



European Ideas Network

Spatial concept of sustainable development of  
the Black Sea Region in Eastern Europe  
and the influence of the connections  
with the Danube and Mediterranean Regions

By

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Dear Sirs and Madams,

**The main issue** that we have to raise is how to harmonize the projects developed and those being in a process of development in the region by the particular countries (No. 2) for common spatial concept of sustainable development.

At present projects with different scope and purpose (No. 3, 4, 5, 6, 7, 8, 9), with even more different status programmes at different responsibility management levels are developed partially and implemented in accordance with the financing opportunities and coordination is still insufficient.

These are mainly projects in some of the following directions for:

- transport and communication – water, land and air routes, sites such as ports, yacht ports, terminals, airports, etc.;
- engineering and technical infrastructure, inclusive of gas pipelines;
- natural eco-systems and their protection;
- settlement systems;
- resort and tourist systems;
- health care, balneotherapy;
- cultural and historical heritage, inclusive of archaeology, etc.

Researches already outlined in the directions mentioned above are displayed in this presentation.

**Real and up-and-coming is the Purpose:** to direct the attention of the investors and governors to opportunities for structuring of the region from the general to the particular. When the leading territories are determined they should give the most reliable opportunity for specifying their capacity with the purpose of future development and improvement of habitation comfort in the spirit of sustainable development.

**The way**, in which it should happen, is based on researches of the specific facts in the region and at the very beginning a concept of spatial zoning by priorities on the basis of a criteria system should be composed. The main goal in this case is to form the basis of structural planning in the open Black Sea region for territories without borders up to particular settlements level and habitation areas comprehensible to the particular user. Of course, we should take into account the legislation in the particular countries, which is a starting point in the flexible approach upon the implementation of projects greater in scope in this case.

**In historical aspect** (No. 10):

Black Sea nations have always had a common fate, intertwining history, times of progress and bad moments. But what always has played a key role is the possibility for the water to be the live connection that determines the lifestyle, communication

and the entire progress of society. Black Sea would hardly survive without the main rivers of Danube, Dnieper, Dniester.

In this relation the spatial concept of the Black Sea Region development is closely connected with the particular, let's call them sub-regions in the mouths of these rivers. There these sub-regions have unique natural and geographical resources, the water level is the highest, there are transport opportunities, rich flora and fauna and they are attractive for development as well.

**The concept that is to be developed could lean on four basic structural principles of spatial development:**

- (No. 11). Longitudinal principle – for connections from point “A” to point “B”;
2. Comb-shaped principle – for covering territories of directions with similar capacity and development opportunities;
3. Mirror principle – for adequate and fair development;
4. Volume and space principle – for establishing visual comfort of habitation.

It is clear that all basic structural principles will find place in the future concept, of course, with the shade of the particular countries, lifestyle, history, future.

Here we find the magic key:

Only the association of our expert efforts and future cooperation may afford an opportunity for implementation of the main goal, increase of the territory capacity and improvement of habitation comfort.

Depending on the structural levels the principles find their expression in the following particular cases:

**A/ Structural Level: Black Sea (No. 12)**

The example covers the Black Sea Region along with the adjoining parts of Danube, Aegean, Azov and Caspian Regions (No. 13). It also covers the influence in the extended European scope of the possible active connection through Danube River between North Sea and Black Sea (Rotterdam – Constanta – Varna), as well as North Sea and Mediterranean Sea by Danube River from the port of Rotterdam to the barges terminal port of Lom (with 40% of the Bulgarian load turnover) through existing high-speed road to the port of Thessaloniki at the Aegean Sea. As far as the river connection Rotterdam – Varna is concerned it is feasible upon analysis of the advantages and disadvantages of a future channel from the port of Ruse at Danube River to the port of Varna at the Black Sea within the terms of the existing channel from the mouth of Danube River at the port of Constanta. In economic aspect the cooperation between the ports of Rotterdam and Antwerp is a model that should be valid for the ports of Varna and Constanta as well, respectively Istanbul and Burgas. For example, Burgas airport is a spare airport of Istanbul airport according to the international safety standards.

**B/ Structural Level: Lower courses of the flowing rivers (No. 14, 15)**

Mainly along the rivers of Danube, Dnieper, Dniester and part of the Black Sea coast that successfully may turn into that attractive part of the habitation when a Black Sea high-speed four-lane ring road (No. 16) with one-level junctions is implemented in the future. The construction of a motorway deprives of contact development along the sea resource. This high-speed road (No. 17) in Eastern Europe is the ideal opportunity for common urban development of the transversal territories in Western Black Sea between Istanbul – Burgas – Varna – Constanta in the area between the coast and the territories in the 15-minute isochron in consideration of the protected areas. In this part the road is constructed to a great extent and its further construction is a matter of will for development. We presented this concept in Tulcea, Romania on October 15<sup>th</sup> and 16<sup>th</sup> this year at the Forum of Architects of the Black Sea Region (FABSR) of the International Union of Architects (IUA).

**C/ Structural Level: Particular urbanized territories (No. 18)**

Actuated by the principles of spatial development for the contact territories, as the case here concerns Danube River (No. 19) and mainly the mirror development, which is commensurate with the number of bridges and hydro power stations in the upper river course and equal progress for Republic of Bulgaria and Republic of Romania. The researches presuppose profound general planning within the framework of a common concept “Carpathian Mountain – Stara Planina Mountain” (No. 20), which will determine the national and regional structural schemes according to the relevant legislation. The internal transport connections and their variants for development towards particular directions just give us the opportunity to seek the principles to the level of specific particular areas. Such an example is the contradictory case of the development of the biggest resort complex in Bulgaria, which even though spatially designed (No. 21, 22), came under the pressure of investment interest without being covered by the higher levels of planning and investment opportunities in Eastern Europe (No. 23, 24). The disadvantage of this plan is that it precedes the Integrated plans for sustainable urban development being elaborated at present in Bulgaria where spatial development and business plans are harmonized, controlled at state level, and are in compliance with Europe 2020 strategy of the European Union for smart, sustainable, inclusive growth together with the funds of public-private partnership and bank mechanisms. These and other similar matters of growth and particular programmes were discussed in the city of Sofia on October 25<sup>th</sup> and 26<sup>th</sup> at a meeting hosted by the Union of Architects in Bulgaria (UAB) with the management of the International Union of Architects (IUA) and the Architects Council of Europe (ACE).

**In conclusion:**

The capacity of the territories directly depends on the location, location and location again through harmonious spatial planning and creating opportunities for stage-by-stage and entire implementation with the necessary financial security. Smart money is the basis for harmonious development of society and our task as experts is to contribute to that with common efforts.

**Thank you.**

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