R/r. 31495/11.11.2026

JUDEȚUL CONSTANȚA
ORAȘ NĂVODARI
CONSILIUL LOCAL NĂVODARI

AVIZAT DE LEGALITATE,
SECRETA[redacted]AL,
BĂRĂSCU[redacted]LA

PROIECT DE HOTĂRÂRE DE APROBARE A PROIECTULUI ŞI A CHELTUIELILOR LEGATE DE PROIECT - „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI"

Analizând referatul de aprobare nr. 91502 din 11.11.2026 înaintat de către d-nul FLORIN CHELARU, Primar al Orașului Năvodari, precum şi raportul de specialitate nr. 91.509 din 11.11.2026 al Direcției Achiziții Publice, Management Programe, Evenimente;

Având în vedere:

- depunerea în vederea finanțării a cererii de finanțare aferente proiectului „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI", cod proiect ROBG00443;
- prevederile Ghidului Programului Interreg VI-A România-Bulgaria, 2021-2027;
- prevederile **Deciziei nr. 73/25.02.2026 referitoare la Strategia Teritorială Integrată pentru dezvoltarea Regiunii Transfrontaliere Romania-Bulgaria prin care ideea de proiect depusa de care UAT Orasul Navodari și UAT Orasul Balchik a fost aprobată la finanțare în vederea dezvoltarii acesteia și punerii in aplicare în cadrul unei cerere de finantare complete-etapa a doua;**
- **Nota conceptuala nr. ITS - CN 33 a fost aprobata initial de către Consiliul pentru strategie;**
- **Decizia nr. 17/30.09.2025 prin care se pune în vedere municipalitatilor UAT Orasul Navodari și UAT Orasul Balchik depunerea unei cereri complete in cadrul Programului Interreg VI-a RO-BG;**
- **Prevederile documentului „Pre-contracting visit report" elaborat de Joint Secretariat Secretariat General Directorate;**
- **Prevederile art. 129 alin. (2) lit. b), alin. (4) lit. d) și art. 240 alin. (2) din O.U.G. nr. 57 din 03 iulie 2019 privind Codul Administrativ al României cu modificările și completările ulterioare;**

Ținând seama de prevederile Legii nr. 24/2000 privind normele de tehnică legislativă pentru elaborarea actelor normative, republicată, cu modificările și completările ulterioare,

În baza prevederilor art. 5 lit. j), art. 84 alin. (1) și alin. (3), art. 129 alin. (2) lit. a), art. 139 alin. (3), lit.d), art. 196 alin. (1) lit. a) precum și ale art. 197 din OUG nr.57/2019 privind Codul administrativ;

PROPUN:

ART. 1. Se aprobă proiectul „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI" – cod proiect ROBG00443, acronim proiect: BLACK SEA CYCLING, în vederea finanțării acestuia în cadrul Programului Interreg Romania-Bulgaria, Priority 4 - An integrated region Specific objective 5.2 - Fostering the integrated and inclusive social, economic and environmental local development, culture, natural heritage, sustainable tourism and security, in areas other than urban areas, conform anexei nr. 1 care face parte integrantă din prezenta hotărâre.

ART. 2. Se aprobă valoarea totală a proiectului „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI" – cod proiect ROBG00443, în cuantum de 5.959.088,20 EUR (inclusiv TVA) din care valoarea totală eligibilă din bugetul total pentru UAT Orașul Năvodari – partener în proiect - este de 3.426.922,58 EUR (inclusiv TVA).

ART. 3. Se aprobă contribuția proprie în proiect a UAT Orașul Năvodari, în cuantum de 2 % din bugetul aprobat al proiectului „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI" – cod proiect ROBG00443, selectat în cadrul Programului Interreg VI-A România – Bulgaria.

ART. 4. Unitatea Administrativ-Teritorială Orașul Năvodari va asigura cheltuielile neeligibile, precum și cheltuielile nerambursabile, după caz, conform bugetului aprobat, în vederea implementării corespunzătoare a proiectului.

ART. 5. Se aprobă posturile care vor face parte din echipa de implementare a proiectului:

1. Coordonator de proiect, post în cadrul echipei comune de implementare a proiectului;
2. Expert în informare și publicitate, post în cadrul echipei comune de implementare a proiectului;
3. Asistent tehnic, post în cadrul echipei comune de implementare a proiectului;
4. Asistent financiar, post în cadrul echipei comune de implementare a proiectului;

5. Responsabil cu monitorizarea şi evaluarea, post în cadrul echipei comune de implementare a proiectului;
6. Responsabil financiar (contabil), post în cadrul personalului specific al Partenerului de proiect 2 – UAT Oraş Năvodari;
7. Responsabil Achiziţii Publice, post în cadrul personalului specific al Partenerului de proiect 2 – UAT Oraş Năvodari;

ART. 6. Se împuterniceşte d-nul Florin Chelaru, Primarul Oraşului Năvodari, să semneze toate actele necesare şi contractul de finanţare în numele UAT Oraşul Năvodari.

ART. 7 Prezenta hotărâre se va comunica de către Compartimentul Relaţia cu Consiliul Local şi Instituţiile Publice în vederea ducerii sale la îndeplinire:
- Primarului Oraşului Năvodari;
- Direcţiei Achiziţii Publice – Management Programe, Fonduri Europene-Evenimente;
- Instituţia Prefectului Judeţul Constanţa.

ART 8. Prezenta hotărâre va fi adusă la cunoştinţa publică prin afişare la sediul Consiliului Local Năvodari şi publicare pe site-ul propriu Primăriei/ Consiliului Local al Oraşului Năvodari.

INIŢIATOR,
PRIMAR,
FLORIN CHELARU

ANEXA NR. 1 LA PROIECTUL DE HOTĂRÂRE DE APROBARE A PROIECTULUI ȘI A CHELTUIELILOR LEGATE DE PROIECT - „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI"

ANEXA NR. 1

Interreg Co-funded by the European Union

Romania – Bulgaria

ROBG00443

BLACK SEA CYCLING

Application Form Export

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A - Project identification

A.1 Project identification

Project id (automatically created)	ROBG00443
Name of the lead partner organisation	Община Балчик
Name of the lead partner organisation in English	Balchik Municipality
Project title	CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI
Project acronym	BLACK SEA CYCLING
Programme priority	An integrated region
Specific objective	S.O.5.2: Fostering the integrated and inclusive social, economic and environmental local development, culture, natural heritage, sustainable tourism and security, in areas other than urban areas
Project duration in months	30

A.2 Project summary

Please give a short overview of the project and describe:

- the common challenge of the programme area you are jointly tackling in your project;
- the overall objective of the project and the expected change your project will make to the current situation;
- the main outputs you will produce and those who will benefit from them;
- the approach you plan to take and why a cross-border approach is needed;
- what is new/original about the project.

The cross-border region Balchik - Navodari unites two municipalities in the coastal zone of the Black Sea, known as tourist destinations for summer sea tourism. Despite the large number of tourists it attracts during the summer season, the region does not see the necessary sustainable economic growth.
This is due to a number of challenges common to both municipalities: The summer sea tourism product has low economic efficiency and low added value due to seasonality, a short summer season, lack of diversification and sustainability. Tourist companies, local producers and businesses that are part of the value chain, suffer from limited revenues, the local workforce - from temporary employment.
The solution is not to increase the number of tourists during the summer season. This would lead to overbuilding, heavy traffic, noise and dirty air, pressure on the environment – incompatible with a quality tourist product. A solution for a sustainable product that has proven its effectiveness around

the world is the valorization of local cultural and natural heritage. But, at the moment, local cultural and natural heritage is not used in a sustainable way, it is presented fragmented, there is no comprehensive attractive product.

An excellent opportunity for diversifying summer seaside tourism is the creation of an integrated product for year-round sustainable cycling tourism, while connecting the most significant sites of the cross-border region in a common route through cycling paths: the Palace and Botanical Garden in Balchik, the Baltata Reserve, Ak Yazli Teke-Obrochishte village- the coastal lagoons and protected areas around Lakes Syutgyol and Tashaul, archaeological and historical sites in the region such as the Paleological settlement in Mamaia Sat.

Cycling tourism is among the fastest growing segments of the European tourism market. It creates an opportunity to extend the tourist season; attract tourists with a high ecological culture; develop small businesses; create new tourist products; reduce the ecological footprint.

The main obstacle to the realization of this product is the lack of a well-maintained, safe and connected bicycle infrastructure. The available bike paths are in poor technical condition, without connectivity and without connection to public transport.

The main objective of the project is to achieve sustainable economic growth and social cohesion in the Balchik-Navodari cross-border region by introducing an integrated approach for development of cycling tourism as an effective model of year-round tourism, in combination with promotion of the local cultural and natural heritage, increasing the capacity of local stakeholders and creating a beautiful and sustainable living environment for the local communities.

For achieving the objective, project partners will apply an integrated approach:

1.Close partnership of Balchik and Navodary, shared knowledge and resources.

2.Implemening of good European practices and European standards for certification of long-distance cycle paths.

3.The principles of New European Bauhaus and DNSH will be applied. By facilitating not- motorized transport, the project will contribute to reducing the carbon footprint and climate change resilience.

4.Active involvement of stakeholders

The involvement of various stakeholders of creating and maintaining the joint product is of utmost importance for its sustainability and long-term benefits for the region. Capacity building trainings will be provided for 20 representatives of the tourism industry, 20 representatives of public authorities and cultural institutions, training of 20 bike guides who will specialize in guiding cycle tourists along the route.

5.Extensive promotional campaign and branding as part of Euro Velo 6

Along with press conferences and promotitonal events, project partners will create one sustainable promotional tool- a video guide that will help tourists navigate the route and present all cultural and natural attractions and places to visit.

Main outputs:

Output 1.1 Created network of upgraded and newly constructed cycling lanes Balchik-Navodari with total length of 35784 m.

Output 2.1. Integrated BLACK SEA CYCLING tourism product as part of EvroVelo 6 route

Output 2.2 . Balchik and Navodari cooperating across borders

Expected results: Increased number of annual users of dedicated cycling infrastructure by 1000 users; Increased number of Visitors of cultural and tourism sites supported, target value 5200. PPs cooperating after

Project completion -2.

Project outputs and results will benefit a large and diverse number of users:

Local residents of Balchik municipality (13,288) and Navodari (32,981), tourism enterprises in Balchik-Navodari (over 300); Tourists: 800,000 per year. The residents of Dobrich district and Constanta Coutny.

Pps will maintain the bike lanes in good technical condition and will sustain the joint BLACK SEA CYCLING route.

A.3 Project budget overview

Programme funding			Contribution					Total project budget
Funding source	Funding amount	Co-financing rate (%)	Automatic public contribution	Other public contribution	Total public contribution	Private contribution	Total contribution	
ERDF	4.767.270,55	80,00%	1.072.635,88	119.181,77	1.191.817,65	0,00	1.191.817,65	5.959.088,20
Total EU funds	4.767.270,55	80,00%	1.072.635,88	119.181,77	1.191.817,65	0,00	1.191.817,65	5.959.088,20
Total project budget	4.767.270,55	80,00%	1.072.635,88	119.181,77	1.191.817,65	0,00	1.191.817,65	5.959.088,20

A.4 Project outputs and result overview

Programme Output Indicator	Aggregated value per Programme output indicator	Measurement Unit	Output	Output Title	Output target value	Programme result indicator	Baseline	Result indicator target value	Measuremen unit
Organisations cooperating across borders	2,00	organisations	Output 2.2	Balchik and Navodari cooperating	2,00	Organisations cooperating across borders after project completion	0,00	2,00	organisation
Number of cultural and tourism sites supported	6,00	cultural and tourism sites	Output 2.1	Integrated BLACK SEA CYCLING tourism product as part of EvroVelo 6 route	6,00	Visitors of cultural and tourism sites supported	0,00	5.200,00	visitors/year
Dedicated cycling infrastructure supported	35,78	km	Output 1.1	Created network of upgraded and newly constructed cycling lanes Balchik-Navodari	35,78	Annual users of dedicated cycling infrastructure	0,00	1.000,00	users/year

B - Project partners

Partners overview

Number	Status	Name of the organisation in english	Country	Organisation abbreviation	Partner role	Associated organisations	Partner total eligible budget
1	Active	Balchik Municipality	Bulgaria (BG)	Balchik	LP		2.532.095,62
2	Active	Teritorrial Administrative Unit Navodari City	România (RO)	Navodari	PP		3.426.992,58

B.1 Lead partner	
Partner number	1
Partner role	LP
Name of the organisation in original language	Община Балчик
Name of the organisation in english	Balchik Municipality
Organisation abbreviation	Balchik
Department / unit / division	N/A
Partner main address	
Country	Bulgaria (BG)
NUTS 2	Severoiztochen (BG33)
NUTS 3	Dobrich (BG332)
Street, House number, Postal code, City	21-st. September Sq. 6 9600 Balchik
Homepage	www.balchik.bg
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	Local public authority
Legal status	Public
VAT number (if applicable)	BG000852544
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No
Other identifier number	n/a
Other identifier description	n/a
PIC (from EC Participant Register)	934287414

Contact	
Legal representative	Mr. Nikolay Angelov
Contact person	Mr. Dimitar Dimitrov
Email	m.dimitrov@balchik.bg
Telephone no.	+35957971053

Motivation

Which of the organisation's thematic competences and experiences are relevant for the project?

Balchik Municipality has the relevant competences for the implementation of the project as a local public authority responsible for sustainable development, municipal infrastructure, tourism, public works, mobility, preservation and promotion of cultural and natural heritage and international cooperation. The project falls within the scope of these functions, as it combines the upgrading of bicycle infrastructure, development of a tourist route, promotion of non-motorized mobility and improvement of the living environment of the local comunity. The Tourism Act explicitly provides for interaction between the state and municipalities in the management and development of tourism activities.
In its strategic documents, Balchik Municipality defines as priorities the improvement of transport and technical infrastructure, public works, environmental protection, development of administrative capacity and international partnerships. An independent priority is the promotion of tourism and cultural activities through the sustainable inclusion of natural, historical and cultural heritage, the creation of new tourist services and overcoming seasonality.
Tourism plays a leading role in the economy of Balchik Municipality: together with related services - trade and transport - tourism forms about 41% of the local economy's revenues and 57.9% of employment. The sector "Hotel and restaurant industry" creates 28.8% of the output and provides 41.6% of the employed in the municipality;
The thematic competencies of Balchik Municipality include planning, repair and maintenance of municipal infrastructure and public spaces; management of municipal property; preparation and assignment of construction activities; development and promotion of the tourist destination; coordination with institutions and operators of tourist sites; environmental protection and compliance with the regimes for protected areas; work with stakeholders; management of European projects, public procurement, financial reporting, publicity and monitoring; building cross-border partnerships. Balchik Municipality has the necessary capacity and experience to implement project activities and achieve project outputs and results in partnership with City of Navodari.

What is the role (contribution and main activities) of your organisation in the project?

Motivation

Balchik Municipality is the lead partner of the project and will be responsible for the overall implementation of the project, for the achievement of the planned outputs and results; will coordinate the joint project team and will lead the communication activities.
Balchik Municipality envisages the creation of the BLACK SEA CYCLING integrated tourist product in close partnership with City of Navodari.
Balchik will upgrade 12 429 m of bike lanes observing national legislation and standards as well 7 out of 10 practical characteristics, inspired by Cycling Design Best Practices for Significantly upgraded cycling lanes and will refer to the 11 essential certification criteria from the European certification standard for long-distance cycle routes. Appling the core values of the New European Bauhaus (sustainability, aesthetics and inclusion) and Do no significant Harm Principle, Balchik will create an attractive cycling route, which will connect the most significant cultural and natural sites in the region: The Palace and the Botanical Garden , resort Albena – Baltata reserve- Ak Yasala Baba Teke- St. Athanasius in the village of Obrochishte. Rest areas will be set up, which will facilitate visiting the sites along the route by bicycle. These are sheds with benches, bicycle racks and charging stations for electric bicycles. They will be equipped with solar panels. The entire route will comply with security measures, guardrails will be placed on the sections with bends.
Balchik will be responsible for the creation of the joint cross-border BLACK SEA CYCLING route Balchik- Navodari. One narrative part will be elaborated, which will encompass all tourist sites, located at the route, tourist facilities and all valuable information. LP will create one sustainable promotional tool, using the created cycling route: one video tourist guide will be prepared and disseminated. LP will organize, in partnership with Navodari, activities, related to Capacity building of stakeholders:
One Training of 10 bicycle tour guides and one workshop for tourism business-30 representatives from Balchik and Navodari, will be provided in Balchik. 15 Representatives of public local authorities will participate in the capacity building workshop in Navodari.
LP will provide an extensive awareness raising campaign and information and publicity activities in order to promote and disseminate project results.
Balchik will host a press conference for launching the project with 30 representatives of the media from Balchik and Navodari and one interim press conference after the completion of the investment; will publish a number of press releases and 4 video clips, reflecting the main project results.
LP will organize a two-day joint cross-border demonstration and promotional event - a tour along the "Black Sea Cycling" route, to which journalists and bloggers writing about tourism, tour operators and representatives of the local tourism business will be invited.

If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.

Motivation

Balchik Municipality has solid experience in cross-border cooperation through the implementation of projects under the Romania Bulgaria Cross-Border Cooperation Programme 2007-2013, as well as under the INTERREG V-A Romania-Bulgaria Programme:
Project „Black Sea Bike - Diversification of the tourism services in Constanta - Balchik cross border region by bike" – BSB, project MIS code/reference number: MIS – ETC 2(4i)-3.1-35, Cross Border Cooperation Programme 2007-2013, implemented in partnership with Constanta Municipality;
Balchik was Lead partner of Project "Advertising of Regional Cultural Heritage in 3D – ARCH 3D", project MIS code/reference number: 15.2.1.065; e-MS code: ROBG 15, Cross Border Cooperation Programme 2007-2013, Pp2 Mangalia Municipality;
Balchik was Lead partner of Project "Network for smart cooperation of Black Sea communities in the cross- border region 16.5.2.011"; project acronym- SMART BSnetwork, implemented in partnership with Navodari TAU. Project overall objective is "Increasing the cooperation capacity and effectiveness of public administrations of the cross border region of Black Sea Municipalities in Dobrich district and Constanta county and to enhance the participation of private stakeholders in public decision-making".
Balchik was Lead partner of Project "Synergy of nature and culture - potential for development of the cross-border region – CUSYNA", project e-MS code/reference number: ROBG-422, "Romania – Bulgaria Cross-Border Cooperation Programme INTERREG V-A 2014-2020; Pp-Mangalia Municipality; overall objective: preservation and promotion of common natural and cultural heritage in order to create a sustainable cross border identity that generate added value across the sectors with potential in sustainable development of communities: tourism, fisheries and environmental protection.
Project "Improving the connection of tertiary nodes Mangalia and Balchik to TEN-T infrastructure", project e-MS code: ROBG-510, "Romania – Bulgaria Cross-Border Cooperation Programme INTERREG V-A" 2014-2020; LP-Mangalia Municipality; Pp2-Balchik Municipality
Other EU funded projects
Project "Improving the Tourist Attractions and Related Infrastructure on the Territory of Balchik Municipality", project reference number: BG161PO001/3.1-03/0047; Operational Programme "Regional Development" 2007-2013; Overall objective: Conservation, restoration and exposure of the immovable cultural properties and revealing the region's rich local cultural and historic heritage of local and national significance. Total eligible value in euro 2 832 235.20 euro
Project "Construction of a park in the town of Balchik", project reference number: BG06RDNP001-19.108-0001-C01; Rural development program 2014-2020; Project objectives and activities: development of aesthetic and safe recreational environment with distinctive functional zones suitable for pedestrian communication, recreation, social and cultural events, children's games and activities.

Co-financing

Source	Amount	Percentage
ERDF	2.025.676,49	80,00%
Partner contribution	506.419,13	20,00%
Partner total eligible budget	2.532.095,62	100,00%

Origin of partner contribution			
Source of contribution	**Legal status of contribution**	**Amount**	**% of total partner budget**
Balchik	Public	50.641,91	1,99%
State budget	Automatic Public	455.777,22	18,00%
Total			
Sub-total public contribution		50.641,91	1,99%
Sub-total automatic public contribution		455.777,22	18,00%
Sub-total private contribution		0,00	0,00%
Total		506.419,13	20,00%

State Aid		
State aid criteria self-check		
Criterium I: Is the partner involved in economic activities through the project?		
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?	No	Through the current project, Balchik Municipality aims to obtain financing for investment in upgrading of 12429 m bike lanes and combine in a joint route local sites of cultural and natural heritage. This type of investment does not take the form of an economic activity, access is free and there are no commercial competitors that exploit identical or similar investments for commercial purposes. The realization and subsequent exploitation of the bike lanes by Balchik municipality is not realized in a market where private actors could act in order to obtain profit.

State aid criteria self-check		
Criterium I: Is the partner involved in economic activities through the project?		
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?	No	The type of investment in upgrading of 12429 m bike lanes is specific to local public authorities, which, through the attributions conferred by law, are responsible for the maintenance of the bike lanes infrastructure , without entering into competition with economic operators. Access to the bike lines is free to all users. Thus, this investment is not suitable for a private investment with the aim of making profit.
Criterium II: Does the partner receive an undue advantage in the framework of the project?		
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?	No	The project partner doesn't plan to carry out economic activities. For the purchase of services, works and goods during the implementation period, Balchik Municipality will organize public procurement. The maintenance works will be carried out from own resources, through a separate structure for the maintenance of the bike lane network on its territory.
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?	No	Neither during the implementation of the project, nor during the exploitation period of the investment, the partners or target audience do not carry out profit-generating activities, nor do they receive other benefits that, in the absence of the project, they would not have received from their current activity.
Result of State aid criteria self-check:	No risk of state aid	
State aid relevant activities		
GBER scheme / de minimis		

B.1 Project Partner 2	
Partner number	2
Partner role	PP
Name of the organisation in original language	Unitatea Administrativ-Teritoriala Orasul Navodari
Name of the organisation in english	Teritorrial Administrative Unit Navodari City
Organisation abbreviation	Navodari
Department / unit / division	N/A
Partner main address	
Country	România (RO)
NUTS 2	Sud-Est (RO22)
NUTS 3	Constanţa (RO223)
Street, House number, Postal code, City	Dobrogei 1 905700 Navodari
Homepage	www.primaria-navodari.ro
Address of department / unit / division (if applicable)	
Country	
NUTS 2	
NUTS 3	
Street, House number, Postal code, City	
Legal and financial information	
Type of partner	Local public authority
Legal status	Public
VAT number (if applicable)	4618382
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No
Other identifier number	4618382
Other identifier description	n/a
PIC (from EC Participant Register)	863332011

Contact	
Legal representative	Mr FLORIN CHELARU
Contact person	MR ADRIAN CONSTANTIN
Email	adi_ctin@yahoo.com
Telephone no.	0745038985

Motivation

Which of the organisation's thematic competences and experiences are relevant for the project?

TAU Navodari has the necessary competences for the good administration of the project and also, the ability to manage and assume, as a partner, the good implementation of the activities proposed by this project, having in mind that this implies joint actions with the involvement of the Bulgarian partner.

Through the previous implementation of various projects, including those with EU funding, TAU Navodari has acquired solid experience in the field of public procurement, information and publicity, deploying works execution,
experience that will allow a smooth and accurate implementation of this project.

Navodari, being an administrative-territorial unit, takes care of all goods and assets in the territory where it operates, including the land where the main investment of the project will take place. Over time, there has been considerable concern regarding the green transition in a sustainable manner, and in the present moment, there still is a desire for a good exploitation, preservation and promotion of green infrastructure, within the limits set by the financial resources of the budget local.

Being an important actor in the project and having the necessary experience accumulated through projects submitted on the previous Interreg V-a Romania-Bulgaria Programme, it can deliver the results foreseen in the project and can overcome any unforeseen obstacles along the implementation, having the administrative capacity, financial and human resources to properly manage the actions/activities of the project.

The specialist staff of the Navodari town hall has the necessary qualification for the successful implementation of the project, considering that it is not the first experience in terms of the implementation of EU-funded projects.

What is the role (contribution and main activities) of your organisation in the project?

Motivation

TAU Navodari has the role of PP2 and is responsible for the implementation of the project according to the financing contract and those assumed in the application form. Navodari City will appoint people from its own staff to the joint project team and hire external experts for the positions it cannot provide with its own staff.

The current project proposes a green mobility concept, which contributes to achieving sustainable economic and social growth in the Balchik-Navodari region by introducing an integrated approach to valorizing the local cultural and natural heritage and developing bicycle tourism as a sustainable tourism model throughout the year.

The investment aims to create a bicycle infrastructure in the urban areas of the City of Năvodari by creating new bicycle paths and rehabilitating existing ones.
Mobility policy is important at the level of the City of Năvodari and aims to increase non-motorized mobility and is closely linked to improving public transport for people, so that citizens choose public, cycleable transport over road transport with their own vehicles.
Given the importance of supporting a balanced distribution of different modes of transport on the territory of the City of Năvodari in order to develop the modal share dedicated to walking and cycling, it is necessary to expand the cycling network in the City of Năvodari.
This project takes into account the fact that the planned interventions have a direct positive impact on the reduction of CO2 equivalent emissions generated by motorized road transport in the city of Năvodari.

If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.

Motivation

CBC Programmes 2007 - 2013:

Project 1
1. Romania-Bulgaria Cross Border Cooperation Programme 2007-2013
2. Cross Border business center for tourism and related activities - fish market and fish products
3. MIS ETC Code 599

Other EU financed projects:

Project 1
1. Regional Operational Programme 2007-2013 P.A.1 - 1.1.
2. Improving the acces between Constanta Municipality and Navodari Industrial Platform by widening and modernizing the Mamaia - Navodari Boulevard
3. SMIS Code 37600
4. 19.03.2014 - 28.10.2016
5. Navodari City is the only beneficiary
6. The project objectives and activities were designed and implemented in order to develop the Navodari city road transport infrastructure by widening and modernizing the Mamaia - Navodari Blvd., to mprove the mobility of the population, goods and services in order to stimulate the sustainable economic development of Navodari, to promote new jobs by improving accessibility and mobility of the workforce, to support the economic sector - in terms of access to the Midia Industrial Platformand and to support the tourism sector (the branch of the economy for the spill over effect on the complementary sectors) by improving the accessibility of tourists to / from tourist attractions in Navodari, Mamaia and Constanta and the metropolitan area.
7. 5.468.497,88 euro

Project 2
1. Regional Operational Programme 2007-2013 P.A.5 - 5.2
2. Improving the seashore in the sea area of Navodari - Developing the tourism infrastructure of public utility (promenade)
3. SMIS Code 41356
4. 12.06.2015 - 30.06.2016
5. Navodari City is the only beneficiary
6. The project objectves are valorising the natural resources generated by the Black Sea shore for tourism purposes; diversification of tourist services offered to visitors and increasing the attractiveness of tourists in this part of the Black Sea coast. The main activities of the project relate to works for the development of a touristic route with the length of 4.250,13 meters, built from several sub-areas: a green area with a width of 1 meter and an area arranged for pedestrian traffic covered with granite tiles. A reinforced concrete parapet was built on the side of the sea, with ornamentals in the upper part. It were mounted wooden benches for pedestrian rest. At the beginning and end of the route were placed fountains. Within the project, it were also included also works for the realization of utilities networks.
7. 4.870.787,77 euro.

Co-financing

Source	Amount	Percentage
ERDF	2.741.594,06	80,00%

Co-financing			
Source		**Amount**	**Percentage**
Partner contribution		685.398,52	20,00%
Partner total eligible budget		3.426.992,58	100,00%
Origin of partner contribution			
Source of contribution	**Legal status of contribution**	**Amount**	**% of total partner budget**
Navodari	Public	68.539,86	2,00%
State Budget	Automatic Public	616.858,66	17,99%
Total			
Sub-total public contribution		68.539,86	2,00%
Sub-total automatic public contribution		616.858,66	17,99%
Sub-total private contribution		0,00	0,00%
Total		685.398,52	20,00%
State Aid			
State aid criteria self-check			
Criterium I: Is the partner involved in economic activities through the project?			
1. Will the project applicant implement activities and/or offer goods/services for which a market exists?	No	No. The investment on establishing a new bicycle line in Navodari town will not generate net revenue. As a result of the new route that wants to be created, there will be expenses for the maintenance of the new infrastructure created, in this sense, these expenses will be borne by Navodari town hall from its own budget. Through this project it is not wanted to pursue profit or an economic advantage, TAU Navodari creating conditions for recreation, relaxation, new business of the local population.	
2. Are there activities/goods/services that could have been undertaken by an operator with the view to making profit (even if this is not the applicant's intention)?	No	The location of the proposed investment is in ownership of Navodari town hall, therefore no operator is considered in obtaining profit.	

Criterium II: Does the partner receive an undue advantage in the framework of the project?		
1. Does the project applicant plan to carry out the economic activities on its own i.e. not to select an external service provider via public procurement procedures for example?	No	The project partner 2 of the project does not want to carry out any economic activities or to make a profit on his own account. The sole purpose of the project is to provide a green and modern transport solution to its own citizens and tourists.
2. Will the project applicant, any other operator not included in the project as a project partner or the target audience gain any benefits from its project economic activities, not received in the normal course of business (i.e. not received in the absence of funding granted through the project)?	No	Both the beneficiary and any other actors involved within the project do not seek to embezzle money or economic advantages through the project. The real purpose and benefit of the project is to create suitable conditions for transport, relaxation and recreation.
Result of State aid criteria self-check:	No risk of state aid	
State aid relevant activities		
GBER scheme / de minimis		

Associated organisations

No associated organisations

C - Project description

C.1 Project overall objective

Below, you can see the Programme priority specific objective your project will contribute to (chosen in section A.1.).

S.O.5.2: Fostering the integrated and inclusive social, economic and environmental local development, culture, natural heritage, sustainable tourism and security, in areas other than urban areas

Project overall objective

Now think about your main objective – what do you aim to achieve by the end of your project? Remember your project needs to contribute to the programme's objective.
Your objective should:

- be realistic and achievable by the end of the project, or shortly after;
- specify who needs project results and in which territory;
- be measurable – indicate the change you are aiming for.

The main objective of the project is to achieve sustainable economic growth and social cohesion in the Balchik-Navodari cross-border region by introducing an integrated approach to the development of cycling tourism and non-motorized moblity as a sustainable model of year-round tourism, in combination with promotion of the local cultural and natural heritage, increasing the capacity of local stakeholders and creating a beautiful and sustainable living environment for the local communities.

C.2 Project relevance and context

C.2.1 What are the common territorial challenge(s) that will be tackled by the project?

Please describe why your project is needed in the programme area and the relevance of your project for the programme area, in terms of common challenges and opportunities addressed.

The cross-border region Balchik - Navodari unites two municipalities in the coastal zone of the Black Sea, which have exceptional tourism potential. Both municipalities have a rich natural and cultural heritage, but are currently known mainly as places for sea and beach tourism. Despite the available potential, the region's tourism product continues to be characterized by a number of challenges that limit its competitiveness and sustainability.

1. The region offers a product with low economic efficiency.
One of the main challenges is the strong seasonality. The tourist flow is concentrated mainly in the summer months (June - September). The consequences of the short summer season of sea tourism are the low occupancy of the tourist infrastructure outside the season; limited revenues for local businesses; insufficient use of cultural and natural resources during the rest of the year. Temporary employment of the workforce.

2. Lack of diversification of summer sea tourism
There is still a lack of sufficient alternative tourism products to attract visitors in spring, autumn and winter. The main target market for both seaside destinations is extremely narrowed to offering hotel accommodation and food during the peak summer season.

3. Untapped potential of cultural and natural heritage; Fragmented promotion and positioning of tourist attractions; lack of connectivity and integration

The region has numerous cultural and natural heritage sites, but they often function as separate attractions without a common tourist concept: the Palace and Botanical Garden in Balchik, the Baltata Reserve, Ak Yazli Teke-Obrochishte village-in Navodari - the coastal lagoons and protected areas around Lakes Syutgyol and Tashaul, archaeological and historical sites in the region such as the Paleological settlement in Mamaia Sat. There is a lack of sustainable routes that would connect these resources into a common cross-border tourist product. The Palace and Botanical Garden in Balchik are visited annually by thousands of tourists, but these are usually short one-day excursions that do not include other sites in the region. In addition, the modern tourist has high demands and expectations for tourist sites. He needs emotion, experience and a sense of local authenticity.

At the moment, the region is in no way taking advantage of the natural wealth it has: the Baltata reserve is the northernmost natural longose forest in Bulgaria and Europe. Located at the mouth of the Batova River, it is a rare ecosystem complex of riparian forest and swamp, developing right on the shore of the Black Sea. Two unique natural landmarks of Navodari - Lake Siutghiol and Lake Taşaul - also suffer from a lack of connectivity and visibility. They are located right near the town of Navodari and the Mamaia resort and are unique in their origin and archaeological significance:
Siutghiol is a former sea bay that was transformed by nature into a freshwater lake with an area of over 20 sq. km.
Tashaul is a saltwater lake, connected by a canal to the sea. It contains the islet "La Ostrov", which has been turned into an archaeological reserve. Some of the oldest traces of human presence (dating back 120,000 years) and an important Eneolithic settlement (Gumelnitsa culture) have been discovered there.

4. Lagging behind trends in demand and supply of tourism products

Tourism development in Balchik-Navodari region is largely oriented towards road transport. This leads to increased carbon emissions; strain on coastal infrastructure; congestion during the high season; increased pressure on natural resources.
At the same time, European trends show increased interest in cycling, hiking and ecotourism and, in general, in tourist routes with a low carbon footprint.

5. Lack of developed cycling infrastructure
One of the most serious obstacles is the lack of a well-developed, safe and connected cycling network. The existing cycle paths on the territory of the municipality of Balchik and the town of Navodari are fragmented and in poor technical condition, without sufficient connectivity between tourist sites. The available bike lanes were built more than 20 years ago and do not meet European standards. The bike lanes on the territory of municipality of Balchik are rather narrow winding paths, overgrown with bushes and lush vegetation, which in places impedes free passage..There is a lack of markings, signposts, as well as auxiliary facilities for cyclists.
The cycle paths on the territory of the town of Navodari also have a damaged pavement due to almost ten years of operation. There is a lack of cycling facilities and amenities.

6. Weak cross-border tourist identity
Despite the geographical proximity between Balchik and Navodari, the region is still not perceived as a single tourist destination. Limited joint marketing is observed; lack of common tourist routes; insufficient common events and limited digital promotion of the cross-border region.

C.2.2 How does the project tackle identified common challenges and/or opportunities and what is new about the approach the project takes?

Please describe new solutions that will be developed during the project and/or existing solutions that will be adopted and implemented during the project lifetime. Describe also in what way the approach goes beyond existing practice in the sector/programme area/participating countries.

An excellent opportunity for diversifying summer seaside tourism is the creation of an integrated product for year-round sustainable cycling tourism.
Cycling tourism is among the fastest growing segments of the European tourism market. It creates an opportunity to extend the tourist season; attract tourists with a high ecological culture; develop small businesses; create new tourist products; reduce the ecological footprint.
The Black Sea coast between Balchik and Navodari offers favorable conditions for the development of cycling routes thanks to a relatively mild climate; attractive coastal landscapes; the presence of natural and cultural sites at short distances.

1.Creation of modern cycling infrastructure and improved connectivity

To address the above challenges and given the existing opportunities and resources, Balchik and Navodari envisage the renovation/upgrading and construction of a total of 35 km 784 m cycle lanes in the cross-border region, which will play a key role in creating a sustainable tourism product. When upgrading/constructing the cycle paths, emphasis will be placed on good European practices and

European standards for certification of long-distance cycle paths such as connectivity, surface and width, the placement of directional signs and information boards, connection to public transport, available accommodation and catering along the route, charging stations and bicycle parking racks, rest areas. The new sections to be built in Navodari complement the existing network of cycle paths and provide access to two of the main natural attractions – the Black Sea coast and Lake Tashaul. Another main focus of the investment activities is to achieve maximum safety, avoid contact with pedestrians, achieve connectivity and continuity of the bike lanes. Various facilities and amenities will be created for cyclists - four rest areas with benches, with charging stations for electric bicycles, equipped with solar panels and batteries. Bicycle racks will be installed next to each tourist site.

The renovated network of cycle paths will improve the opportunities for sports and mobility of the local population. Cycling has not yet gained the necessary popularity in the Balchik-Navodari region, mainly due to the lack of conditions and infrastructure.

2. Creation of an integrated tourist product for cycling tourism
The project envisages the creation of a joint tourist product for cycling tourism, named Black Sea Cycling, which connects in a single cycling route significant sites of cultural and natural heritage in the cross-border region of Balchik-Navodari;
The Palace and Botanical Garden - Albena resort - Baltata nature reserve - Teketo Ak Yazli Baba - St. Athanasius, village of Obrochishte-Navodari - The Danube-Black Sea Canal - coastal protected areas - lakes Syutgyol and Tashaul, the paleolithic settlement of Mamaia Sat.
The cycling route has a high tourist value, with the potential to attract a new segment of tourists all year round - lovers of cycling and eco-tourism.

3. Increasing the capacity of local stakeholders to create and manage innovative business models for sustainable tourism.

The partners believe that the involvement of various stakeholders at every stage of creating and maintaining the joint product is of utmost importance for its sustainability and long-term benefits for the region.
For this purpose, joint trainings of tourism businesses and public authorities will be conducted. Tourist packages will be prepared and offered - a combination of hotel accommodation, cycling along the joint route and visits to local tourist attractions, local producers and small farms.

The project also provides for the training of 20 bike guides who will specialize in guiding cycle tourists along the route.

4. Extensive promotional campaign; branding as part of Euro Velo 6

The project also provides for an extensive promotional campaign. An attractive means of promoting the joint cross-border cycle route will be created - a video guide in the form of a video film - the most popular and easily accessible promotional tool that will help tourists navigate the route and present all cultural and natural attractions and places to visit. In addition, it will contain information on first aid, safety tips, places to charge electric bikes, parking places along the cycle route. It will also be used as an audio guide, using headphones during a cycle trip.

The region will benefit from another major advantage, namely – the joint promotional campaign with the other projects within the framework of Eurovelo 6. The branding of the cross-border region Balchik - Navodari as part of Eurovelo 6, together with 10 other cross-border regions, is a unique competitive advantage.

Project partners consider the development of the cross-border region Balchik-Navodry as part of the Eurovelo 6 cycling route represents a key development opportunity for the region.

C.2.3 Why is cross-border cooperation needed to achieve the project's objectives and result?

Please explain why the project objectives cannot be efficiently reached acting only on a national/regional /local level and/or describe what benefits the project partners/target groups/ project area/programme area gain in taking a cross-border approach.

Based on their experience within the Interreg V-A Romania-Bulgaria programme, the municipalities of Balchik and Navodari are confident that the cross-border approach has proven its effectiveness. Within the framework of cross-border cooperation, partners pool their efforts, knowledge, good practices and capacity to solve common challenges for the benefit of local communities and stakeholders.

Response to common challenges:

Cross-border cooperation is a response to common challenges, such as environmental sustainability and economic resilience transcend borders. The cross-border approach allows for comprehensive strategies that effectively address these issues, ensuring sustainable results for both partners.

Balanced territorial, economic and social development

It is cross-border cooperation that contributes to the balanced territorial, economic and social development of the cross-border region and brings benefits beyond borders. The current project is planned as a joint action of two Black Sea municipalities, which will benefit from the implementation of a cross-border approach.

Shared resources and expertise, shared benefits:

Cross-border cooperation allows for the sharing of resources and expertise, leading to innovative solutions and cost-effectiveness. Each region can use the strengths of the other to address common challenges and achieve sustainable mobility and economic development.

Economic synergies:

By linking the two regions, the project enhances economic opportunities through joint tourism initiatives. The joint Black Sea Cycling tourist product will attract a broader range of tourists, boosting local economies and creating a more competitive regional destination.

Cultural and community benefits:

The cross-border approach fosters cultural exchange and mutual understanding, enhancing social cohesion. Collaborative efforts strengthen community ties and promote shared cultural heritage, enriching the visitor experience.

Integrated development

The cycling route covering the cross-border region Balchik-Navodari requires coordinated development for a unified experience. A local approach would lead to fragmented routes,

undermining the potential for cohesive tourism and mobility strategies.

The partners Balchik and Navodari will apply the same principles in the renovation/construction of the cycle paths - good European practices and European standards for certification of long-distance cycle paths. The renovated cycle paths will bring equal benefits to the cross-border region: valorizing of the cultural and natural heritage in an integrated manner, increased capacity of the tourism business, support in its efforts to diversify maritime tourism and achieve sustainable year-round tourism; will create conditions for job creation by stimulating bicycle tourism and attracting a new segment of tourists. , improved living environment of their residents

Joint activities of stakeholders to achieve common benefits in mutual interest:

The project envisages cooperation and joint implementation of all initiatives related to the creation of the joint tourism product and increasing the capacity of local stakeholders – tourism business and local authorities.

The tourist packages that will be prepared will include cycling tours on the territory of Balchik and Navodari - a combination of hotel accommodation, cycling along the joint route and visits to local tourist attractions, local producers and small farms from the cross-border region Balchik-Navodari. The project also envisages training of 20 bicycle guides who will specialize in leading bicycle tourists along the entire route Balchik-Navodari.

Joint promotion and branding of the cross-border region Balchik-Navodari

The main tool for promoting the cross-border Black Sea Cycling route will also be jointly created - a video guide in Bulgarian, Romanian and English language will help tourists navigate the entire cross-border route Balchik-Navodari.

The project has been developed jointly by the partners, it envisages joint management of all activities and processes.
The results will be evenly and balanced distributed in the cross-border region, and the benefits are for all residents, guests, tourists and stakeholders of the Balchik-Navodari region and the Dobrich and Constanta districts.

C.2.4 Who will benefit from your project outputs?

In the first column of each row, please select one of the pre-defined target groups from the drop-down list. In the second column explain in more detail exactly who will benefit from your project. For example, if you choose the category education, you need to explain which specific schools or groups of schools and in which territory.

Target Group	Specification

Obiectivul: EXTINDERE SI AMENAJARE SCOALA NR.3 NAVODARI - conform ISU
Obiectul: ORGANIZARE DE SANTIER
Devizul: Lucrari de constructii si instalatii aferente organizarii de santier

F3 - Lista cu cantităţi de lucrări pe categorii de lucrări decontate aferentă situaţiei de plată de la data 2026-10-23

SECTIUNEA TEHNICA					SECTIUNEA FINANCIARA	
Nr	Simbol	Nume	UM	Cantitate	Preţ (LEI)	Preţ total (LEI)
		INFRASTRUCTURA PARCAJE SI ALEI CAROSABILE				
		TOTAL INFRASTRUCTURA PARCAJE SI ALEI CAROSABILE				**0**
		PLATFORMA GUNOI				
20	CA02I1	Turnarea betonului armat in elementele construcţiilor, exclusiv cele executate in cofraje glisante marca ...1) la construcţii cu înălţimea până la 35 m inclusiv în planşee (grinzi, stâlpi, plăci) cu grosimea plăcii până la 10 cm inclusiv	mc	1.800	100.86	**181.55**
				Materiale:	0.30	0.54
				Manoperă:	94.56	170.21
				Utilaje:	6.00	10.80
				Transporturi:	0.00	0.00
20.2	20019285	Beton marfa c20/25 t4/t5 ii/a-s 32,5 r 16 p8/10 (b350)	mc	1.814	340.00	**616.90**
				Materiale:	340.00	616.90
				Transporturi:	0.00	0.00
24	CD05D04%	Inchideri si compartimentari din BCA cu mortar de var-ciment M 25-Z, preparat manual pe santier inchideri din blocuri 590 x 240 x 200 mm, in ziduri cu grosime de 20-24 cm, inaltimea constructiei mai mica sau egala 35 m	metru cu	9.500	109.51	**1,040.31**
				Materiale:	11.11	105.51
				Manoperă:	98.40	934.80
				Utilaje:	0.00	0.00
				Transporturi:	0.00	0.00
24.5	2.66311E+12	Bloc bca 590x240x24 cm	mc	9.262	325.50	**3,014.94**
				Materiale:	325.50	3,014.94
				Transporturi:	0.00	0.00
24.6	6313320	Diblu metalic cu autofrezare. pentru surub m 12	buc	28.500	3.32	**94.70**
				Materiale:	3.32	94.70
				Transporturi:	0.00	0.00
24.7	2.87412E+12	Surub cap hexagonal gros.m 12x120 gr 4,8 s 920	buc	28.500	0.80	**22.80**
				Materiale:	0.80	22.80
				Transporturi:	0.00	0.00
24.1	6728	Macara pe pneuri pana la 9.9 tf	ora	1.710	200.00	**342.00**
28	CK16A1	Porţi metalice rame din oţel profilat si cu impletitura de sarma zincata inclusiv accesoriile	mp	3.250	40.56	**131.81**
				Materiale:	8.16	26.51
				Manoperă:	32.40	105.30
				Utilaje:	0.00	0.00
				Transporturi:	0.00	0.00
28.5	6306599	Porti acces metalice cu rame, inclusiv accesorii	mp	3.250	185.31	**602.26**
				Materiale:	185.31	602.26
				Transporturi:	0.00	0.00
		TOTAL PLATFORMA GUNOI				**6 047.26**
		ADMINISTRARE OBIECTE INVENTAR				
36	ACB04B%	Montarea contorului de apa si a robinetului de concesie ingropat, pe pozitie existenta pe bransamente de otel, avand diametrul de: 30mm	buc	1.000	37.82	**37.82**
				Materiale:	1.82	1.82
				Manoperă:	36.00	36.00
				Utilaje:	0.00	0.00
				Transporturi:	0.00	0.00
36.6	4625563	Contor apa provizoriu - organizare de santier	buc	1.000	124.92	**124.92**
				Materiale:	124.92	124.92
				Transporturi:	0.00	0.00
36.7	5904744	Aliaj de lipit tip st-40 pb d2	kg	0.120	25.00	**3.00**
				Materiale:	25.00	3.00
				Transporturi:	0.00	0.00
		TOTAL ADMINISTRARE OBIECTE INVENTAR				**165.74**

		IMPREJMUIRE INCINTA				
		TOTAL IMPREJMUIRE INCINTA				0

Total manopera (ore)	51.93
Total greutate materiale (tone)	9.94

	Materiale	Manoperă	Utilaje	Transporturi	TOTAL
Total cheltuieli directe	4,613.90	1,246.31	352.80	0.00	6,213.01

Alte cheltuieli directe						
Coeficient	Valoare	Materiale	Manoperă	Utilaje	Transporturi	TOTAL
Contributia asiguratorie pentru munca	2.25%	0.00	28.04	0.00	0.00	28.04

		Materiale	Manoperă	Utilaje	Transporturi	TOTAL
Total cheltuieli directe		4,613.90	1,274.35	352.80	0.00	6,241.05
Cheltuieli indirecte	10.00%	461.39	127.43	35.28	0.00	624.10
Profit	5.00%	253.76	70.09	19.40	0.00	343.26

Total General (fără TVA)	7,208.41
TVA	1,513.77
TOTAL GENERAL (LEI)	8,722.18

Cursul de referință: 4.95 LEI / Euro, din data de 2021-12-20

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NR. 91502/11.11.2026

REFERAT DE APROBARE

Referitor la Proiectul de hotărâre de aprobare a proiectului şi a cheltuielilor legate de proiect - „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI", precizăm că aprobarea acestuia este necesară în vederea semntării contractului de finanţare pentru acest proiect, la acest moment acesta aflându-se în etapa de precontractare.

Aprobarea proiectului de hotărâre îşi găseşte justificarea în necesitatea depunerii, conform Raportului de vizită (etapa de precontractare) a documentelor solicitate, documente care stau la baza semnării contractului de finanţare, printre aceste documente aflându-se hotărârea consiliului local de aprobare a proiectului şi formularul „Cofin declaration".

Reamintesc că prin acest proiect se are în vedere îndeplinirea următoarelor obiective investiţionale:

- **Stimularea cicloturismului prin renovarea a două piste de biciclete cu o lungime totală de 12 km pe teritoriul municipiului Balcic;**
- **Reabilitare piste de biciclete Albena-Obrochishte – 3,019 km;**
- **Reabilitare pista de bicicletebBalcic-Albena cu funcţionalităţi îmbunătăţite – 8,7 km;**
- **Stimularea cicloturismului prin reabilitarea a 15.040 ml de piste de biciclete existente şi constructia a 8.020 ml de piste noi in orasul Navodari: Bulevardul Mamaia Nord (DC86) – calea principala de circulatie intre Mamaia si Navodari – (Lungimea pistelor reabilitate este de 10.740 m); Bulevardul Navodari (DJ226) – Drumul de acces principal dinspre localitatea Lumina, traverseaza de la sud la nord orasul Navodari avand directie localitatea Corbu (Lungimea pistei reabilitate este de 4300 m); Infiintare de trasee noi de piste pentru biciclete: Strada Principala (Lungimea pistei va fi de 2510m), Strada Iuliu Maniu (Lungimea pistelor va fi de 2740m), Strada Luminei (Lungimea pistei va fi de 2360m), Strada D8 (Are o lungime aproximativa in ax de 0.41 km);**

Facem precizarea că, potrivit cererii de finanţare depuse, valoarea totală a proiectului „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI" – cod proiect ROBG00443, este de

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5.959.088,20 EUR (inclusiv TVA) din care valoarea totală eligibilă din bugetul total pentru UAT Orașul Năvodari – partener în proiect - este de 3.426.922,58 EUR (inclusiv TVA).

Formularea și aprobarea proiectului are în vedere:

- **depunerea în vederea finanțării a cererii de finanțare aferente proiectului „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI", cod proiect ROBG00443;**
- **prevederile Ghidului Programului Interreg VI-A România-Bulgaria, 2021-2027;**
- **prevederile Deciziei nr. 73/25.02.2026 referitoare la Strategia Teritorială Integrată pentru dezvoltarea Regiunii Transfrontaliere Romania-Bulgaria prin care ideea de proiect depusa de care UAT Orasul Navodari și UAT Orasul Balchik a fost aprobată la finanțare în vederea dezvoltarii acesteia și punerii in aplicare în cadrul unei cerere de finantare complete-etapa a doua;**
- **Nota conceptuala nr. ITS - CN 33 a fost aprobata initial de către Consiliul pentru strategie;**
- **Decizia nr. 17/30.09.2025 prin care se pune în vedere municipalitatilor UAT Orasul Navodari și UAT Orasul Balchik depunerea unei cereri complete in cadrul Programului Interreg VI-a RO-BG;**
- **Prevederile documentului „Pre-contracting visit report" elaborat de Joint Secretariat Secretariat General Directorate;**
- **Prevederile art. 129 alin. (2) lit. b), alin. (4) lit. d) și art. 240 alin. (2) din O.U.G. nr. 57 din 03 iulie 2019 privind Codul Administrativ al României cu modificările și completările ulterioare.**

Având în vedere cele prezentate mai sus, considerăm că se impune aprobarea Proiectului de hotărâre de aprobare a proiectului și a cheltuielilor legate de proiect - „CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI", pentru a creea premisele necesare semnării contractului de finanțare în vederea realizării investiției.

INIȚIATOR,
PRIMAR,
FLORIN CHELARU

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**RAPORTUL COMPARTIMENTULUI DE SPECIALITATE
LA PROIECT DE HOTĂRÂRE DE APROBARE A PROIECTULUI ŞI A CHELTUIELILOR LEGATE DE PROIECT - ,,CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI" - revizie 1**

Având în vedere faptul că ideea de proiect propusă de care UAT Orașul Navodari și UAT Orașul Balchik a fost aprobată la finantare în vederea dezvoltarii acesteia, dat fiind faptul că a fost depusă o aplicație completă-etapa a doua, aspect susținut de prevederile Deciziei nr. 73/25.02.2026 referitoare la Strategia teritoriala integrata pentru dezvoltarea regiunii transfrontaliere Romania-Bulgaria și, având în vedere că, ulterior, proiectul a intrat în etapa de pre-contractare, este necesar ca, în conformitate cu prevederile PRE-CONTRACTING VISIT REPORT, să se aprobe un proiect de hotărâre de aprobare a proiectului și a cheltuielilor legate de proiect - ,,CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI".

Prin conținutul său, proiectul va da posibilitatea reprezentantului legal al orașului Năvodari de a semna formularul intitulat ,,Decision cofin" al cărui conținut este necesar să aibă la bază hotârârea anexată și care este, alături de hotărârea consiliului local, unul dintre documentele care trebuie puse la dispoziție de beneficiar pentru semnarea contractului de finanțare.

În acelasi sens, reiterăm că nota conceptuală nr. ITS - CN 33 a fost aprobata initial de către Consiliul pentru strategie prin Decizia nr. 17/30.09.2025 si in urma evaluarii, comitetul de monitorizare a decis sa invite municipalitatile din orasul Navodari și orasul Balchik sa depuna cererea completa in cadrul Programului Interreg.

Totodată, evidențiem din nou că rezultatele asteptate ale proiectului sunt:

- Stimularea cicloturismului prin renovarea a două piste de biciclete cu o lungime totală de aproximativ 12 km (12.000 ml) pe teritoriul municipiului Balcic;
- Piste de biciclete reabilitată Albena-Obrochishte - 3,019 km (3.019 ml.);
- Pista de biciclete reabilitată Balcic-Albena cu funcționalități îmbunătățite - 8,7 km (8.700 ml.);

<u>UAT ORAȘUL NĂVODARI:</u>

- Stimularea cicloturismului prin reabilitarea a 15,04 km (15.040 ml.) de piste de biciclete existente și constructia a 8,02 km (8.020 ml.) de piste noi în orașul Navodari: Bulevardul Mamaia Nord (DC86) - calea principala de circulație intre Mamaia si Navodari - lungimea pistelor reabilitate este de 10,74 km (10.740 ml.); Bulevardul Navodari (DJ226) - Drumul de acces principal dinspre localitatea Lumina, traverseaza de la sud la nord orașul Navodari avand directie localitatea Corbu - lungimea pistei reabilitate este de 4,30 km (4.300 ml.); Infiintare de trasee noi de piste pentru biciclete: Strada Principala - lungimea pistei va fi de 2,51 km (2.510 ml.), Strada Iuliu Maniu - lungimea pistelor va fi de 2,74 km (2.740 ml.), Strada Luminei - lungimea pistei va fi de 2,36 km (2.360 ml), Strada D8 - lungime aproximativa in ax de 0,41 km (410 ml.);

Activitățile de investiții pentru sprijinirea eficientă a turismului cu bicicleta pe teritoriul orasului Navodari sunt următoarele:

1. Reabilitarea pistelor de biciclete de pe teritoriul orasului Navodari

1.1. Reabilitarea pistei de biciclete din Statiunea Mamaia Nord (oras Navodari) - Bulevardul Mamaia Nord (DC86) - calea principala de circulatie intre Mamaia si Navodari

1.2. Reabilitarea pistei de biciclete existente Bulevardul Navodari (DJ226)

1.3. Infiintare de trasee noi pentru biciclete - a) Strada Principala; b) Strada Iuliu Maniu; c) Strada Luminei; d) Strada D8.

In vederea comunicării înscrisurilor care se află în sarcina UAT Orașul Năvodari pentru a fi prezentate în etapa de precontractare conform PRE-CONTRACTING VISIT REPORT și pentru a indeplini condițiile de aprobare a finanțării, este oportună aprobarea PROIECTULUI DE HOTĂRÂRE DE APROBARE A PROIECTULUI ȘI A CHELTUIELILOR LEGATE DE PROIECT - ,,CYCLING TOURISM FOR SUSTAINABLE ECONOMIC GROWTH OF THE BLACK SEA REGION BALCHIK-NAVODARI" în formă prezentată alăturat.

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