



EuroVelo Route No. 13

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Ministry of
Economy,
Energy and
Tourism



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BULGARIAN
BIODIVERSITY
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Bulgarian
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Bike Attack
Association
Romania



Municipality of
Thassos,
Greece

The project "Development of Long-term Strategy and Networks for Promotion and Implementation of the Iron Curtain Trail in its Balkan Section" is co-financed by EU. The sole responsibility of this publication lies with the author. The European Union is not responsible for any use that may be made of the information contained therein.

Transnational Action Plan

Project "StrategIC: Development of Long-term Strategy and Networks for Promotion and Implementation of the Iron Curtain Trail in its Balkan Section"

This project is co-financed by the European Union under the preparatory action "Sustainable Tourism".

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Background

This action plan is meant to assist regional authorities, local actors, project teams, researchers and experts at national and EU level dealing with the development of the Iron Curtain Trail (ICT). The scope of the action plan covers the Southern section of the route which is approximately 2000 km starting from the border between Romania and Serbia and going along the Bulgarian border with Serbia, FYROM, Greece and Turkey to the Black Sea.

The action plan was elaborated under the project “StrategIC: Development of Long-term Strategy and Networks for Promotion and Implementation of the Iron Curtain Trail in its Balkan Section”, co-financed by the European Commission. Based on a feasibility study as well as on consultations with the local stakeholders in the ICT regions the action plan outlines long term, mid-term and short term development measures for the identified backbone of the route.

The action plan is also based on the *Manual for national action plans developed by the European Cyclist Federation* to coordinate the overall development of the Iron Curtain Trail. After each measure a reference to the manual is given in brackets.

All methods and actions are agreed by the project partners, including geographical tasks distribution as follows:

- *Bulgarian Association for Alternative Tourism (BAAT), leading partner:* responsible for feasibility study analysis of the districts Kardzhali and Haskovo in Bulgaria; Negotin, Zaječar, Knjazevac, Pirot and Dimitrovgrad in Serbia.
- *Bulgarian Biodiversity Foundation, partner:* responsible for feasibility study analysis of the districts Blagoevgrad, Yambol and Bourgas in Bulgaria; Edirne and Kirklareli districts in Turkey; Eastern and South Eastern planning regions in Macedonia.
- *Bulgarian Environmental Partnership Foundation, partner:* responsible for feasibility study analysis of the districts Sofia, Pernik and Smolyan in Bulgaria.
- *Bike Attack Association, partner:* responsible for overall study of Romanian-Serbian border conditions for ICT development
- *Municipality of Thassos, Greece, partner:* responsible for feasibility study analysis of the Greece-Bulgarian border conditions for ICT development

The Overall methods include:

- Desktop research
- Terrain visits
- Meetings with key local stakeholders and regional workshops
- Expert consultations.

A situation analysis of the economy, technical capacity, evaluation of tourist resources (existing routes, possibilities for new routes, needs assessment for new cycling infrastructure, local heritage, etc.), legislative procedures and standards, existing national regional financial schemes and measures, etc. were made on both sides of each cross-border section. Terrain studies were made to create a database of the ICT development potential of the regions – routes, alternative roads, biodiversity, cultural and historical sites, incl. remains of the Iron

Curtain, infrastructure, service providers, etc. The study was conducted according to geographical distribution of tasks between project partners along the border territories between Bulgaria and Serbia, FYR Macedonia, Greece, and Turkey and included desk research, terrain visits and workshops with stakeholders. The desk research preceded site visits and terrain studies and workshops. Terrain studies were made by the project team experts. Site visits and terrain studies explored the possible route alternatives and were a basis for discussions at regional level later with the cross-border stakeholders along the route sections. The studies also included research on the neighbouring non-EU member states – Turkey, FYROM and Serbia.

Stakeholder groups were identified at regional level by each project partner through desk research, site visits, interviews and local workshops. Data for the stakeholders was structured and analysed by the respective regional project partners. Local government representatives of different departments (e.g. municipal councilors, local development, tourism and/or culture municipal experts, municipal NGO expert, etc.)

- Regional authorities (incl. tourism and development experts, etc.)
- Representatives of NGOs (inclining tourist, biking, hiking clubs, environmental NGOs, etc.)
- Representatives of protected area management teams and environmental control (especially forestry units)
- Businesses related to tourism and service provision
- Museums and other local sites of interest for tourists
- Educational institutions

During the regional and final conferences and workshops consultations were made with all stakeholders for the results of the feasibility study of the route and as well its further use for the development of a Strategy and Action Plan as final expected outcomes of the project.

The identified backbone of the ICT Southern section (Serbia, Romania, Bulgaria, FYROM, Greece and Turkey) has the following characteristics:

- 42 daily sections
- Approximately 2100 km
- Hilly to mountainous terrain
- Up to 240 km on high traffic public road to be improved.
- About 120 km non-asphalted roads need improvement
- The route follows existing public roads and there is no need to construct extra roads in the short term. There are proposals from the local stakeholders for backbone alternatives or stretches that would require construction works in the long term.
- The route uses the following types of roads: high and low traffic asphalt roads, asphalted and non-asphalted traffic free forestry and agriculture roads.
- Part of the sections in Serbia overlap the Euro Velo 6 Danube cycling route that is signposted.
- In the other countries there is no developed cycling infrastructure to be used by the ICT route.

1. Routes – infrastructure development actions

At the moment, the cycling infrastructure in the Balkan section of ICT route is not developed except some sections in Serbia, that overlap with Euro Velo 6 – The Danube route. There are sporadic project-based initiatives related to cycling and mountain biking in Bulgaria. However, they are mostly soft measures and only few routes have been marked that are not complying with the ICT concept. There are important roads infrastructure projects which could affect the future ICT development, such as new high traffic roads projected at the Serbian - Bulgarian and Greek – Bulgarian border crossings. There are non-asphalted roads and paths which are part of the proposed ICT backbone as they contribute to the ICT concept requirements. These are given different priorities for rehabilitation, surface improvements or reconstruction in the present action plan. Detailed description of the roads used for the ICT backbone is given in the feasibility study developed by the StrategIC project.

1.1. Construction works

All types of construction works for cycling infrastructure should be envisioned in the cities through which the ICT backbone passes. The local authorities should prioritize the planning and construction work according to their general transport master plans. Further detailed research is required in order to specify particular measures and estimate budgets according to cycling needs in the cities.

All construction measures proposed regarding new cycling lanes, asphalted shoulders and surface improvements, etc. should be considered for implementation in the long term.

- **Planning of the construction works (1.1.1.1)**

The construction works proposed below has to be further investigated by technical experts in order to create technical design plans. A concrete feasibility study has to be performed for the proposed construction of new infrastructure. The planning of the construction works need to start in 2013 so that they could be performed in the long term. The only short term construction work is the section Zavojlik/Pirot – Dimitrovgrad, where for 3 km there is no any road. The main stakeholder involved is Pirot municipality.

For asphaltting forest roads, environmental assessment should be performed since many of them are located in natural areas with some regime of protection (for details see the feasibility study).

The estimate budget for planning works could be identified only after the detailed additional feasibility studies are performed. Partners in the planning are the regional authorities and the Ministries for regional development and public works in the separate countries.

- **Construction of a cycle lane (1.1.1.2.2.) L.**

Construction of a cycle lane is needed at sections with high-traffic, where shoulders could be used and should be asphalted and marked with a line. Below are listed the concrete sections identified during the terrain study and their length. The total length of the sections is 184 km.

Dimitrovgrad - Dragoman 6 km, Kyustendil – Pastuh 3 km, Pastuh – Blagoevgrad 4 km, Blagoevgrad – Delcevo 40 km, Strumica (FYROM) – Petrich 4 km, Izvora hut - Goce Delchev 10 km, Dospat - Borino – Jagodina 31 km, Trigrad - Shiroka Laka 18 km, Shiroka Laka – Smoljan 25 km, Zlatograd – Momhilgrad 7 km, Ivajlovgrad - Kyprinos (GR) -Petrota

(GR) – Svilengrad 14 km, Srem - Lesovo - Hamzabeyli – Edirne 6 km, Malko Tyrnovo – Kosti 10 km, Kosti - Balgari - (before) Izgrev - Brodilovo - Sinemorets-Rezovo 6 km.

Estimated budget: 184 km x EUR 150 000 = EUR 27,6 Millions

Proposed partners: local and regional authorities, national road infrastructure agencies, regional development national authorities

Financing: EU Operational Programs, Transboundary/ Cross-border programs, Municipal Funds

- Construction of shared use – cycling and pedestrian path. (1.1.1.2.3.) L.
A new section is proposed by the Serbian stakeholders passing by the Zavoj lake in order to avoid the high traffic road between Pirot and Dimitrovgrad and improve the directness of the route. There is one passage between the lake and the road where 3 km trail has to be newly constructed with shared use for cyclists and tourists.

Estimated budget: 3 km x EUR 150 000 = EUR 450 000

Proposed partners: Pirot municipality, local cycling and tourist organizations

Financing: EU Transboundary/ Cross-border programs, national and municipal funds

- Construction of cycle streets, forestry and agriculture roadsroads. (1.1.1.3.1). L
Below are listed sections using forestry roads that need to be asphalted for the use of cyclists. Their total length is 69,5 km.

- Construction of cycle streets, forestry and agriculture roads. (1.1.1.3.1). L
Below are listed sections using forestry and agriculture roads that need to be asphalted or stabilized for every weather condition for the use of cyclists. Their total length is 69,5 km.

- Just before Dolni Korten village - Gorno Uyno (Kyustendil District, Bulgaria) – 6 km
- Krumovo – Panevska mahala, Buchino village (Kyustendil and Blagoevgrad District, Bulgaria) – 4,5 km
- Ilin kamak – Delchevo (East planning region, FYROM) – must be further consulted with Macedonian stakeholders – 6,5 km
- Pehchevo – Ravna reka – Ablanitsa - (East planning region, FYROM) – must be further consulted with Macedonian stakeholders - 3,5 km
- Mokrino – Smolari (South – East planning region, FYROM) - 4,5 km
- Staro Konjarevo - Novo Konjarevo (South – East planning region, FYROM) - 3,5 km
- Kolarovo - Belasitsa (Blagoevgrad District, Bulgaria) - 1,5 km
- Belasitsa - Petrich - (Blagoevgrad District, Bulgaria) - 4,5 km
- Goleshovo – Paril (Blagoevgrad District, Bulgaria) - 12 km
- junction to Slivarovo village - the locality Odereto before Kosti (Bourgas district, Bulgaria) – 25 km

Estimated budget: 69.5 km x EUR 180 000 = EUR 12,51 Millions

Proposed partners: local and regional authorities, national road infrastructure agencies, regional development national authorities, nature park directorates

Financing: EU Operational Programs, Transboundary/ Cross-border programs, Municipal Funds

1.2. Surface improvement

- Improve the surface of a non-asphalted, existing forestry and agriculture roads. (1.2.3.1.)L.

A total of 60 km. forest/dirt roads need to be improved in order to be used by cyclists with a trekking bike and luggage. Some of them are with very bad quality asphalt and some of them covered by large fractions of stones, sand or dirt. The concrete sections and road conditions are listed below.

- Zajecar- Knjazevac (SR) - 20 km asphalt road with bad quality
- Kojari - Vodni pad – Trigrad (Smolyan District, BG) – 5 km non-asphalted road
- Varnik - Filipovo (Haskovo District, BG) - 5 km non-asphalted sandy road
- Srem – Lesovo (Haskovo & Yambol Districts, BG) - 12 km non-asphalted sandy road
- gravel road along the border of the Nature park Strandzha (Burgas District BG) - 5 km non-asphalted road
- Brodilovo – Sinemorets along Veleka river (Burgas District BG) – 13 km non-asphalted sandy road

Estimated budget: 60 km x EUR 25 000 = EUR 1,5 Millions

Proposed partners: local and regional authorities, national road infrastructure agencies, regional development national authorities, nature park directorates

Financing: EU Operational Programs, Transboundary/ Cross-border programs, Municipal Funds

1.3. Signposting, marking and traffic calming

The measures listed below are all recommended for implementation, though further detailed terrain investigation is needed including specific traffic situations in cities, junctions, etc. There are also no elaborated legislative preconditions allowing signposting with EuroVelo signs or additional signs providing information on services or distance, direction for cyclists. It is not allowed by the traffic law to put signs on national roads. Thus, they are listed as

obligatory for the future development of the route along with adequate legislative changes and standardization. Estimations are given for the dimensions of needed investments.

- Complete, new signposting including EuroVelo signs. (1.3.3.2.) L.

The total length of the Southern section of the ICT is approximately 2100 km. and has to be signposted not only with EuroVelo signs but also with traffic calming national signs in the traffic intensive sections between cities and in the cities.

Estimated budget: 2100 km x EUR 1000 = EUR 2,1 Millions

Proposed partners: local and regional authorities, national road infrastructure agencies, regional development national authorities, nature park directorates, etc.

Financing: EU Operational Programs, Transboundary/ Cross-border programs, Municipal Funds

- Additional informational signposting. (1.3.4.3.)

Precise survey and further consultation and planning closely with local stakeholders and service providers are needed. At the moment, the only signs approved by the traffic law in Bulgaria are the ones showing natural and cultural attractions of national importance.

1.4. Public transport connection improvement

- Establish bike storage capacity on railway / bus stations. (1.4.1)L.

There are 43 international railways and bus stations (listed below) which are transport hubs for the route. It is recommended to install bike storage infrastructure including in some cases covered facilities with surveillance.

International railway and bus stations

- | | |
|--------------------------------|--------------------------------|
| 1. Belgrade (railway, bus) | 14. Blagoevgrad (railway, bus) |
| 2. Timisoara (railway, bus) | 15. Petrich (railway, bus) |
| 3. Vidin (railway, bus) | 16. Gotse Delcev (bus) |
| 4. Zajecar (railway, bus) | 17. Smolyan (bus) |
| 5. Knjazevac (railway, bus) | 18. Kardzhali (railway, bus) |
| 6. Nis (railway, bus) | 19. Haskovo (railway, bus) |
| 7. Pirot (railway, bus) | 20. Svilengrad (railway, bus) |
| 8. Dimitrovgrad (railway, bus) | 21. Edirne (railway, bus) |
| 9. Sofia (railway, bus) | 22. Kirklareli (railway, bus) |
| 10. Kjustendil (railway, bus) | 23. Malko Tarnovo (bus) |
| 11. Delcevo (bus) | 24. Carevo (bus) |
| 12. Berovo (bus) | 25. Bourgas (railway, bus) |
| 13. Strumica (bus) | |

Estimated budget: 10 units x 43 transport hubs x EUR 1000 = EUR 430 000

Proposed partners: transport hubs managements bodies, local authorities, public private partnerships

Financing: EU Operational Programs, Transboundary/ Cross-border programs, Municipal Funds

- Install bike carriage capacity in trains and long distance coaches. (1.4.2.)

There are few wagons in Bulgaria that have bike transportation capacity. However, it should be considered by the National Railway Infrastructure Company that these capacities are allocated for the needs of the ICT national and transnational transportation.

At the moment, the international regulations for bike transportation on trains are actually restrictive. However, the bike transportation on national railways is possible and sometimes regulated. As is the case in Bulgaria, where bikes are allowed in all trains in the national railway network, the price is reasonable, but there are particular problems with provision of space.

Developing national technical standard for installing bike racks on buses is needed. The installment of bus racks for bicycles in Bulgaria requires special technical certificates and national technical standardization.

Improving the bike transportation capacity of the long distance coaches should be also considered.

There is one section of the route in Romania that is not appropriate in terms of traffic and safety (narrow roads with high traffic and no possibility for developing of a shoulder (along the Danube River). There, it should be considered providing option to transport the bikes by bus.

Below are listed the most important bus and railway connection, their daily frequency as per 2012 schedules. It is recommended to provide with bike carriage capacity at least one bus per day in each direction of the listed transport hubs. Overall this amounts to 26 buses. The total units (in wagons and in buses) to be provided are estimated to be 44.

Railway connections:

Sofia – Dimitrovgrad, Pirotd, Belgrade, SR - 1 train per day

Sofia- Kjustendil - 6 trains per day

Sofia – Blagoevgrad - Petrich - 3 trains per day

Sofia – Kardzhali, Haskovo - 1 train per day

Sofia – Svilengrad - 1 train per day

Sofia – Bourgas - 6 trains per day

Total: 18 wagons

Bus connections:

Sofia – Belgrade, SR 1 bus per day
Sofia – Kjustendil 20 buses per day
Sofia – Strumica, MK 1 bus per day
Sofia – Stip, MK 1 bus per day
Sofia – Blagoevgrad - Petrich 7 buses per day
Sofia – Blagoevgrad - Gotse Delchev 7 buses per day
Sofia – Smolyan 7 buses per day
Sofia – Kardzhali 14 buses per day
Sofia – Haskovo 11 buses per day
Haskovo – Edirne 1 bus per day
Sofia – Svilengrad 2 buses per day
Sofia - Yambol 6 buses per day
Sofia – Bourgas 14 buses per day

Total: 92 buses

Estimated budget: 44 units (18 wagons + 26 buses) x EUR 4000 = EUR 176 000

Proposed partners: transportation companies, The Bulgarian State Railways, National Railway Infrastructure Company, Bulgarian Institute for Standardization

Financing: EU Operational Programs, Transboundary/ Cross-border programs, Business and Municipal Funds

1.5. Standardization

- National / regional standard for cycling infrastructure. (1.5.1.) RN.

At the moment, Bulgaria lacks a standard for cycling infrastructure not only for cycling tourism, but also for cycling in the cities. Signposting and marking for cyclists on the national road network is not well regulated and therefore it is impossible to put additional EuroVelo signposting there. There are some efforts for development of a vision for national cycling network. A detailed technical standard and a legal framework for the different infrastructure types should be developed.

For the time being, the Bulgarian Ministry of Energy, Economy and Tourism has recognized the needs to establish a working group including experts from non-governmental organizations in order to change/adapt all necessary regulations for cycling tourism. The same process should be applied for the other countries, where ICT passes.

Estimated budget: N/A

Proposed partners: Ministry of Regional Development; Ministry of Economy, Energy and Tourism; Ministry of Interior; Ministry of Transport; Ministry of Environment and Waters; Bulgarian Institute for Standardization; National Association of the Municipalities in Bulgaria; Bikearea Association; Bulgarian Association for Alternative Tourism; Bulgarian Environmental

Partnership Foundation; Bulgarian Biodiversity Foundation; Bulgarian Cycling Association; Adventura Ltd. and other interested NGOs.

Financing: EU Operational Programs, Transboundary/ Cross-border programs, National budget

1.6. Monitoring

- Automatic counters for cycling traffic. 1.6.1. L.

This action has been identified by the local stakeholders as a necessary step to ensure adequate information about pre-project conditions along the route to be used as indicator of success and in the monitoring process.

Below key sections to measure the traffic of cyclists are proposed. The defined sections are usually remote and isolated areas which would ensure the accurate measurement.

1. Moldova Noua – Dubova (RO)
2. Jimbolia – Deta (RO)
3. Zajecar - Knjazhevac (SR)
4. Dragoman - Tran- Gorochevtsi (BG)
5. Delcevo - Pehcevo – Berovo (FYROM)
6. Izvora hut - Goce Delchev (BG)
7. Jagodina - Buynovo - Kojari - Vodni pad – Trigrad (BG)
8. Zlatograd – Momcilgrad (BG)
9. Srem - Lesovo - Hamzabeyli – Edirne (BG/TR)
10. Kosti - Balgari - (before) Izgrev - Brodilovo - Sinemorets-Rezovo (BG)

Estimated budget: 10 counters x EUR 4000 = EUR 40 000

Proposed partners: Ministry of Regional Development; Ministry of Economy, Energy and Tourism; Ministry of Interior; Ministry of Transport; Ministry of Environment and Waters; Bulgarian Institute for Standardization; National Association of the Municipalities in Bulgaria; Bikearea Association; Bulgarian Association for Alternative Tourism; Bulgarian Environmental Partnership Foundation; Bulgarian Biodiversity Foundation; Bulgarian Cycling Association; Adventura Ltd. and interested NGOs.

Financing: EU Operational Programs, Transboundary/ Cross-border programs, National budget

2. Services development actions

At the moment, the general development level of services in all sections can be considered as just appropriate. The density of food and drink retail shops, pubs, restaurants, accommodation facilities meet the minimum EuroVelo criteria. However, some parts of the daily sections which are isolated and depopulated and where the provision of basic goods and services is problematic need further improvement. Another issue is the not satisfactory quality of available services and the absence of cycle-friendly facilities. The linguistic barrier of the personnel is also a wide-spread obstacle. Cycle-friendly facilities at attraction sites are not present anywhere.

Recently, the small guest houses and family hotels which dominate in remote villages in Bulgaria are facing the consequences of inadequate national tourist policy which often force them to close down.

2.1. Accommodation and food/drink/rest stations

- Improvement of the accommodation capacity of particular sections (2.1.1.):

- Gorochevtzi - Dolna Melna - Trekliano – Ushi (BG, Pernik and Kyustendil district)

Accommodation is available in a small guest house at Ushi, but it opens only upon request. There is a need of a constantly operating homestay with increased capacity.

- Petrich - Mountain hut Izvora (BG, Blagoevgrad district)

Accommodation is available in a former military barrack turned into a mountain hut but because of its remoteness it opens only upon request during the week. There is a need of a constantly operating homestay.

- Momcilgrad - Krumovgrad – Cernicevo (BG, Kardzhali district)

Accommodation at Cernicevo is still in a planning phase and has to be supported.

- Svilengrad – Matochina (BG, Haskovo district)

Accommodation in Matochina is available in a small guest house and there is a need to increase the capacity.

- Edirne – Kırklareli (TR, Edirne and Kırklareli province)

Accommodation on that section is available only in the two municipal centres lying 78 km from one another. Homestay/camping capacities should be developed in that region – a measure that is recognized also by local stakeholders at the regional workshop.

- Malko Tyrnovo – Kosti (BG, Bourgas district)

Accommodation facilities in Kosti exist but are not registered because of unfavorable economic conditions for such small businesses.

Estimated budget: N/A

Proposed partners: local businesses, Municipalities, Tourist Associations

Financing: EU Operational Programs, such as: Entrepreneurship Programme, National Rural Development Program, etc.

- Transforming accommodations to cycling friendly,(2.1.3.1.) (L)

It is necessary to establish bike storage facilities and provide bike repair kits to the accommodation providers at least at every beginning/ stop of a daily section.

Estimated budget: 43 accommodation stops X 1000 EUR = 43000 EUR

Proposed partners: local businesses, Municipalities, Tourist Associations

Financing: EU Operational Programs, such as: Entrepreneurship Programme, National Rural Development Program, etc

- Training and awareness raising for the staff of services. (2.1.3.4.)(RN)

At least 18 three-days trainings should be organized in each NUTS III region along the Southern section of the ICT route. The target group of the trainings is the staff of the interested service providers. They will be trained in: basic needs of the cyclists, basic bike repair, basic expressions in different languages. The trainings will also provide raising of the awareness of the service providers for long distance cycling tourism and ICT.

Estimated budget:

18 trainings x EUR 3000 = EUR 54 000

The costs include consultancy and travel cost

Proposed partners: local businesses, Municipalities, Tourist Associations

Financing: EU Operational Programs, such as: Operational Program Entrepreneurship, National Rural Development Program, etc.

- Label and quality criteria system for cycling friendly services. (2.1.4.1.) (RN)

During the regional workshops organized by the project the local stakeholders from Bulgaria expressed interest in developing a label using the Bed&Bike European labeling system. The Bulgarian Association for Alternative Tourism has introduced the “Green lodge” certificate issued to guesthouses and small hotels that correspond to the European Centre for Ecological and Agricultural Tourism sustainable tourism label and Eurogites quality standards. It was suggested that the Bed&Bike label is incorporate in it.

A marketing plan, design and consultancy work is involved in developing the label.

Estimated budget: 45 000 EUR

Proposed partners: Bulgarian Association for Alternative Tourism; Bulgarian Environmental Partnership Foundation; Bulgarian Biodiversity Foundation; Bulgarian Cycling Association; Adventura Ltd., Ministry of Economy, Energy and Tourism

Financing: EU operational programs, national budget

- Organize and control the network of cycling friendly services. (2.1.4.2.) (RN)

The service providers that are involved in training and awareness raising activities, as well as those interested in certification (see the activity above) could be organized in common network for consultation and discussion of the ICT route development and promotion. This activity is related to the training and label development activities and should go in parallel.

Estimated budget: 45 000 EUR

Proposed partners: Bulgarian Association for Alternative Tourism; Bulgarian Environmental Partnership Foundation; Bulgarian Biodiversity Foundation; Bulgarian Cycling Association; Adventura Ltd., Ministry of Economy, Energy and Tourism

Financing: EU operational programs, national budget, transboundary cooperation programs

- Repair the existing rest stations (2.1.5.)(L)

Along the route there are enough places for rest like local shops, pubs and gas stations. There are also enough sources of water along the route. At many sections there are wooden shelters built for the purposes of tourism which can be also used as rest stations by cyclists. The shelters do not have toilet facilities, but usually are located near fountains. These shelters should be improved, repaired and maintained. Further investigation is needed for details on the exact actions at local level. For the purposes of this action plan it is estimated that at least 20 rest stations should be repaired/improved.

Estimated budget: 10 x EUR 5000 = EUR 50 000

Proposed partners: Municipalities, local NGOs

Financing: EU Operational programs, Transboundary cooperation program, municipal budgets

2.2. Bike repair and bike rental stations

- Establish bike repair stations. (2.2.1.) (L)

In some cities along the route bike repair is provided by local bike shops (Piroto, Dimitrovgrad). However, bike repair stations should be provided at most of the section stops.

Approximately 30 bike public bike repair stations are needed and could be located at the accommodation places or in many cases at the Tourist Information Centers that already exist.

Estimated budget: 30 X EUR1000 = EUR 30 000

Proposed partners: Municipalities, Tourist organizations, Cycling organizations, Local bike shops

Financing: EU Operational programs, Transboundary cooperation programs

- Bicycle centers with complex services. (2.2.4.) (L).

Local stakeholders had pointed out that the existing Tourist information centers in their cities could provide specific services for cyclists like cycling information, basic repair kits, bike rental, and luggage transfer. There are 22 sections where such action is possible. They have also suggested that abandoned border control buildings could be turned out into attraction centers related to the thematic route and could also provide food, drinks, accommodation, guiding of tours. Such abandoned buildings exist in Svilengrad, Ivailovgrad, Krumovgrad municipalities and one of them could be renovated and used. The estimated budget has been suggested by the local stakeholders at the regional workshops.

Estimated budget: Turning abandoned border army building into attraction center EUR 600 000

Improving existing tourist info centers to offer services for cyclists 22 x EUR10 000 = EUR 220 000

Proposed partners: Municipalities, Tourist organizations, local NGOs, Border police, Local tour -operators

Financing: EU Operational programs, transboundary cooperation programs

2.3. Renovation and maintenance of Iron Curtain remains and artifacts as attractions

During consultation process local stakeholders have agreed that the success of the route is also based on thematic historical remains and artifacts which should be restored, renovated and properly maintained to ensure that the route provides adequate attractions related to its topic. Though this action plan is focused on the route itself and mainly on improvements for cycling, it should be clear that additional efforts are needed to utilize Iron Curtain remains – all of them identified and explicitly listed in the Feasibility Study of the route potential in the Balkans. These are military border barracks and equipment, border control facilities, monuments, thematic museums and exhibitions, etc. Except for these, new attractions related to the route topic should be developed.

Estimated budget: to be further discussed locally case by case for remains/ monuments and new attractions

Proposed partners: Municipalities, regional authorities, tourist organizations, local NGOs, Border police, Local tour -operators

Financing: EU Operational programs, transboundary cooperation programs

3. Marketing – promotion actions

The image of Bulgaria as a tourist destination is still dominated by relatively cheap holiday packages for Black Sea resorts during the summer, mountain ski resorts during the winter and in the last years also for spa centres.

The alternative tourism market relying on small and medium enterprises is growing very slowly, especially in the remote and depopulated border regions of the country.

There are already some incoming tour operators offering cycling tours around the country, but in general Bulgaria is not associated with that kind of outdoor activities for foreign holiday makers. The ICT is not included in the offers of the tour operators either.

The cycling events initiated by cycle organisations so far (held on annual basis or sporadically) do not include the ICT itinerary.

For the time being there are following sources of information about the Balkan section of ICT:

- Bikeline Guide Iron Curtain Trail 3 Along the Green Belt from the German-Czech Border to the Black Sea (not distributed in BG)
- Michael Cramer's book about the Iron Curtain Trail (not distributed in BG)
- Promotion brochure in English and German about the Balkan section of ICT issued by the project StrategIC to be distributed among stakeholders in Bulgaria and abroad.
- Promotion flyer and poster of the Romanian/Serbian part of the route in Romanian also produced by the StrategIC project (Bike Attack) and distributed in Romania.
- Website about the Balkan section of ICT in Bulgarian and English elaborated by the project StrategIC and administrated by the project partners: <http://13.eurovelo.bg/>
- Facebook profile of the ICT Balkan section administrated by the StrategIC project partners "The Iron Curtain Trail/Пътят на желязната завеса" (leading organisation: BAAT)
- Publication with the Transnational Action Plan of the project the "Balkan Velo Trail - BVT 13" in English (leading organisation: Association of South Western Municipalities ASWM)
- Facebook profile "The Balkan Velo Trail - BVT 13" (leading organisation: ASWM)

3.1. Plans

- Marketing plan for the route. (3.1.1.) (RN)

This plan has to include the definition of the target groups, a detailed promotion plan and define the corporate design of the promotion tools connected to this route. It's necessary to prepare it on the national level and on the transnational level as well. That's a short term activity.

The Ministry of Economy, Energy and Tourism in Bulgaria is partner organisation in the StrategIC project. Recognizing its key role in the development of the ICT on Bulgarian territory and of the cycling tourism in the country in general, the Ministry assumed the responsibility to initiate following short term actions:

- **Integration of cycling tourism into the general tourism development policy of the country** and inclusion of the cycling routes specific needs into the regional and local development strategies of the concerned territories; The Ministry is planning an update of the "National strategy for sustainable tourism development" for the period 2014-2020 where cycling tourism surely will be given a place. As a beneficiary in the framework of an Operational Programme for Regional Development starting in 2012 the Ministry is planning the preparation of 4 product strategies; there will be either a separate strategy for cycling tourism or it will be included as a part of the ecotourism strategy.
- **The creating of preconditions for cycling tourism development** should be given a priority in terms of financing during the next programme period as a part of the tourism development measures. The Ministry administration is involved in the planning of the actions included in the Operational programmes for the period 2014-2020 and has to take

into consideration the potential of cycling tourism as a sustainable activity for the local communities integrating it into regional products, tourism marketing, trans-border cooperation, etc.

The ICT in Bulgaria passes very close to the Nature Park Belasitsa and direct through the Nature Park Strandzha. In both cases the route is providing constant access to the Green Belt territories and its development will be integrated into their Management plans. The Park Directorates are aware that the ICT is promoting the protected areas and vice versa.

- Regular surveys of users and market. (3.1.2.) (RN)

These surveys have to be regular (at least biannual) based on the same methodology in every country. It's necessary to investigate users' opinion on the European level with the same frequency. That's an ongoing activity.

3.2. Integrated marketing and promotion solutions

- Integrate the route into the existing tourism offers. (3.2.1.)(L/RN)

Along the route there are several touristic points where tour operators provide different offers, cycling is not presented though. Most appropriate is to include cycling along the ICT as part of the touristic offer in regions already developing ecotourism activities (Iron Gate, the Rhodopes, Strandzha, Black Sea Coast). Advantage would be the possibility to make round trips including parts of the ICT (from Godech, Kjustendil, in the Rhodopes, in Strandzha Mountain and from the Black Sea coast). Convincing tour operators to integrate ICT may include information campaign and organising promotional tours with decision makers in the tour operating industry and journalists from the specialized media. This activity is to be carried out in the mid-term.

- Internet sub site development. (3.2.2.) (RN)

It is recommended to have a special separate sub site / part on the existing national / regional tourism portal providing updates, detailed information about ICT.

There is a Website about the Balkan section of ICT in Bulgarian and English elaborated by the project StrategiC with leading organization BAAT: <http://13.eurovelo.bg/>

The Website is to be completed with actual information about current and future developments and permanently maintained by the project team members.

- Integrate the route into guidebooks and maps (3.2.3.) (L/RN)

The existing or planned guide books and detailed maps have to contain the latest information, precise itinerary and connecting information. These publications are commercial products, so the cost of integration means consultancy, meetings etc.

For the time being there are no specialized guidebooks and maps about the Balkan section of ICT because the itinerary has been just fixed. The Bikeline Guide Iron Curtain Trail 3 containing a preliminary version of the route needs update and proof corrections of map details.

Guidebooks about some territories already developing ecotourism activities along the ICT do exist (e.g. Belasitsa Mountain, the Rhodopes and Strandzha) and in case of their reissuing this topic will be certainly included.

The ICT could serve as a base and give an impulse for developing such publications about less popular border mountains, e.g. Kraishte, Osogovo, Vlahina, Ali Botush and Sakar.

This is an ongoing activity and has to be coordinated with the tourism related departments of the Ministry of Economy, Energy and Tourism in Bulgaria, Tourist information centres, Tourism Departments of Municipalities along the ICT, NGO-s focused on alternative tourism in the ICT regions, Nature Park Directorates Belasitsa and Strandzha.

- Integrate the route into printed promotion tools. (3.2.4.) (L/RN)

The existing or planned promotion leaflets and free overview maps, even when they are not only for cyclists, have to contain the latest information, overview of the itinerary and general information. These publications are not commercial products, but the cost of integration means consultancy, meetings. This is ongoing activity and has to be coordinated with the tourism related departments of the Ministry of Economy, Energy and Tourism in Bulgaria, Tourist information centres, Tourism Departments of Municipalities along the ICT, NGO-s focused on alternative tourism in the ICT regions and Nature Park Directorates Belasitsa and Strandzha.

For the time being there is a printed promotion brochure about the Balkan section of ICT issued by the project StrategIC (leading organisation: BAAT) to be distributed among stakeholders in Bulgaria and abroad; texts, pictures and an overview map give a general idea about the route.

- Integrate existing events to the promotion of the current route. (3.2.5.) (L/RN)

Such events in the region can help the promotion of the current route and related activities and services. Existing events can support the promotion of the route, but they need some adoption, in this case we have to add cycling specific program to it.

Annually organised events taking place during the warm months of the year could be suitable for this measure (e.g. open air festivities with folklore music and dance, jazz festivals, festivities related to specific for the region species, products, cuisine, etc.)

- Integrate the route into advertisements activities. (3.2.6.) (L/RN)

Every national tourism board organizes advertisements and promotion campaigns about their attractions. We have to ensure that ICT is represented in these actions. Only proportional costs could be calculated here, but because we don't have enough information about it we only estimated some cost for the negotiations every year until 2020.

Annual well attended events taking place during the warm months of the year are suitable to host ICT promotional activities (e.g. Strandja Rhododendron Festival in May, Cherry Festival in Kjustendil in June, Chestnut Festival in Belasica region in September). Advantage would be the possibility to make round trips (up to three days) including parts of the ICT.

- Integrate the promotion of the route into presentations at fairs. (3.2.7.) (RN)

Every national tourism board promotes their area at international/ national tourism fairs. We have to ensure that ICT is represented in these fairs. Only proportional costs could be calculated here, but because we don't have enough information about it we only estimated some cost for the negotiations every year until 2020.

Some events with the participation/ support of the Ministry of Economy, Energy and Tourism in Bulgaria worth mentioning in this regard are:

- International Tourist Fair “Holiday & Spa Expo” in February, Sofia
 - Tourist Fair “Your Holiday” in April, Bourgas
 - Spring festival of responsible tourism, nature and healthy living “Green Days” in April, Sofia
 - Tourist Fair “The Mountains of Bulgaria – Four Seasons Hospitality” in October, Smolyan
- Local stakeholders from Serbia and Bulgaria have identified as key international events the specialized fairs in Berlin and Amsterdam and have agreed to include ICT promotion while participating in them.

- Integrate the route into social media. (3.2.8.)(L/RN)

If you have applications/ accounts to communicate cycling tourism and/ or national/ regional cycling route networks then this specific route has to be integrated to these actions. If you integrate references, links from other websites to the route portal is also part of this action.

For the time being, the following actions are initiated to communicate the route via the social media:

- Facebook profile of the ICT Balkan section administrated by the StrategIC project partners “The Iron Curtain Trail/ Пътят на Желязната завеса” (leading organisation: BAAT)
- Facebook profile “The Balkan Velo Trail - BVT 13” (leading organisation: ASWM)

The update and development of the content by the respective project partners is an ongoing activity.

A synopsis of the StrategIC project with links to the corresponding website and Facebook profile is available on all project partners’ websites. Links will be provided also on websites of other organizations connected with cycling.

3.3. Separate new marketing and promotion tools

- Develop cycling tourism offers. (3.3.1.) (L/RN)

Together with existing tour operators it is necessary to develop common cycling tourism offers in the mid-term.

The current attractiveness of the ICT Balkan section is evaluated by tour operators offering cycling tours in Bulgaria the following way:

- foreign cycling tourists coming to Bulgaria are interested in touristic highlights in a first place combined with cycling in a friendly environment; the ICT route passes too far from the popular ones and therefore it has to develop its own unique image in order to become competitive destination;
- there is a need of a new, comprehensive and vivid interpretation of the times of the Cold War nationwide, in terms of turning this recent historical past into a resource, especially for foreign tourists and younger people from former socialist countries;
- monuments and remains from the border control have to be conserved wherever is possible;
- attractions related to this recent history period have to be developed;
- attractions related to the preserved nature (Green Belt) and traditions of the regions have to be developed;

- Internet portal development. (3.3.2.) (RN)

There isn't any national / regional (cycling) tourism webportal which could accommodate a subsite for this special route. In mid-term every country has to develop its proper national cycling route portal and have to upload detailed information about the Iron Curtain Trail. These portals have to be connected under the EuroVelo umbrella on the transnational level until 2020.

- Publish printed promotion tools only about this specific route. (3.3.3.) (RN)

Publishing leaflets including a free overview map of the route is a useful promotion tool. On the transnational level it means to update and reprint the leaflet and make brochures in national languages biannually until 2020.

For the time being, there are following printed materials about this specific route distributed free of charge, including an indicative map:

- Promotion brochure in English and German about the Balkan section of ICT issued by the project StrategIC (leading organisation: BAAT) to be distributed among stakeholders in Bulgaria and abroad
- Publication with the Transnational Action Plan of the project the “Balkan Velo Trail - BVT 13” in English (leading organisation: ASWM)

- Organize promotion events connected to this specific route. (3.3.4.) (L/RN)

During the 6 regional workshops in Bulgaria this topic was widely discussed among the participants. Following approaches have been outlined:

- Regionally based promotion (e.g. Belasica route, Strandzha route);
- Bicycle parade (participants using bicycles of all kind and age) on a certain ICT daily section;
- Promotion of the route during a biking tour organized by municipalities of Svilengrad, Edirne and Kirklareli (e.g. all participants could wear t-shirts promoting ICT)
- Promotion of the route Kalotina – Rezovo (all the way from entering Bulgaria until the ICT end at the Black Sea coast);
- Along the ICT Balkan section from 9 May (Europe Day) to 24 June (Midsummer Day or Saint Enyo's Day – an ancient Bulgarian ritual)

Challenging for the last two options is the transportation of the cyclists to the respective starting point of the route and their return home since there is no possibility to take a bicycle on the long distance coaches for the time being.

- Organize study trips for national and regional journalists. (3.3.5.) (RN)

It will mean 6 trips (in each country) per year for up to 10 person (on each trip), from 2014 until 2020.

- Info points and info stands (3.3.7.)

These info points are big, outdoor information boards in case of the southern section of the ICT. They will be placed at every important point (section start/stop, public transport connection points, border crossings, main junctions, attractions). We propose to place 160 info board in mid-term.

- Press and advertisement. (3.3.8.)

It means press release, PR articles, direct advertisements in printed and electronic media, media watch. It's relevant on the transnational, national and regional level. It is an ongoing activity.

4. Organisation, financing development actions

A major challenge for development of cycling trails is the lack of visible policies among the relevant institutions and governmental bodies in the Balkan countries. Cycling transport is rarely considered as a priority on national and regional level regarding strategies and programs in the tourism, transport or regional development sectors. Thus there is a lack of especially dedicated resources and respectively low interest for cycling development projects, while at the same time such could be easily financed if cycling is properly integrated in transport, tourism or business projects. The active stakeholders in the border areas where ICT is to be developed have to be very creative and need a strong political support to gain interest and succeed in fundraising for the route. Still there are financial options which should be carefully considered by stakeholders, such as the cross-border programs under the European Territorial Cooperation Objective and from Instruments for Pre-Accession Assistance (IPA) on every border section in the Balkans. It should also be carefully taken into account which are the responsible national and regional bodies in each of the countries who are dealing with policies and infrastructure investments in roads. These bodies should be adequately included as key stakeholders and beneficiaries, especially regarding measures for cycling infrastructure and policy developments. In order to succeed for a coherent route with basic quality of services, it is crucial for the ICT to achieve regional cooperation both at national and trans-national level.

At present, it is not clear which institutions should be responsible for ICT in each country, but coordination at national level is needed regarding developments under Euro Velo criteria.

- Awareness raising (4.1.) (L/RN)

In the short term, awareness raising activities are needed as the local stakeholders everywhere are not yet convinced for how to develop the ICT. Workshops and seminars for good practice sharing and discussion of topics related to ICT interpretation are proposed to be held at national and as well at regional level.

Awareness raising at local level among the local population should also take place to ensure positive image of the route and its goals, and as well to avoid accidents with hunters, shepherds, etc. in remote parts of the itinerary.

- Training and study tours (4.2.) (L/RN)

To improve the special knowledge of the involved stakeholders special trainings and study tours should be organized. It should be carefully planned which groups of stakeholders will be represented in the trainings in order to achieve multiplying of gained knowledge. At least 6 national trainings should be organized with minimum 15 participants. Study tours should be organized in close partnership with stakeholders from other parts of the ICT where the itinerary and services are well developed.

Estimated budget:	at least 6 trainings (15 participants) x 10 000 EUR = 60 000 EUR
Proposed partners:	all groups of identified stakeholders
Financing:	EU Operational programs, Transboundary cooperation programs

- Precise survey of the whole itinerary by GPS 4.3. (L/RN)

For the route coordination and for the customers we need a precise survey of the route. It can be available on web site for the cyclists and for the professionals. The survey has to include the route, attractions, services, public transport connections and it needs to be updated at least yearly.

A precise GPS track would give more opportunities for awareness raising and for practical use of the itinerary. Serious organization and annual update are required for this activity. Most adequate party for this action should be Euro Velo coordinator at national level or tourism/cycling committee of organizations for long term sustainability of information and update.

Estimated budget:	2100 km x 5 EUR = 10 500 EUR
Proposed partners:	relevant national institutions, tourism/cycling organizations
Financing:	national budget, EU Operational programs, Transboundary cooperation programs

- Working group for infrastructure development (4.5.) (L/RN)

As a mid-term measure working groups should be organised at national and regional level to coordinate the infrastructure developments and maintenance. Technical officers and sometimes decision-makers should be directly involved in these groups. They are especially necessary for signposting and for separate cycling lanes constructions.

- Working group for service, marketing - promotion development (4.6.) (L/RN)

These groups will consist of technical officers from the local, micro-regional and the national / regional authorities. The scope of their work will be the interpretation of history and relevant Iron Curtain remains and artifacts, development of specific services and products for tourists along the route and as well the practical integration of the ICT among other existing tourist offers in ICT regions. This is a long-term measure.

- Steering group for route development (4.7.) (L/RN)

Decision makers from the local, regional and the national authorities should be brought together to organize public consultations, update and coordination of the action plan. monitoring and evaluation of activities, etc. Taking into account the average lack of cycling developments in the Balkan countries, these steering groups should also integrate the ICT into broader national policies for cycling transport and tourism. This would include national standards, signposting regulations, legislative changes in relevant acts for adequate cycling infrastructure, etc.

- Standardization and certification (4.8.)

It is very important in the long term that ICT should be a route with good quality of services. Thus mid-term and long-term measures should be taken to stimulate the certification of businesses, services, and tourist products. This would guarantee that Euro Velo criteria will be met and the route will be a desired cycling destination.

Overview of the sections

Country	District	Section description	Summary length (km)	from it on high traffic public road (km)	from it non-asphalted
Romania	Timis	Jimbolia - Carpinis - Cenei - Uivar - Putinis - Otelec - Iohanisfeld - Foeni - Cruceni - Toager - Giera - Livezile - Banloc - Deta	93		
Romania, Serbia	Timis (RO) - Vojvodina (SR)	Deta - Denta - Stamora Germana - Moravita - Vrsac - Straza - Jasenov - Crvena Crkva - Bela Crkva	69		
Serbia, Romania	Vojvodina (SR), Caras - Severin (RO)	Bela Crkva - Kaluderovo - Naidaş - Lescovita - Zlatita - Parneaura - Campia - Baziaş - Belobreska - Susca - Pojejena - Macesti - Moldova Noua	90		
Romania	Caras Severin, Mehedinti	Moldova Noua - Coronini - Liubcova - Berzasca - Cozla - Svinita - Dubova	80		
Romania, Serbia	Mehedinti (RO), Bor (SR)	Dubova - Orsova - Porţile de Fier - Davidovac - Kladusnica - Kladovo	52	16	
Serbia	Bor	Kladovo - Kostol - Mala Vrbica - Velika Vrbica - Rtkovo - Korbovo - Vajuga - Milutinovac - Grabovica - Brza Palanka	45		
Serbia	Bor	Brza Palanka - Kupuzishte - Mihajlovac - Samarinovac - Negotin	30		
Serbia	Bor, Zajecar	Negotin - Kobisnica - Veljkovo - Rogljevo - Rajac - Bracevac - Shipikovo - Mali Jasenava - Halovo - Veliki Izvor - Zajecar	65		
Serbia	Zajecar	Zajecar - Sljivar - Lenovac - Lasovo - Knjazhevac	55		5
Serbia	Zajecar, Pirot	Knjazhevac - Trgoviste - Strbac - Donja Kamenica - Kalna - Cerova - Temska - Pirot / Zavojsnik	65		
Serbia	Pirot	Zavojsnik/ Pirot - Dimitrovgrad	68		3
Serbia, Bulgaria	Pirot (SR), Sofia (BG)	Dimitrovgrad - Kalotina - Dragoman	25	6	
Bulgaria	Sofia, Pernik	Dragoman - Gaber - Krusha - Vrabcha - Tran - Vukan - Mramor - Gorochevtsi	58		

Bulgaria	Pernik, Kyustendil	Gorochevtsi - Vidrar - Leva reka - Dolna Melna - Dalga Luka - Treklyano - Sredorek - Slavcheto locality - Ushi	46		
Bulgaria	Kyustendil	Ushi - Gorni Koriten - Gorno Ujno - Dolno Ujno - Goranovtsi – Dragovishtitsa – Sovoliano - Kyustendil	40		6
Bulgaria	Kyustendil	Kyustendil – Slokoshtitsa – Granitsa – Bersin – Zgurovo - Nedelkova Grashitsa – Nevestino – Chetirtsı - Pastuh	34	3	
Bulgaria	Kyustendil, Blagoevgrad	Pastuh – Boboshevo – Dragodan – Borovets – Buranovo - Krumovo - Panevska mahala – Buchino – Balgarchevo - Zeleni dol - Blagoevgrad	40	4	4.5
Bulgaria, Macedonia (FYROM)	Blagoevgrad (BG), East planning region (FYROM)	Blagoevgrad - Zeleni dol – Selishte – Logodazh – Obel – border crossing point Blagoevgrad/ Delchevo - Ilin Kamen locality - Delchevo	40	40	
Macedonia (FYROM)	East planning region (FYROM)	Delchevo – Chiflik - Pehchevo - Ablanitsa - Berovo	50		10
Macedonia (FYROM)	East & Southeast planning region (FYROM)	Berovo - Suvi Laki – Petralintsi – Dabilja - Strumitsa	55		
Macedonia (FYROM), Bulgaria	Southeast planning region (FYROM), Blagoevgrad (BG)	Strumitsa – Dabilja – Murtino – Bansko – Gabrovo – Koleshino – Mokrievno – Mokrino – Smolari – Drazhevo – Staro Konjarevo – Novo Konjarevo – border crossing point Novo Selo/ Petrich – Gabrene – Skrat – Kljuch – Yavornitsa – Samuilovo – Kolarovo – Belasica – Petrich	68	4	14
Bulgaria	Blagoevgrad	Petrich – Drangovo - Marino pole – Chuchuligovo - Dolno Spanchevo – Vranja – Katuntsi – Yanovo – Petrovo – Izvara mountain hut	40		
Bulgaria	Blagoevgrad	Izvara mountain hut – Goleshovo – Paril – Koprivlen - Novo Leski - Gotse Delchev	46	10	12
Bulgaria	Blagoevgrad	Gotse Delchev - Novo Leski – Koprivlen – Hadzhidimovo – Blatska – Ablanitsa – Valkosel – Fargovo – Satovcha	45		
Bulgaria	Blagoevgrad, Smolyan	Satovcha – Kochan – Vaklinovo – Brashten – Barutin – Dospat	42		
Bulgaria	Smolyan	Dospat - Borino - Yagodina	31	31	
Bulgaria	Smolyan	Yagodina - Buynovo - Kozhari - Vodni pad - Trigrad	33		5

Bulgaria	Smolyan	Trigrad - Teshel - Devin - Shiroka Laka (Trigrad - Teshel - Mugla - Smolyan - alternative for construction)	40	28	
Bulgaria	Smolyan	Shiroka Laka - Smolyan	25	25	
Bulgaria	Smolyan	Smolyan - Chokmanovo - Smilyan - Rudozem	32		
Bulgaria	Smolyan	Rudozem - Srednogortsi - Madan - Zlatograd	40		
Bulgaria	Smolyan, Kardzhali	Zlatograd - Preseka - General Geshevo – Ustren – Dzhebel – Momchilgrad	60	7	
Bulgaria	Kardzhali	Momcilgrad - Zvezdel – Krumovgrad - Cernicevo	58		
Bulgaria	Kardzhali, Haskovo	Cernicevo - Gugutka - Zhelezino - Ivailovgrad	58		
Bulgaria, Greece	Haskovo (BG), Evros (GR)	Ivajlovgrad - Kyprinos (GR) -Petrota (GR) - Svilengrad	55	14	
Bulgaria	Haskovo	Svilengrad - Raikova mogila – Shtit – Pashovo – Sladun – Varnik - Matochina	40		
Bulgaria	Haskovo	Matochina – Varnik – Filipovo – Radovets – Ustrem - Srem	38		5
Bulgaria, Turkey	Haskovo and Yambol (BG), Edirne province (TK)	Srem – Lesovo – border crossing point Lesovo/ Hamzabejli – Uzunbayır – Hüseyinpınar – Saksağan - Edirne	60	6	12
Turkey	Edirne province, Kırklareli province (TK)	Edirne – Büyükdöllük – Menekşesofular – Küçükdöllük – Karayusuf – Ortakçı – Kavaklı – Yağcılı – Süloğlu – Kerametin – Dolhan – Kayalı – Eriklice – Kırklareli	78		
Turkey, Bulgaria	Kırklareli (TK), Bourgas (BG)	Kırklareli – Karakoc – Ahmetce – Kuzulu – border crossing point Dereköy/ Malko Tarnovo - Malko Tarnovo	50	30	
Bulgaria	Bourgas	Malko Tarnovo - Mavrova niva locality – Slivarovo - Odereto locality - Kosti	42	10	25
Bulgaria	Bourgas	Kosti – Balgari – non-asphalted road along the border of Nature Park Strandzha – Brodilovo – non-asphalted road along the right bank of Veleka river - Sinemorets – Rezovo	50	6	18
Total			2131	240	119.5

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