaria and it is the third largest city in Burgas region. Located in the heart of Strandzha mountain and it is completely over the territory of Natural Park “Strandzha”. The town borders to the municipalities of Sredets, Sozopol, Primorsko and Tsarevo, to the south with the republic of Turkey. The municipality is crossed by an international road which

is the shortest connection to Europe countries and those from the Near East. Malko Tarnovo is at about 76 km away from the region center of Burgas – the fourth largest town in Bulgaria, an important and perspective transport center. The population of the town is 2 951 people. The village of Tsarevo is 56 km away from Malko Tarnovo, the architectural-historical reserve of Sozopol - 60 km, the distances from the border point and a customs is just 9 km and on 45 km is set the town of Kurklareli (Turkey). The capital of Bulgaria - Sofia is situated 470 km from the town.

Main roads leading to Malko Turnovo are:

- **Main road Bourgas – junction Poda – the village of Marinka – the village of Krushevets – Bosna area – the village of Zvezdets – Malko Turnovo**
- **Bourgas – Tsarevo – the village of Bulgari – the village of Gramatikovo – Malko Turnovo**
- **Harmanli - Topolovgrad - Elhovo - Bolyarovo - Tagarevsko Inn – the village of Varovnik – Bosna area – the village of Zvezdets – Malko Turnovo**

Public transport is provided by transport companies from Burgas and Malko Turnovo. Unfortunately, there is no public transport between Malko Turnovo and Tsarevo. The nearest town on the Turkish side is Kirklareli (Lozensgrad) – 45 km away.

The town is situated in the middle of the valley.

Coordinates: 41°58'46.80" N, 27°31'25.75" E, 344 m above sea level

AREA DESCRIPTIONS

Small, but especially attractive is the only town in the heart of Bulgarian Strandja. It is located in a karst valley between Rezovska River and Mecha Reka River, and is surrounded by high wooded hills.

The town has 2447 inhabitants (data of 01.02.2011), but there is a large secondary school where children from the whole region study. The healing springs and ayazmi (holy spring), the monuments of historical and cultural heritage imbue the town with unique atmosphere and attract many tourists from Bulgaria and abroad. The tranquility, the proximity to unspoiled and unique nature, the variety of routes and landmarks around M. Turnovo make it a favorite holiday spot. The climate here is particularly beneficial for treatment of lung diseases and the town is visited by many people, especially children with such health problems.

Today the town is a starting point for visits to the villages of Brashlyan, Stoilovo, Slivarovo, Gramatikovo and also for visits to sites in Turkey: the town of Kirklareli (Lozensgrad) – a district center; the town of Wiese – the central residence of the Thracian dynasty Asti (Bizia) with the only remains of an ancient amphitheater in Strandja (II century AD), and with remains of an ancient fortress, St. Sofia Church (VI c); Dupnitsa cave; the village of Kayakyoy (ancient Salmidessos and medieval Midia) with St. Nikola rock monastery (VI c); Edirne and Istanbul.

The area surrounding Malko Turnovo offers a wide choice of interesting places for relaxation among nature – preserved forest areas with numerous springs, chapels, over 60 centuries-old trees. Only 5 km southwest of the town is the highest point in the Bulgarian Strandja – Golyamo Gradishte peak (710 m), which offers a spectacular view of the hills of Strandja, and in clear weather you can even see the Black Sea.

The numerous artifacts, architectural elements and sculptures that have been discovered prove that there used to be a rich ancient settlement, whose economic prosperity had been determined by its location at the crossroads, by the vast iron ore field, the dense oak forests and the large deposits of marble and granite. Roads used to connect it with Adrianople, Bizia, Apollonia, Deultum, and Marcianopolis.

Near the town of Malko Turnovo, accessible for visits are St. Bogoroditza chapel – 3 km northwest of the town in Peikova area, and "Bozheyne" chapel – 3 km to the southeast in Tsarnogorovo area. In old times there used to be a little monastery with a holy spring there. In the early nineteenth century there was a big village fair which was attended by people from the surrounding villages. Today the chapel has been restored and is visited on Ascension Day (Spasovden).

The symbol of the city is Golemiyat Vris (spring) built in 1862. Before it was covered, it used to be ayazmo (holy spring) where prayers for rain were performed.

Interesting sites to visit:

Historical museum with a natural history collection

The five exhibitions of the museum are located in three houses, typical representatives of the Strandja National Revival architecture. The first one houses archaeological monuments found on sites in and around the town. Icon paintings are presented in a separate exposition and the collection contains works by local painters. Special attention is paid to the Preobrajensko Uprising, and the ethnographic collection contains authentic artifacts and items of clothing from the East Rupska ethnographic area, part of which is Malko Turnovo region. If you visit the natural history collection, you will have an exciting experience becoming familiar with the nature of Strandzha – use the phone booth to "talk" with the birds, sign up for an unusual "language course" and if you are not afraid, enter the dark room to experience the forest of Strandja by night.

The Assumption of Bogoroditza Orthodox Church

It is located in the city center. It was founded in 1745 on the site of an ancient Thracian sanctuary. The present-day church was built in 1830. A marble slab built into the south wall of the temple gives information about the year of construction, and also tells that it is a "Bulgarian Orthodox Church", restored for the third time and consecrated on "May 9, 1899".

The Russian army of General Dibitch Zabalkanski took part in its construction in 1830. The church now houses more than 150 icons, among which are beautiful examples of the Strandja icon painting school. Some of them date from the early XIX c - St. Trinity, St. John the Baptist, St. Nikola, etc.

St. Trinity East Catholic Church

It was built between 1931 and 1936. It houses icons from St. St. Cyril and Methodius church in Adrianopolis. In 2000 Bishop Hristo Proykov declared the church a place for commemorative worship.

On May 25, 2002 while visiting, Pope John Paul II crowned the Chenstohovskata icon of Virgin Mary – Patroness of the unity of Christians.

Some of the residents of Malko Turnovo joined the adopted in 1860 Union with the Holy See. Preaching in the town was carried out in Bulgarian, a Catholic church was built, and a Bulgarian Catholic school was opened.

Thracian cult complex in Mishkova Niva area

Thracian tombs and mound necropolis in Propada area

Thracian rock sanctuary in the Kamenska Barchina Holy Trinity Chapel – located in Pryaslopat area, about 2 km west of the town

St. Bogoroditza Chapel – a chapel and a healing spring, 8 km northwest of the town, in Peikovo area

St. Bogoroditza Chapel – about 4 km southeast of the town in Chernogorovo area – one of the most beautiful in the region of Malko Turnovo. Since 1914 the traditional Chernogorovski fair has been held here on the day of Golyama Bogoroditza (28.08).

More information about the town and the landmarks around it can be obtained from:

The local tourist information centers – one of them is located in the town center, behind the The Assumption of Bogoroditza Church. The other one is 2 km from the city, in Pryaslopat area. It has been set up to cater for tourists visiting the Thracian cult complex in Mishkova Niva area, the remains of a Thracian fortress on Golyamo Gradishte peak, the Thracian tombs in Propada and the Thracian rock sanctuary in Kamenska Barchina.

Visitors' Information Centre of Directorate of Natural Park Strandja – located in the white house near the new market. This is the first center of the Directorate of the Park which provides information about natural resources, accommodation and visits, but at the same time the modules of its small exposition are interactive and allow for learning about Strandja and its biodiversity in an enjoyable and attractive way.

Tourstict attractions for the cyclist:

The tracian stones



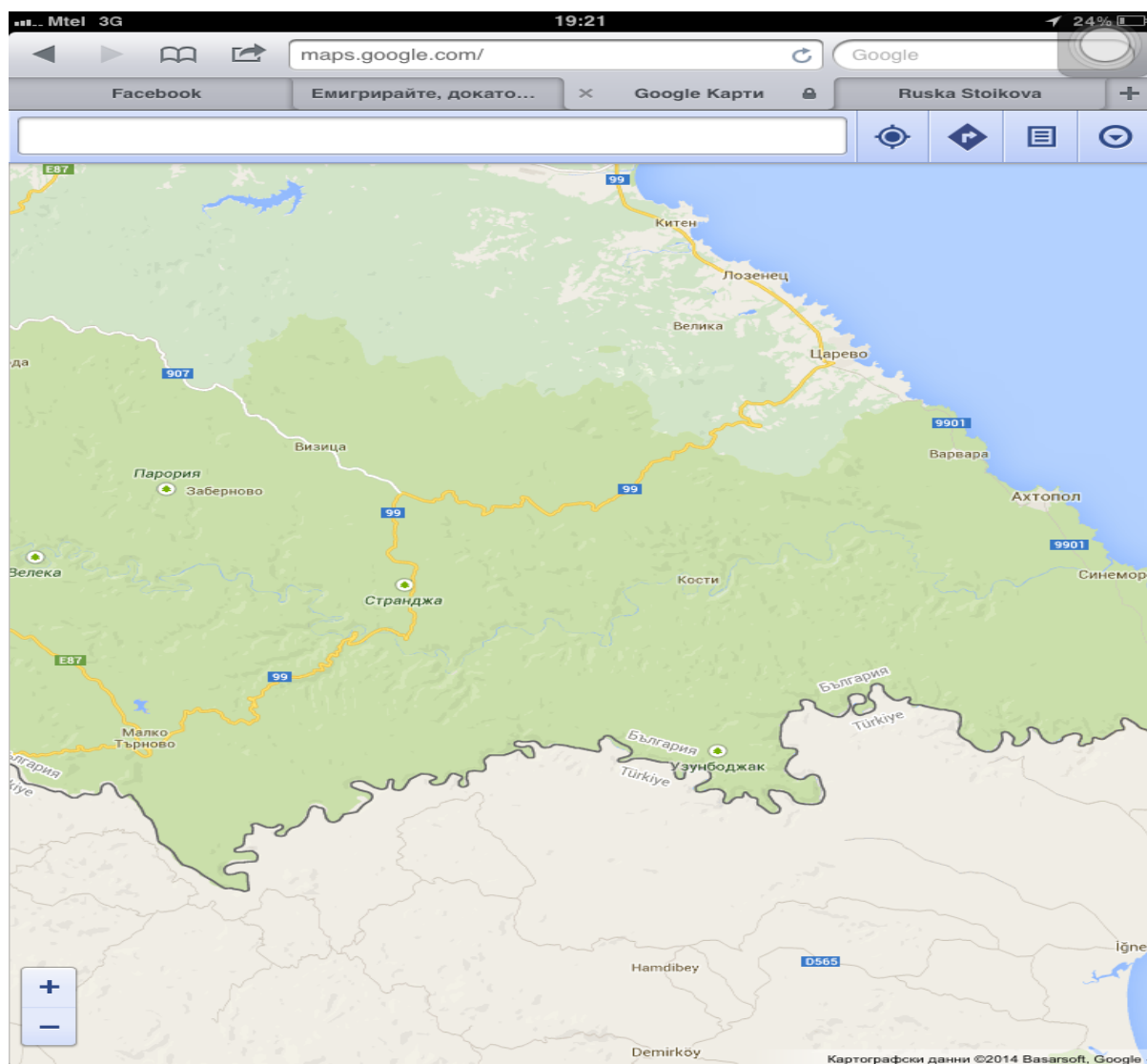
The typical beautiful houses in the mountain of Strandja



View of city of Malko Tarnovo







Carevo

Tsarevo (Bulgarian: Царево, also transliterated Carevo or Tzarevo; formerly known as Michurin, Bulgarian: Мичурин and Vasiliko, Greek:Βασιλικόν) is a town and seaside resort in southeastern Bulgaria, an administrative centre of the homonymous Municipality of Tsarevo in Burgas Province. It lies on a cove 70 km southeast of Burgas, on the southern Bulgarian Black Sea Coast at the eastern foot of Strandzha mountain. As of December 2009, the town has a population of 5,884 inhabitants.

History:

Underwater archaeological surveys have discovered amphoras from the Late Antiquity (4th–6th century) and import red-polished pottery made in Constantinople, Syria and North Africa, which indicates prospering trade in the area at the time. The city's southern peninsula has remains of a medieval fortress.

The town was first mentioned as Vasiliko by the 12th-century Arab geographer Muhammad al-Idrisi. Whether it existed during the First Bulgarian Empire is unknown. In the 15th and 16th century, Vasilikoz was an Ottoman port. According to 17th-century traveller Evliya Çelebi, in 1662 the town Vasilikoz Burgas comprised a square fortress on a ridge overlooking the Black Sea surrounded by plenty of vineyards. Although its cove was suitable even for the largest of ships, it was usually avoided by the seamen because it offered little protection from the powerful eastern winds.

Vasilikoz was featured in the Ottoman tax registers in the late 17th and the 18th century, as part of the kaza of Anchialos (Pomorie). According to the Austrian ambassador in Constantinople, in 1787 it was a town of 200 houses and a lively port. In 1829, another western traveller mentioned Vasiliko as a town of 220 houses, the main occupation of its residents being ship building and fishing. Another source lists its population in 1831 as 1,800 (with 434 houses).

The old town was located in the southern part of the cove, where the modern quarter of Tsarevo called Vasiliko is. In the first half of the 19th century, Vasiliko had a marine of 42 ships. There were 10 windmills and a watermill in the vicinity, and the nearby vineyards produced up to 6,000 pails of wine a year. There was a Greek school which was also visited by many Bulgarians, contributing to their partial Hellenization.

In 1882, a fire destroyed almost the entire town, forcing the locals to re-establish the city on a new site, on the peninsula of the northern cove called Limnos. In 1903, the new Vasiliko had 150 houses, but other statistics list 460 houses in 1898 (160 Bulgarian and 300 Greek) and 240 Greek-only houses in 1900.

After the village was ceded to Bulgaria in 1913, following the Balkan Wars, its Greek population moved to Greece and was replaced by Bulgarians from Eastern Thrace. In 1926, Vasiliko had 409 households. After a new wharf was constructed 1927–1937 with the financial aid of Tsar Boris III of Bulgaria, the town was renamed to Tsarevo (a literal Bulgarian translation of Vasiliko, "royal place") in his honour.

Church in the Vasiliko quarter of Tsarevo



View of Carevo



3. Definition of demand, needs and goals

3.1. Evaluation of the current situation

At the moment there is no signposting for the ICT route.

3.2. Supply and demand analysis

We expect in the near future the opening of the new check point at Rezovo that will significantly increase the tourist flow in the border area between Turkey and Bulgaria.

3.3. Target groups

Local and international cyclist. We expect 7% from the tourists visiting the South coast to be potential cyclist in case there is proper cycling infrastructure. The evaluation of the tourist flow of south coast of Bulgaria is 4 mln. Tourists.

3.4. Determination of goals

The cross - border effect will be significant as the coastal area of Turkey is not develop and will attract many tourists from Bulgaria once the check point is open and both ICT and BSCT are sign posted.

3.5 Technical specification

Detailed technical specification will be executed from the municipalities in a separate study which will define the content, planned activities etc.

This feasibility study will only draft the expected costs for the signposting.

Elaboration of costs

Planning phase, approximate costs :

- launching a working group with 4 meeting per year for a period of two years. Total meeting eight. Cost for organization per meeting including venue, catering, transport cost for participants without own budget, accommodation for participant without own budget – 4500 euro per meeting.
- planning of signposting, assessment of number of signs chose of engineering platform. Consultancy cost – 6000 euro.

Elaboration phase

Based on previous signposting activities we consider the total cost per sign to be around 200 euro.

3.6 Changes of the laws in order to have better signposting

Major obstacle for the Bulgarian local authorities is the old and not updated regulation base in Bulgaria regarding planning and development of cycling infrastructure, especially those concerning signposting and cycle lane planning in urban area. The following is the original text in Bulgarian elaborated as part from the Bulgarian Cycling Network and submitted to relevant authorities for changes and laws and regulations in favor of cycling. The feasibility study should consider the allocations of funds necessary for launching a national campaign (KERABAN) involving relevant stakeholders for a long term solution

СТАНОВИЩЕ

Относно: проект за промени на Наредба №2 за планиране и проектиране на
комуникационно-транспортните
системи на урбанизираните територии

Уважаеми г-н Петров,

От името на Национална мрежа на велосипедните организации в България отправяме следните коментари по проекта за промени в Наредба №2 за планиране и проектиране на

комуникационно-транспортните системи на урбанизираните територии:

1. Готвените промени са козметични и не отразяват нуждата от цялостно преразглеждане и промени в Наредба 2 за ППКТСУТ.

2. В разговори с проектантите, представители на общини и общински служители по отношение на изграждането на велосипедна инфраструктура, като част от транспортните системи в градовете, сме идентифицирали нуждата от промени в Наредба №2 по отношение на:

2.1. Уеднаквяване и прецизиране на терминологията по отношение на велосипедната инфраструктура (разлики между велосипедна пътека, вело-алея, велосипедна пътна лента и т.н.)

2.2. Въвеждане на нови добри практики за велосипедна инфраструктура, които при изпълнението на настоящата наредба са невъзможни или прилагането им е

затруднено. Това води до изпълнение на некачествена велосипедна инфраструктура и съответно неефективно разходване на европейски и бюджетни средства.

2.3. Въвеждане на промени в нормите за оразмеряване на велосипедна инфраструктура и осъвременяването им. Настоящите норми не отразяват действителните ситуации, с които проектантите следва да се съобразяват. Няма връзка между наличните добри практики за велосипедни и транспортни решения, които се обменят чрез инструментите на ЕС, поради това, те остават неприложими за България, чрез настоящия проект за промяна на Наредба №2 за ППКТСУТ.

В този смисъл предложените промени с въвеждане на норми за паркиране на велосипеди в жилищни и обществени сгради са недостатъчни и не отразяват в пълнота необходимостта от осъвременяване на изискванията и практиките за велосипедна инфраструктура като цяло.

3. Поради ускорените срокове на процедурата за промяна на Наредба №2 са изключително ограничени възможностите за обсъждане и прецизиране на промени, които бихме предложили съгласно т.2 по-горе.

4. Вариантът с проект за промяна на Наредба №2, който се разпространява, не съдържа задължителните приложения към наредбата, без които не бихме могли да предоставим адекватно мотивирано становище.

Смятаме, че Министерство на регионалното развитие следва да предостави възможност за процедура по цялостно преразглеждане и осъвременяване на Наредба №2 за ППКТСУТ, а не да въвежда частични промени чрез спорадични процедури с ускорени срокове! Настоящата процедура е в ущърб на интересите на общините, както и, в частност, на велосипедистите в България, които представляваме. В тази връзка настояваме:

1. Настояваме да бъде оповестено заседанието на Обществения съвет, на което се очаква да бъде разгледан проекта за промяна на Наредба 2 за ППКТСУТ и да бъде поканен представител от Национална мрежа на велосипедните организации. Смятаме че това е наложително имайки предвид предложените промени по отношение на велосипедното паркиране.

2. Настояваме да бъде стартирана процедура за цялостно преразглеждане и осъвременяване на Наредба 2 за ППКТСУТ с участието на широк кръг специалисти, представители на заинтересовани общини и организации.

Национална мрежа на велосипедните организации в България, е обединение с нестопанска цел на 20 юридически лица и неформални групи от граждани, споделящи стремежа към подобряване на условията за велосипеден спорт, туризъм и транспорт в България. Мрежата е новосформирана през 2014 г по проект "Национална велосипедна мрежа", реализиран с финансовата помощ на Програмата за подкрепа на неправителствени организации в България по Финансовия механизъм на Европейското икономическо пространство.

4. Implementation of the project

4.1 Project management

Municipalities of Malko Tarnovo and Carevo as lead beneficiaries and BCA will only coordinate there activities.

4.2. Detailed proposal for operation

As described in point 3.5 the cost for signposting in this stage are only based on initial assessment and assume the future situation of relevant laws changes. Otherwise in the present situation it is too complex and expensive to plan any signposting activities.

4.3. Timing

We expect the signposting to be finalized in six months from the moment the laws and regulations are changed.

5. Financial analysis

The amounts in point 3.5. are based on the current standards and will be relevant for the signposting

6. Risk analysis

All the project depends on the precondition of changing of laws and regulations on national level described in detail in the initiative KERABAN.

7. Conclusion- future of the road

The section of the route from Malko Tarnovo to Carevo is very important as it is a link between the future Black Sea Cycling Trail and the Iron Curtain Trail. For the time being, before the opening of the future Check Point on the Black Sea Coast at Rezovo between Bulgaria and Turkey this route section is the only route to Turkey via the Malko Tarnovo Check Point. The development of the tourism sector in the South Coast of Bulgaria is a basis of future development of cycling tourism. The signposting of the Iron Curtain Trail, the euro velo network and all local and regional cycling routes is a key condition for diversification of the tourism product. This is why the anticipated majors and previewed cost are so important not only for the Iron curtain Trail development, but for the cycling tourism in Bulgaria as well. The present feasibility study is integrated in the Action Plan and the lobby strategy of the Bulgarian Cycling Association.

