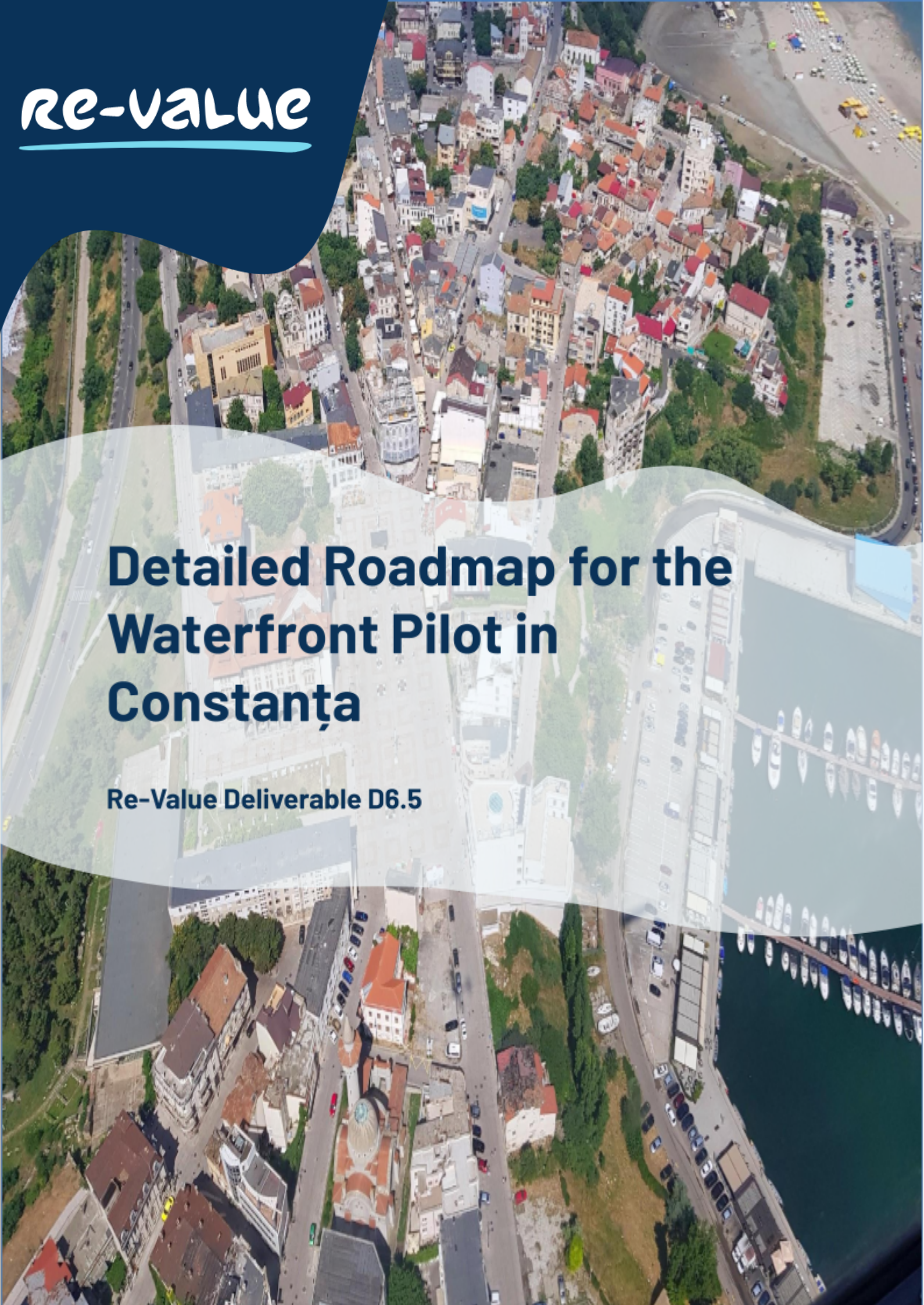


An aerial photograph of a coastal city, likely Constanța, Romania. The image shows a dense urban area with numerous buildings, mostly with red-tiled roofs. A large harbor and marina are visible on the right side, filled with many small boats. The city is bordered by a body of water, and there are green spaces and trees interspersed among the buildings. The overall scene is a mix of urban development and coastal infrastructure.

**re-value**

# **Detailed Roadmap for the Waterfront Pilot in Constanța**

**Re-Value Deliverable D6.5**

## Report information

**Deliverable:** D6.5: Detailed Roadmap for the Waterfront Pilot in Constanța

**Submission date:** 30 June 2025

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**Front page photo:** Aerial view of Constanța Casino seashore (source: Constanța Municipality)

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**Horizon Europe Grant Agreement No:** 101096943



**Funded by  
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## Executive Summary

The D6.5: Detailed Roadmap for the Waterfront Pilot in Constanța is a document developed within the framework of the Re-Value project. This document presents the Waterfront Pilot Area in Constanța—the Peninsula Area, the historical city centre of the city—along with the main activities undertaken in the first part of the project by the implementation team and those planned until June 2026 to design a Territorial Transformation Plan aimed at achieving climate neutrality by 2035.

The Roadmap is divided into two chapters, the first chapter presenting the main features of the Peninsula Area (section 1.1 The Waterfront Pilot), the stakeholder analyses and activities implemented so far in the project for their engagement (section 1.2 Engagement and 1.3 Impact model workshop), and the main opportunities and challenges in developing the Territorial Transformation Plan (section 1.4 Pilot Opportunities, Challenges and Adjustments), the second chapter of the document presents the short term action plan for the second phase of the project towards designing the TTP in an inclusive and collaborative manner.

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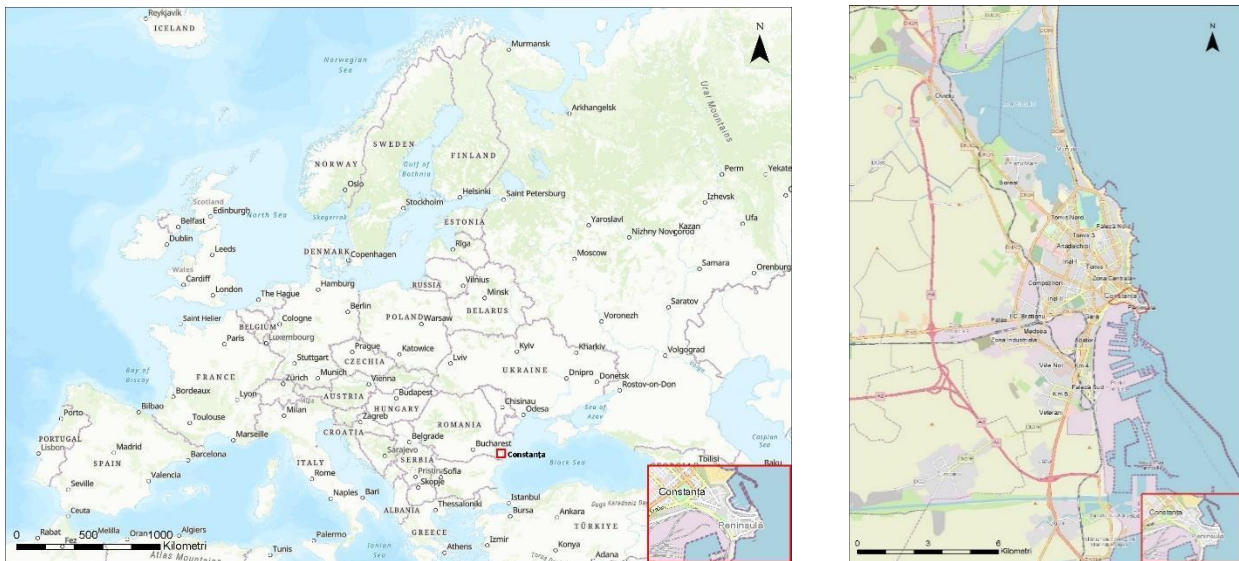
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# 1 The Constanța Waterfront Pilot

## 1.1 The Waterfront Pilot

### 1.1.1 General information and main landmarks

Constanța, the oldest City in Romania, is located on the South-East part of Romania on the shores of the Black Sea, at the crossroads of important commercial trade routes (Asia-Europe-Trans Caucasus).



**Fig. no. 1 – Europe/Romania/Constanța map (source: Municipality GIS)**

Established by the Greek colonists around 687 BC, the ancient City of Tomis has a long history of flourishing and decline, connected with the history of the Romans, Byzantines (Constantiana), Genovese (Constantza) and Ottomans (Kustendje), until 1878 when Dobrogea region was united with Romania (a remarkable fact is that in 1878 the size of Constanța was the same with the Re-Value pilot area). Since then, Constanța City entered into its modern era and started to have a constant development until nowadays.

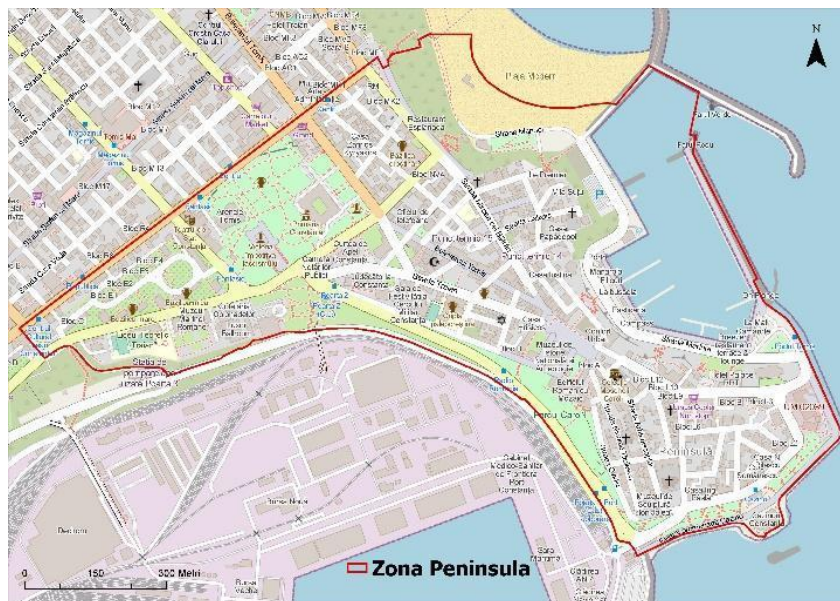
Constanța is one of the fastest growing cities in Europe with 263.688 residents living on a surface of 125 square kilometres and a population density of 2.110 people per sq. km, it is the largest City from the South – East Development Region and the main economic, cultural and educational centre in the region.

The main features of the city that shapes its development are:

1. Biggest port on the Black Sea - Constanța is the biggest port on the Black Sea and can become a significant trade link between the EU and Africa, the Middle East, Asia, and the Americas.

2. Extensive tourism infrastructure - Constanța is one of the most attractive tourism spots in Romania. According to a World Bank 2018 survey<sup>1</sup>, half of the Romanian population (around 10 million people) has visited Constanța at least once in the past 5 years.
3. Good connective infrastructure - Constanța is the only city in Romania with a port, airport, and railway connection. Constanța is also well connected by highway and high-speed rail to Bucharest, it is connected to the Danube River through the Black Sea – Danube Channel (so it can receive barges from within mainland Europe), and it is the only city in Romania with a highway bypass.

The Re-Value Waterfront Pilot is represented by the Peninsula Area, the historical City centre of Constanța, with a surface of approximately 0.9 square kilometres (approximately 0.01 % of the total City surface) and a resident population of around 8.000 people (PUZ 2003). This area represents the heart of the City, where the Greek colonists established the ancient Tomis Colony on the Black Sea shores more than 2.700 years ago.



**Fig. no. 2 – Peninsula Area / Re-Value Pilot Area (source: Municipality GIS)**

Bordered by the Black Sea shores on the East and South, by Constanța Port precincts on the West and by Ferdinand Boulevard on the North, Peninsula Area concentrates the most representative administrative, cultural and religious institutions of Constanța Growth Pole:

- administrative institutions – the Court of First Instance, the Court of Appeal, the Law Court, The Lawyers Bar, the Prefecture, Constanța County Council, Constanța City Hall;
- cultural institutions – Constanța National Museum of History and Archaeology, The Folk Art Museum, Ion Jalea Sculpture Museum, the Art Museum and the National Museum of Romanian Navy, Elpis – the Theatre for youth and children, Fantasio – Constanța State Theatre;
- religious institutions – Saint Peter and Paul Archbishop Cathedral, Saint Nicholas Church, Metamorphosis Greek Church, Saint Mary Armenian Church, Carol the First Grand Mosque,

<sup>1</sup> Adapted from Deliverable 2.3 *Competitiveness Profile*, prepared by the International Bank for Reconstruction and Development / World Bank, November 2018

Hunchiar Mosque, Saint Antoine of Padua Catholic Church and The Great Synagogue which unfortunately is in a very deprived state.



*Fig. no. 3 – Peninsula Area (source: Municipality photo gallery)*

In Constanța Re-Value pilot area, we can find a mix of urban functions like individual and collective housing, administrative services, commerce, public alimentation, tourism (accommodation, bars, restaurants etc.). Due to its attractiveness, it is one of the most accessed areas in the city, especially during the summer season, when tourists, among the city residents, are visiting the area for leisure purposes.

Ovidius Square, where the statue of the ancient Roman poet oversees the shores of the Black Sea, represents one of the main landmarks of the area. The Square, the surrounding streets and the stairs leading to the Modern beach and Tomis Touristic Port were refurbished through the project "Integrated restoration and redevelopment of the historical centre – Ovidius Square" in 2014 with funds from the Regional Operational Program (ERDF). One of the most important results of this project was that the square was transformed into a pedestrian only area and due to its closure became a place for peoples, this contributed a lot to the entire area renewal.



**Fig. No. 4: Ovidius Square (source: Municipality photo gallery)**

Another important landmark is the Modern Beach, one of the 3 major beaches in Constanța, it is approximately 1 km long with a variable width between 100 – 150 m. It is protected by winds by a high cliff and is sunny all day long. The water is not so deep, with a sandy bottom and has a low slope towards the sea, being perfect for family tourism.

The access to the beach is made through a network of stairs coming down from the City Centre (Mircea cel Batran Street) and through Lebedei Street, passing by Tomis Marina. Compared with other beaches in Constanța, Modern Beach is not so accessible, especially for people not owning a car or for people with reduced mobility.



**Fig. No. 5: Modern Beach (source: Municipality photo gallery)**

Tomis Marina, located in the vicinity of Modern Beach and Ovidius Square, is another landmark of the area that was well developed in the past years, not only in respect to the berthing infrastructure, but also for

leisure services like boat travel, restaurants and bars. Even so, Tomis Marina did not reach its full



development potential and can represent an important development factor for the entire area.

**Fig. No. 6: Tomis Marina (source: Municipality photo gallery)**

**Constanța Casino** is the most representative symbol of the City, located on the Black Sea Shore, it was built during 1904 – 1909, and inaugurated in 1910. For the moment the building is in an ample process of restoration and refurbishment, the funding is provided by the Romanian Government through the National Company for Investments, the project is in the last phase of execution and should be finished this year.

The Casino Seafront is the most preferred promenade area for both citizens and visitors, located between Port Gate no.1 and Tomis Marina, provides a unique view of the Black Sea and a perfect place for leisure and sightseeing. The Casino Promenade and the surrounding area was refurbished in 2014 through a European funded project implemented by the municipality. The project succeeded to transform the promenade into a pedestrian only area and to consolidate the cliff, to rearrange the green spaces around it, to place new urban furniture around the area and to create leisure areas around the promenade.



**Fig. no. 7: Casino Promenade (source: Municipality photo gallery)**

The most important landmark of Constanța is represented by Constanța Port that constituted the main supporting element for the development of the city. The first building stone for the Port area was placed in October 1896 by King Carol the First, after a long debate at national level and after costly diplomacy works to recover the lands from an English company that leased the land for the development of the Port from the Ottoman Empire.

The Port of Constanța is located on the Western coast of the Black Sea, at 179 nM from the Bosphorus Strait and 85 nM from the Sulina Branch, through which the Danube flows into the sea. It covers 3,926 ha of which 1,313 ha is land and the rest of 2,613 ha is water. The two breakwaters located northwards and southwards shelter the port, creating the safest conditions for port activities. The present length of the North breakwater is 9,400 m and the South breakwater is 5,560 m. Constanța Port has 156 berths, of which 140 berths are operational. The total quay length is 32 km, and the depths range between 7 and 19 meters. These characteristics are comparable to those offered by the most important European and international ports, allowing access to tanks with a capacity of 165,000 dwt. and bulk carriers with a capacity of 220,000 dwt<sup>2</sup>.

Constanța Port is both a maritime and a river port. Facilities offered by the port allow accommodation of any type of river vessel. The connection of the port with the Danube River is made through the Danube-Black Sea Canal, which represents one of the main strengths of Constanța Port. Due to low costs and important cargo volumes that can be carried, the Danube is one of the most advantageous modes of transport, an efficient alternative to the European rail and road congested transport.

Important cargo quantities are carried by river, between Constanța and Central and Eastern European countries: Moldova, Bulgaria, Serbia, Austria, Slovakia, Germany and Ukraine.

In order to cope with the future growth of river traffic, Maritime Ports Administration SA Constanța has completed a Barge Terminal. Such investment will improve the sailing conditions and develop facilities for the accommodation of river vessels in the South part of the port.

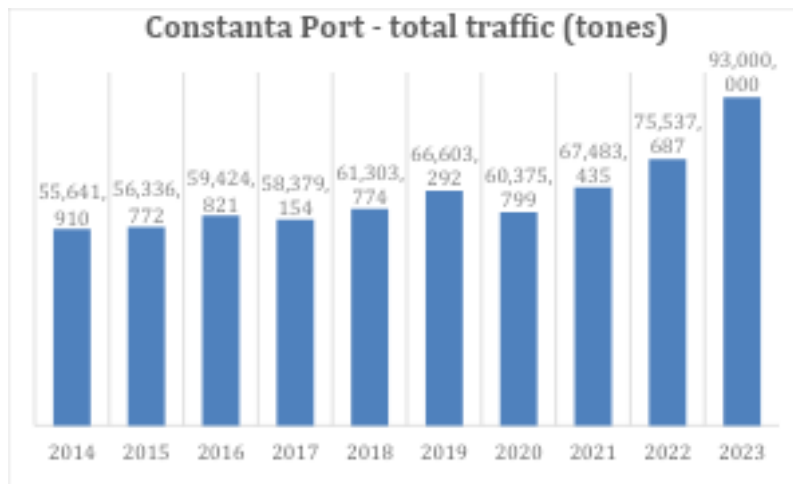


**Fig. no. 8: Constanța Port (source: Constanța Port administration)**

In the past years the port has constantly increased its capacity and the quantities of merchandise operated. Starting with the war on Ukraine significant growth can be observed, as shown from the chart below.

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<sup>2</sup> Source: [mariashipping.ro](http://mariashipping.ro)



**Fig. no. 9: Constanța Port – total traffic (source: <https://www.portofconstantza.com>)**

Separated from the City by an iron fence, due to its Free Zone administration status, the Port area can constitute a remarkable touristic destination considering its history and multitude of City landmarks (Port history museum, Queens Nest etc.). In the past years the Port opened its gates not only to the commercial entities but also to visitors. During the summer time there are some touristic public transport lines that enter the port area and pass by multiple touristic objectives inside the area.

The sustainable functional integration between the Port area and the City, including its extended urban functional area was analysed during PORT-Cities: Integrating Sustainability (PORTIS) project, a CIVITAS project funded through Horizon 2020

PORTIS was implemented in a large international partnership (33 partners) lead by the City of Antwerp, and with the following cities partners: Aberdeen (UK - Scotland), Trieste (Italy), Constanța (Romania), Klaipeda (Lithuania), Ningbo (China).

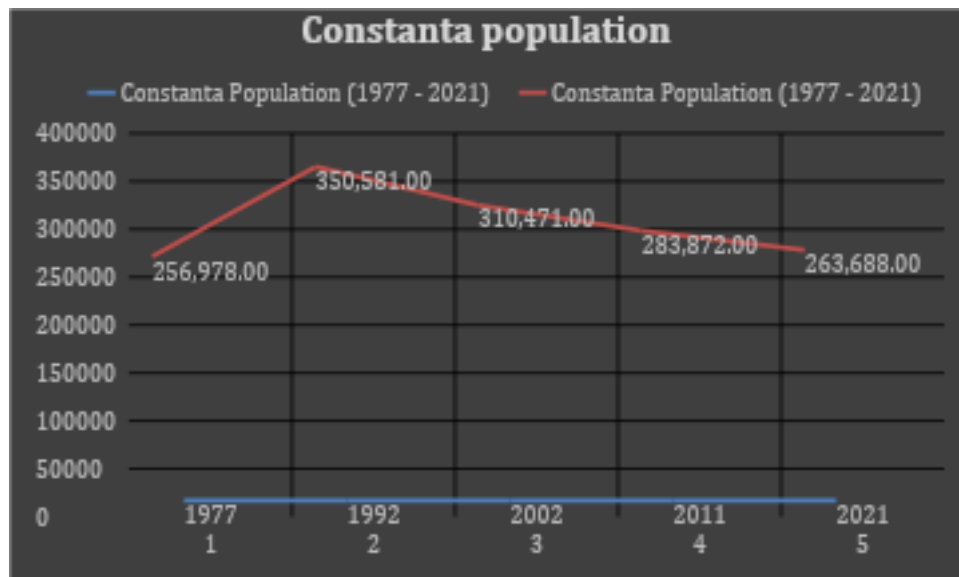
The local consortium in Constanța was composed of the Municipality of Constanța, Constanța Port Administration, Ovidius University, Constanța Metropolitan Area Association, Med Green Cluster, and European Centre for Development Association and European Integrated Projects. Constanța consortium implemented a set of 12 measures, including the harmonization of the Port and City development strategies, the elaboration of the City parking policy, establishing of a Mobility Forum, analyses of the burden that Port transportation is putting on the City, the elaboration of a street space reallocation analyses and plan etc. In the Re-Value project we will try to continue our cooperation with the Port administration and to further build on the results and best practices examples of PORTIS.



**Fig. no. 10: Constanța Port Entrance Gate no.1 before and after photos**

## 1.1.2 Socio-economic characteristics

As shown in Figure 11, according to the 2021 national Census, Constanța City population is on a continuously decreasing trend starting with 1992, losing around 25% of its population in the past 30 years, the main reasons for this are related to the internal and external migration and the negative population natural growth.



*Fig. no. 11: Constanța Population according to the national census*

Until 2019 this negative trend was counterbalanced at Constanța Metropolitan Area level, which number of inhabitants was constantly growing, reaching in 2019 a total population of 491.692 with approximately 15.000 more compared with 2002, but according to the national census in 2021, the population of Constanța Metropolitan Area also decreased with more than 53.000 people compared to 2002.

Alongside this decrease in population there can be observed an ageing trend of the population, this will have a direct impact on the labour market and on the mobility needs and habits of the population.

Constanța municipality is well known for its multiculturalism which is closely linked with its history. According to the 2021 national census, Constanța Municipality has 263.688 inhabitants, with Romanians representing the majority with 76 % of the total population, followed by Tartars with 2,6%, Turks with 1.7%, Roma with 0,5%, Russians with 0,3%, Greeks 0,1% and Hungarians, Ukrainians, Germans, Bulgarians, Armenians, Italians, Jews and Macedonians with less the 0,1%.

An interesting fact that was not considered and probably not measured by the 2021 census is that from the start of the war in Ukraine, there are a lot of Ukrainians living in the city, most of them already being very well integrated.

For the studied area, according to the information provided by the Taxes and Fees Public Service, the total population is around 4307 people, also a decreasing population considering the information provided by the Peninsula Zonal Urban Plan approved in 2011 when the total population of the area was around 8000 people.

Regarding the businesses in the area, according to the data available, there are 52 economical agents authorized by the Municipality to function in Peninsula, these include 26 in the field of public alimentation (restaurants, bars, coffee-shops, fast-food etc.), 23 in the field of commercial activities (shops, barbershops, beauty salons, drug stores etc.) and 3 in the field of hotels and tourist hosting structures).

In the extended area, including also the Central Area neighbourhood, part of it included in the Re-Value Pilot, this is an additional number of 531 authorized businesses, 69 in the field of public alimentation (restaurants, bars, coffee-shops, fast-food etc.), 453 in the field of commercial activities (shops, barbershops, beauty salons, drug stores etc.), 8 in the field of Hotels and tourist hosting structures) and one in the field of other recreational and entertaining activities (playing ground).

### 1.1.3 Land uses and urban structure

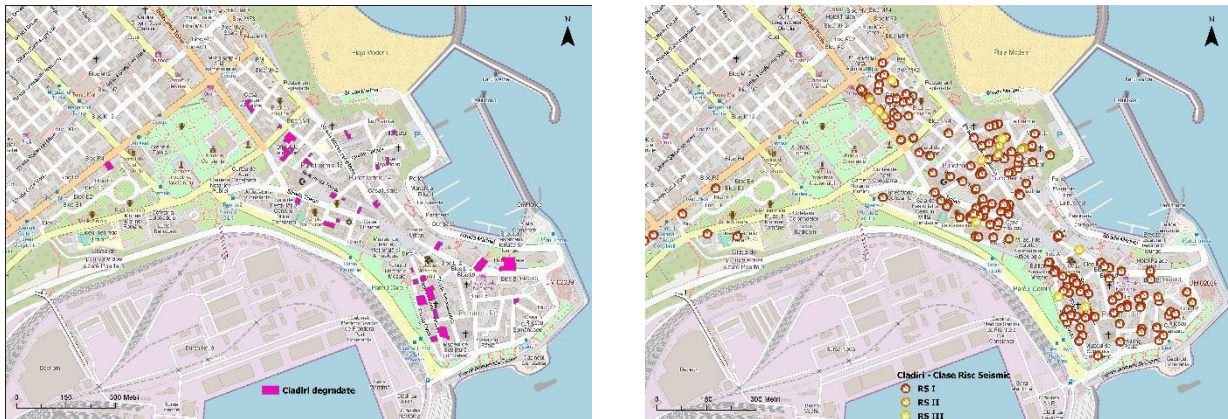
In the Peninsula area we can find different land uses, from the map below (figure 12), predominantly collective (orange) and individual (yellow) housing, including a mix of the two (yellow/orange with stripes), commerce and services (red), public administration (brown), culture (dark purple), cults (light purple), education (blue). There are also few resources of unoccupied spaces in the area (marked with grey on the map below).

**Fig. no. 12: Peninsula Area – land uses (source: Peninsula Zonal Urban Plan)**

Considering the historical evolution of the area (see section 1.1) most of the built environment inside the Peninsula was developed between the ends of the 19<sup>th</sup> century and half of the 20<sup>th</sup> century, the other part was built in the socialist era and after 1990's. Even though it is not an old built environment it is a unique one due to its cultural identity that showcases the principle "unity in diversity". The built environment is

characterized by its eclectic architectural style and its organic development; around 40 buildings are included in the Romanian List of historical monuments.

A major problem of the buildings inside the area is that there is an important number of them being in an advanced state of degradation (see below picture on the left) and even more included in the class of buildings exposed to seismic risk (see below picture on the right).



**Fig. no. 13: Building in advance degradation state and exposed to seismic risk (source: Constanța GIS)**

For the past years, starting with 2017/2018, there were a few buildings refurbished, including some buildings of the Municipality and County Council, for the moment, there are a few working sites opened in the area, yet there is still a lot of work to do in this field.

In this respect, in 2022 Constanța Local Council approved the REACTIS Program (REAbilităm Constanța Istorică – We refurbish the historical Constanța) for the realization of protection works and interventions to the buildings with cultural – architectural value located in the historical Centre of Constanța and other areas considered priorities from the city.

In the framework of this program the municipality is providing grants (20% to 50%) and reimbursable financing for the execution of intervention works and also provide as a grant the technical and economic documentation.

For the moment, the buildings that will be approached by the program are already identified, for these buildings the elaboration of the technical note has been started, with specialized experts. These notes provide information regarding the state of the building and how it responds to the fundamental requests in the field of construction provided by Law no. 10/1995 regarding the quality in constructions, and constitutes the basis for the prioritization of interventions.

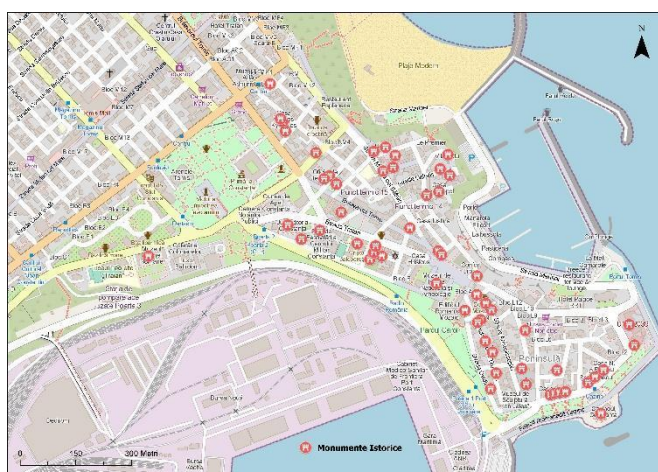
In order to support the revitalization of the Peninsula and its patrimony, the municipality also adopted a local law that provides the possibility to impose a tax increase with a range of 300 % to 500% for buildings and lands being in a deprived state.

## 1.1.4. Cultural and spatial quality, community facilities

According to the Culture Minister Order no. 2828/2015 for the modification of the Cults and Culture Minister Order no.2314/2004 regarding the approval of the historical monuments lists and the missing historical monuments lists, the area is located on the "Ancient Tomis City" archaeological site and on the "Constanța Peninsula area" urban site, inside the area we can also find a concentration of historical monuments of universal and national values and different historical monuments representative for the local patrimony.

A site is defined by the law regarding the historical monuments protection a topographically bounded land (parcel) which comprises those human creation in the natural frame that are significant cultural and historical testimonials from an architectural, urban, archaeological, historical, artistic, ethnographic, religious, social, scientifically, technical or landscape point of view.

As already mentioned, the area is very well represented by cultural and cults facilities, here we can find a variety of museums, different religious churches/mosques/synagogues and theatres. Even so, the Cultural strategy for Constanța identifies as a major issue the degraded and poor state of this amazing cultural patrimony. The actual cultural infrastructure does not allow impact and major events, due to the fact that the endowments and the infrastructure of the main public operators is insufficient and in a continuous degradation state.



**Fig. no. 14: Peninsula Area –historical monuments (source: Constanța GIS)**

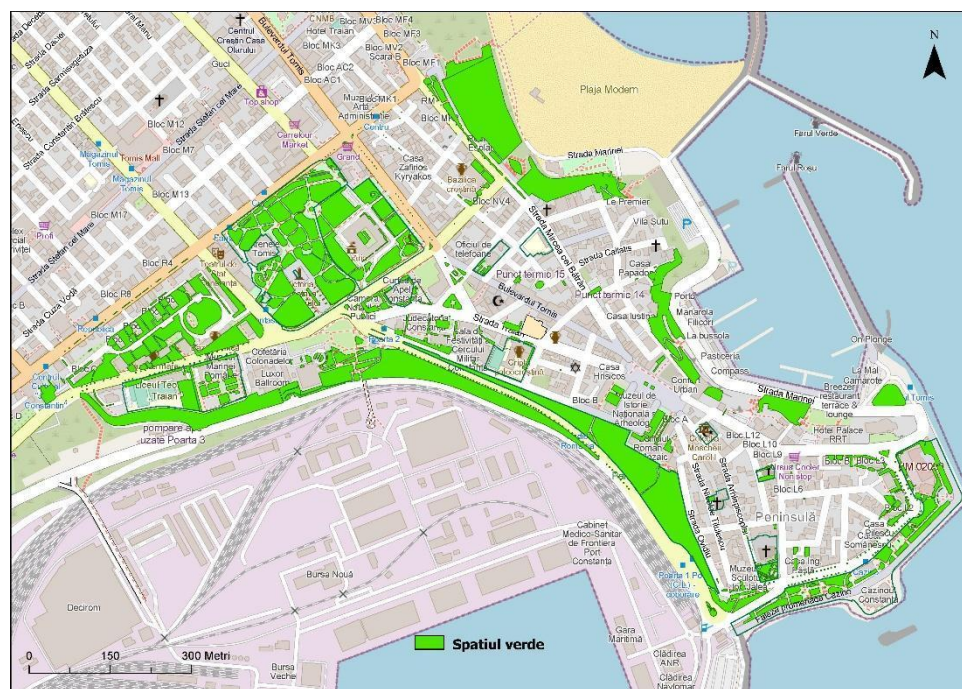
The cultural life of the city is developing at the crossroads between the traditional culture (elitist culture) and the mass culture (recreational), each with its own specific spaces, tools and target groups. The traditional culture is provided through a quite well-developed sector of art spectacles (theatre, opera, ballet etc.), but under the potential and expectations, as well as a diverse network of museums, which has a significant latent potential for extension and diversification.

The mass culture that attracts an exponential increasing audience, is represented by an increasing number of open-air festivals, concerts and events. Especially during the summer time, the Peninsula area is transformed into an open-air cultural site, where a lot of events are organized by the municipality in cooperation with different stakeholders.

Peninsula is also benefiting from the existence of three medium size parks, Casino Park (in front of the Casino building), the Archaeological Park (located in the vicinity of the City Hall), and Carol Park (around the Roman Baths and Roman edifice with Mosaic). These areas are used not only for leisure, but also as open-air places for organizing different cultural and artistic events.

Besides these parks there is also a concentration of green space on the slopes separating the City from the beach and from Tomis Marina, including the slope separating the Peninsula Area from the Port.

Except for the green spaces inside the Archaeological and Casino Parks, there is a real need of intervention for extending the green spaces in Peninsula Area, including an integrated approach for increasing the quality and utility of these green spaces.



**Fig. no. 15: Peninsula Area – green spaces (source: Constanța GIS)**

## 1.1.5. Mobility

The access in the Peninsula area is provided through its street network, characterized by its hierarchical structure and its density. There are around 45 streets composing the street network of the area, which is dominated by category III type of streets (defined as collectors, which takeover the traffic flows from the functional urban areas and guides it to the linking streets and thoroughfares) and category IV type streets, for local use, which assures access to housing and for occasional and day to day services, in areas with very limited traffic. The main streets granting access to the area are:

- Tomis Boulevard (category I type of street, defined as thoroughfare, which assures the takeover of the major traffic flow of the city in the direction of the national road crossing the city or in the main direction of connection with this road). One of the main entry roads in Constanța connecting the City with Ovidiu City and Mihail Kogalniceanu airport, as well as A2 Motorway (Constanța –

Bucharest), A3 and A4 motorways. The Boulevard crosses the City from North to South and ends in the Peninsula Area, right in Ovidiu Square as a pedestrian only street.

- Ferdinand Boulevard (category II type of street defined as link, which assures the major traffic between functional urban areas and housing areas). The boulevard grants the connection from the Railway station to Modern Beach, Central and Peninsula Areas.
- Mihai Viteazu street (category III type of street) connecting Peninsula with 2 major boulevard (Mamaia and Lapusneanu), and crossing several neighbourhoods in the city.
- Traian Street (category III type of street) connecting the Railway Station Area to Peninsula and Central Areas.
- Port Road (category III type of street) connecting the Railway Station Area to Peninsula and Central Areas.



**Fig. no. 16: Peninsula street network (source: Constanța Municipality GIS)**

During the European programming period 2007 – 2013, Constanța Municipality managed to implement 3 major projects inside the area funded through the Regional Operational Program 2007 – 2013 that totally transformed the area from a decaying one into a place where people want to spend their time.

One was already presented in the first chapter, respectively the Restoration and integrated redevelopment of the promenade and green areas in the Vraja Mării – Casino – Tomis Marina Area.

The second one was the Restoration and integrated redevelopment of the historical area – Ovidiu square project. The results of the project are the transformation of Ovidius square into a pedestrian only area and a place for leisure equipped with all necessary equipment (modern urban furniture, specific street lighting etc.); the refurbishment of Vasile Canarache street, Marcus Aurelius street and Vasile Canarache alley,

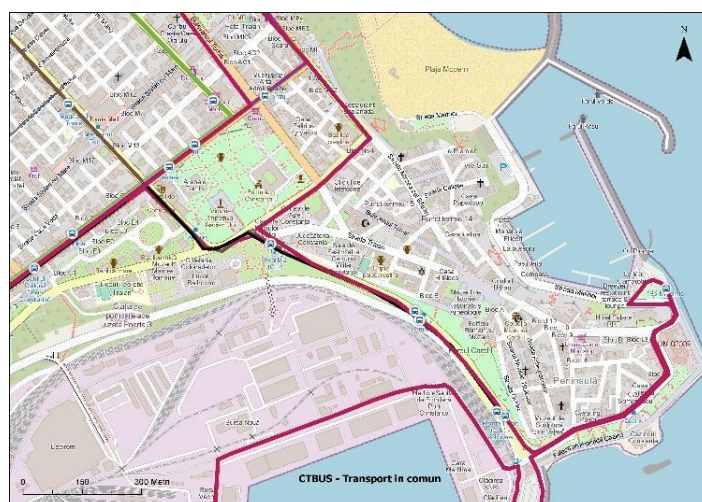
including the access stairs streets from Marcus Aurelius street to Tomis Marina and from Vasile Canarache street to Termele Romane street, hard infrastructure connecting directly the Ovidius Square with the waterfront. The works consisted in changing the pavement of the streets, including urban furniture (benches, lighting poles, garbage cans, and ashtrays), the construction/refurbishment of the rain water sewerage system, modernization of the public lighting system and the extension and modernization of the green areas, including the terraces.

The third one is represented by the Integrated restoration of the pedestrian area in the historical centre of Constanța. The result of the project was that 21 streets inside the Peninsula Area were refurbished and modernized. The works consisted in changing the pavement of the streets, including urban furniture (benches, lighting poles, garbage cans, and ashtrays), the construction/refurbishment of the rain water sewerage system, modernization of the public lighting system and the extension and modernization of the green areas, including the terraces.

Among the revitalization of the area, these projects have contributed also to the pedestrianization of the Peninsula and were the first actions that started to promote the principles of sustainable urban mobility in Constanța.

The area also has good connectivity to public transport, most of the local lines accessing the Peninsula Area with the following stations: Port Gate no. 1 (lines no. 44, 51, 101 and 51B), Port Gate no. 2 (line no. 48), Tomis Marina (line no. 42) and through Ferdinand Boulevard the Fantasio Theatre and Miga station (lines no. 5-40, 2-43, 43M and 43C). In the summer season, the public transport service also provides special touristic lines passing through the Port Area, The Peninsula Area (Tomis Marina) and Mamaia resort, on a hop on hop off basis.

Even though there is good connectivity of the Peninsula area to the public transport system, inside the area there are no other public transport services, beside the taxi service, this can constitute an opportunity to introduce new sustainable transport vehicles, including intelligent ones, especially for people with reduced mobility and for tourist purposes.



**Fig. no. 17: Public transport routes towards the Peninsula area (source: City GIS)**

The cycling infrastructure is still in an inception development phase inside the Re-Value pilot, here are no dedicated bike lanes inside the area, except the one from Tomis Boulevard (around a few hundred meters, between Ferdinand Boulevard and Traian/Negru Voda streets).

Through the Romania-Bulgaria Cross Border Cooperation Operational Program 2007 – 2013 Constanța Municipality in partnership with Balchik municipality from Bulgaria had implemented the Black Sea Bike - Diversification of the tourism services in Constanța - Balchik cross border region by bike – BSB project. The result of the project was the realization of two bike-sharing systems, free of charge, one in Constanța and one in Balchik, composed of 24 bike stations and 390 bikes for Constanța and 6 bike stations and 100 bikes for the Bulgarian partner (two stations are located in the pilot area).

A major issue inside the Peninsula area is the increased number of private vehicles accessing and parking in the area, this decreasing a lot the touristic, cultural, historical and urban quality aspects of the area that comes in package with all the negative effects on climate, on the historical patrimony and on safety.

Constanța Municipality is struggling for more than six years to enforce an access regulation inside the Peninsula area that allow access inside the area only for the residents and emergency services, but this regulation has been contested, reapproved and again contested, finally the Law Court decided to repeal it, even though according to the face to face and on-line surveys most of the citizens wishes for a car free zone here.

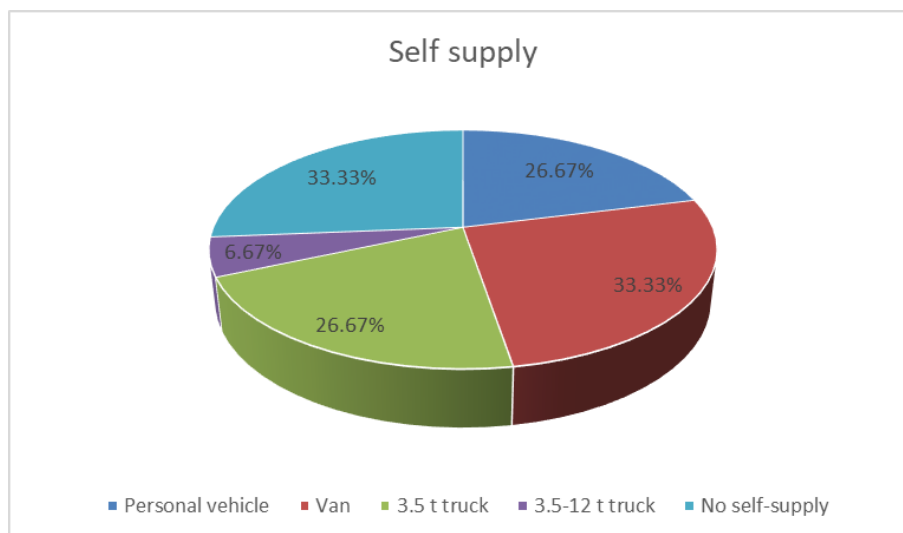
Regarding the logistics and goods supplying in the area there are no official data. Due to this lack of data, in the framework of PORTIS project a survey was carried on in this respect in 2018, there was a questionnaire sent to all the economical operators inside the Peninsula area with questions regarding the way they supply their goods. It was expected that the operators would answer in relatively large numbers and it would not be necessary to conduct a statistical survey, because the idea of changing the way vehicles are accessing the area was a subject of discussions for many years. However, there were no answers to the questionnaire, even though the business owners were always complaining that nobody is asking them for their opinion.

After an initial period of waiting for the reply to the questionnaires, there was conducted a survey of the operators from the area and there were extracted 15 representative operators, such as hotels, bars, café, drugstores, fast-food or supermarkets.

The results of the survey are the following:

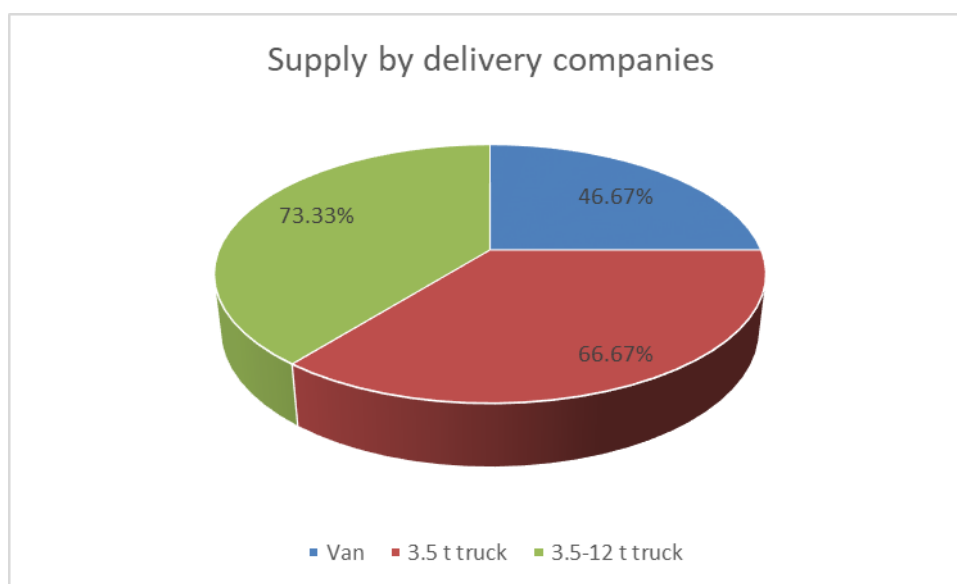
- 67% of the economic operators from the central area are self-supplying;
- for self-supply, there are about 26.67% which are using personal cars, 33.33% are using vans, 26.67% are using 3.5 tons trucks and 6.67% are using 7.5 tons trucks (the total percentage is above 100% as approximately a third of the operators are using multiple types of vehicles);

## re-value



**Fig. No. 18: Type of vehicles for self-goods supply (source: PORTIS project database)**

- 33.33% of the economic operators are not using their own vehicles for supply;
- all economic operators are using delivery companies for supply, even if they have their own fleet, especially for beverages, alcoholic drinks and tobacco products;
- below it is presented the share of each type of vehicle for the supply of goods in the area.



**Fig. No. 19: Type of vehicles for goods supply (source: PORTIS project database)**

The supply interval for the economic operators varies depending on a wide range of factors, such as opening and closing hours, customer peaks, availability of distribution companies, market share, personal relations between distributor and economic operator.

During the face-to-face interviews, it was clear that most of the economical operators, especially from the restaurant sector, rely on daily supply of freight as they want to have fresh food for their customers. At the same time, as mentioned during the interviews with the main commercial operators from the area, the trips to supermarkets are mostly in the morning at opening time and in the afternoon, when the economic

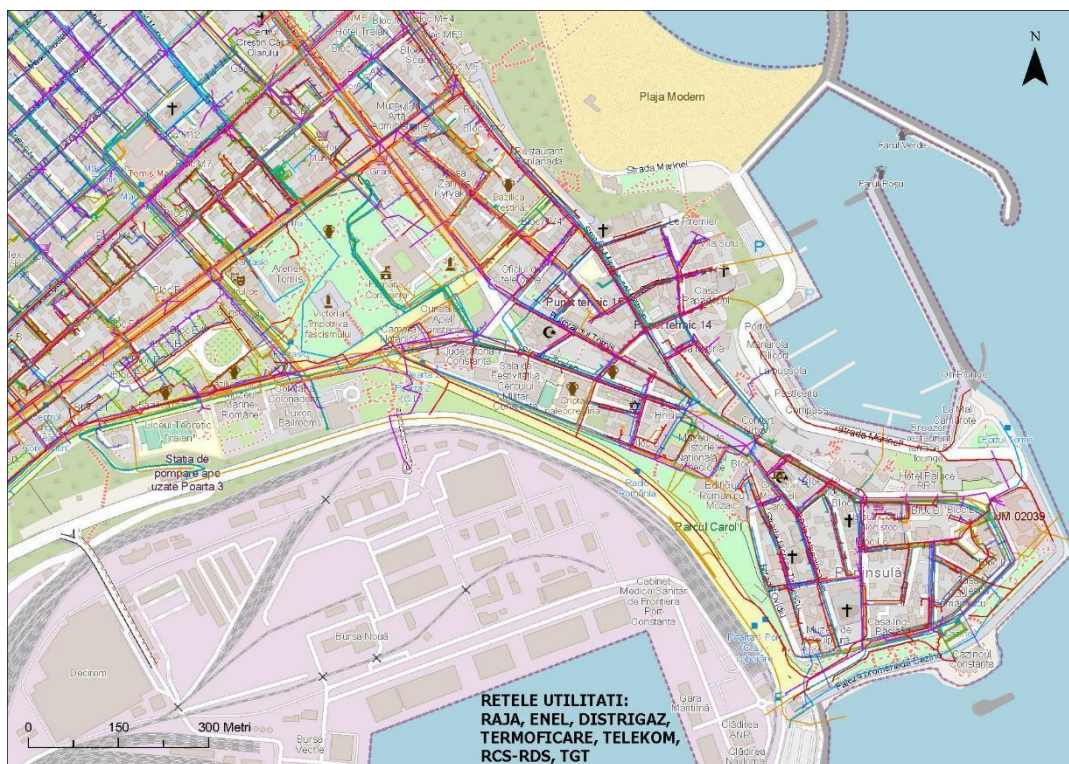
operators from the central area need additional supplies. At the same time, the delivery companies are asked to make additional trips for the necessary supplies or the delivery companies do not manage to deliver all the goods in the morning and they are extending their delivery program throughout the day.

In the condition of the central area and especially for the Peninsula area, the access and parking of transport vehicles for the delivery of goods within the narrow streets of the old town, is prone to the development of serious bottlenecks. At the same time, the access of personal and transport vehicles near the pedestrian only areas, can sometimes be a risk for the people, especially at the junctions and the proximity of the pedestrian area.

All these aspects will be further analysed in SPOTLOG – Green and socially responsible city logistics innovations – project, funded through INTERREG Europe Program, where Constanța Metropolitan Area is a partner, aiming to further analyses the logistic and supply chains in Constanța, and to revisit the Constanța SUMP in order to tackle this issue and propose specific actions in this field.

## 1.1.6. Utilities

All the utilities and telecommunication networks inside the Peninsula area are underground, these are represented by the water and sewage, electricity and public lighting, heating, gas and different data and voice networks.



**Fig. no. 20: Utilities network (source: Constanța Municipality GIS)**

The utilities networks have been developed together with the city development and expansion, for the studied area there is a very good coverage of the utilities networks and the area is well served.

One major issue regarding the underground utilities network is their depth, not every time the mandatory posing depth of the pipes/cables foreseen in the technical normative being respected. This issue among the status of the area of an archaeological site caused major issues in the development of the area, due to the increased costs for the utilities networks relocation and the necessary time for the archaeological studies, including the costs for the preservation of any discoveries.

Due to the underground networks of utilities Constanța municipality cancelled the implementation for the Phase II of Integrated restoration of the pedestrian area in the historical centre of Constanța project, even though a financing contract was signed for it and the financing granted through the Regional Operational Program 2013 - 2020. The aim of the project was to refurbish and to pedestrianize the rest of Peninsula Area streets, not included in the first phase of the project.

## 1.2 Engagement

Keeping in mind Constanța's objectives in the Re-Value project and the City's ambition to achieve climate neutrality by 2035, public engagement of all relevant stakeholders, including citizens, is essential.

Even though public engagement activities in Romania are made mainly when the laws are requesting this kind of activities, and most of the time is made in a formal way, without real stakeholder and citizens involvement and follow up, Constanța Re-Value team is trying to change this approach, by continuously inviting stakeholders and citizens to take part in the project activities. The general context for this is very relevant and favourable due to the implication of the local partners in different European funded projects, and most important the participation in the M100 hub (see chapter 1.4.1. Mirror Mission Cities Hub Romania – M 100).

### 1.2.1 The pilot stakeholder landscape

The main stakeholders relevant for the pilot area are:

- Public authorities (e.g. Constanța Municipality, Constanța County Council, Constanța Port Administration, and the National Government, especially the Ministry of Development, Public Works and Administration, including National Company for Investments, Ministry of Environment, Ministry of Transport and Ministry of Culture) play crucial roles in planning, funding, and implementing different development projects.
- Public services and utilities companies (e.g. roads and parking, public transport, waste management, heating, water and sewage, electricity, telecommunication etc.) due to the fact that they provide and support the entire functioning of the City infrastructure.
- Cultural institutions include museums and theatres, as well as religious institutions including churches, mosques, and synagogues, they are essential for preserving and promoting the area's rich history.
- Local professional stakeholders include businesses and institutions within the Peninsula Area, such as restaurants, bars, shops, hotels, and transport and logistics companies.

- Educational institutions (e.g. Ovidius University, schools and high schools located in the pilot area, but not only), urban planning and development experts, research and innovation entities, environmental and sustainability organizations.
- Business, citizens, tourists and visitors of the Peninsula Area.

Most of these stakeholders were involved in different meetings organized in the Re-Value framework with the aim to present them the project objectives and to introduce them into the thematic of climate neutrality, with a focus on the Peninsula Area. These types of actions will continue in the second part of the project with more focused discussions related to the identification of the most pressing issues and the most suitable solutions for the Waterfront Pilot, considering the climate neutrality triangle (sustainability, inclusion and aesthetics) and the six Re-Value systemic challenges.

Some of the above-mentioned stakeholders are also active participants in the Re-Value Community of Practice, and others assuming the role of Re-Value ambassadors, as for example Mrs. Diana Slav, a very known guide in Constanța and a person that is in love with Constanța's history, culture and architecture. Mrs. Diana Slav is providing free guided tours in the Peninsula Area for anybody interested, but she is also involved in a program with the School Inspectorate and provides guided tours and different games to the youths from Constanța schools in order to better understand the history of the city and its inestimable building patrimony. Following by example, Mr. Cristian Cealera, a writer passionate of Constanța and Dobrogea Region history, one of the hosts of the Re-Value study visit in Constanța, started to provide free guided tours for anybody interested in the Peninsula Area, with a special focus on the story of the three waterfront Casinos.

Another important group of stakeholders that are bringing continuous expertise, inputs and knowledge is represented by the entire Re-Value project team and Community of Practice, they are one of the most important driver for thinking out of the box, in this respect presenting a lot of interesting and innovative good practice examples and approaches for contributing towards reaching climate neutrality.

## 1.2.2. Innovation Camps

On October 28th 2023, 63 high school students from Constanța participated in the first Innovation Camp workshop that was held at the Ovidius University in Constanța. During the Innovation Camp, the participants, divided in ten teams, had to create a project plan that would contribute to the improvement of urban mobility and the reduction of traffic in the city. Students worked on a case study and benefited from mentoring and guidance from volunteer consultants with experience and expertise in the field.



**Fig. no. 21: First Innovation Camp activities (source: Re-Value team)**

The activities aimed to develop young people's skills such as communication, teamwork, creativity in order to stimulate business-oriented thinking and also finding concrete, feasible solutions with a positive impact for the community and the environment.

The teams presented their project plans to a jury made up of representatives of the project partners and the Constanța County School Inspectorate, who evaluated the solutions and selected the proposals that have potential and sustainability.

The organisation of such an inter-high school urban mobility competition brought with it numerous benefits. First, it gave students the opportunity to develop their creativity and critical thinking by solving problems related to urban mobility. The fact that students worked in mixed teams from different high schools encouraged collaboration and institutional communication. The young people, who did not know each other, managed in a very short time to work as a team and come up with innovative ideas.

This competition also helped raise awareness of the importance of sustainable mobility among students and the local community. Each mixed team made up of students from high schools and coordinated by a mentor presented innovative solutions for traffic, public transport and environmental problems, showing their commitment to a better future.

The Constanța Re-Value team learned after this exercise that young people are very eager to take part in these kinds of events and that they represent an important source of information and that their ideas are very innovative and responsive to the problems approached.

The second Innovation Camp with students from various Constanța high schools was held in January 2025. As a lesson learned, the topic of this exercise brought students closer to the Re-Value waterfront pilot, in order to benefit from their innovative thinking and to include the most suitable ideas into the Territorial Transformation Plan.

55 students attended the Second Innovation Camp Workshop that took place between November 2024 and January 2025, and was organized in several phases, as presented below:

1. Introductory session which provided students with the background and details of the topic and information about the workshop, including guided tours of the peninsular area in order for the students to understand the history of the Peninsula Area and the architecture of the buildings.
2. The teamwork session, during which students worked independently on developing their ideas and designing their initial projects.
3. Mentoring sessions provided by JA Romania.
4. Project presentation session. The project presentation session was organized in the Remus Opreanu Hall, a hall where all the County and Local Councils meetings are held, with the participation of the deputy mayor of Constanța that pleased and encouraged the students to be further actively involved in the city activities.



**Fig. no. 22: A team of students starting their guided tour (source: Re-Value team)**

During the Innovation Camp, participants worked on finding creative solutions to improve aesthetically and functionally the Peninsula area of Constanța, using minimal interventions and resources. The activities aimed at developing young people's skills (communication, teamwork, creativity), stimulating business-oriented thinking and finding concrete, feasible solutions with a positive impact on the community and the environment. The teams presented their project plans to a jury of representatives from the project partners, who evaluated the solutions and selected the proposals with potential for development and sustainability.

The projects ideas promoted by the students were much anchored into the realities and necessities of the Peninsula Area, most of them coming with concrete solutions to the aspects identified throughout their experiences in the area and their guided tours, the winners of the competitions were:

First place, Team "Butterflies" - creating ecological spaces that contribute to biodiversity preservation and urban well-being, by using recycled materials, such as PET bottles, paper boxes, package wood etc. The team proposed to build insect refuges, bird cages and animal shelters as well as seating areas. These support biodiversity and offer practical and sustainable solutions to improve the urban environment.

Second place, Team "Tourist Family" – installation of solar-powered street lighting poles, which will help reduce long-term costs and protect the environment and also to artistically illuminate the area's iconic

buildings with LED spotlights to highlight the architectural heritage and transform the area into a vibrant place.

Third place, Team "M5 Competition"- the installation of smart public toilets, which will help to improve the tourist infrastructure in the Peninsula Area. It's an eco-friendly solution with solar panels that blend harmoniously into the urban landscape.

The third Innovation Camp is expected to take place between October and November 2025 and will build upon the outcomes of the first two camps.

Students will focus on developing detailed design concepts for the Constanța Peninsular Pilot area, with a strong emphasis on climate neutrality. Their task will be to refine the solutions they proposed in previous workshops, incorporating more advanced and technical design thinking to transform the Peninsula Area into a sustainable, climate-neutral urban space. This camp will keep promoting creativity and innovation among Constanța's youth, deepening their participation in the city's efforts toward sustainable development.

Having in mind the strong potential of youths in the co-creation process, the local Re-Value team is considering identifying different solutions in order to keep this group present and engaged. Moreover, Constanța Re-Value team already started the discussions with Constanța Ovidius University in order to involve also the students from the University in different projects activities and also in different activities undertaken by the municipality or by Constanța Metropolitan Area in the field of planning and design.

Firstly, we will have some information panels regarding the cities and it's Functional Urban Area plans towards climate neutrality, including questionnaires for understanding their perception regarding the Re-Value pilot area. Secondly, we consider offering them the possibility and support to study more in-depth different issues related to reaching climate neutrality as part of their graduation papers.

## 1.3 Impact Model Workshop Insights

On 20 June 2024 (M18), the first Impact model workshop was organised at Constanța City Hall. Twenty-one people attended the event representing various fields of activities, from the academic environment, municipality and municipality owned companies, experts, residents, designers and architects, including NGOs and citizens.

During the workshop, 3 working tables were organised and each of them agreed on one pilot project that can be implemented in the Peninsula area, namely: 1. Nature-based sustainable mobility (table 1), Events (table 2) and Architectural and cultural special quality (table 3).



**Fig. no. 23 : IM workshop activities (source: Re-Value team)**

Some very important ideas were generated during this exercise that can be further promoted and included in the Territorial Transformation Plan, respectively: the introduction of a SMART and clean public transportation route inside the Peninsula area, that can be both used by residents and visitors; linking the historical city centre to the Mamaia resort area with a water bus line; sustaining the involvement of the local community through the organisation of cultural, sport and youth events, in order to create a sense of ownership and the desire to preserve the area and its values; protecting the cultural and historical heritage of the area by promoting different municipality programs, including the identification and absorption of different funding opportunities for the refurbishment of the buildings.

The exercise was very fruitful, and the discussions that emerged during the domino cards exercise were very interesting and thoughtful. It made everyone think of the potential impacts that their projects will have and how it can affect other areas/domains.

Even though in the start the impact model workshop seemed a complicated exercise, due to its complexity and specialised notions used for the domino card part, it proved a real successful experience that can engage and incite the participants to present their points of view very clear and argued, but also make them think broader and to better understand the implications a project can have in different areas of interest.

These kinds of exercises can be further implemented, but the most important thing that can make them successful in Constanța environment is that the moderators of these exercises to be external experts and not representatives of the local public administration, thus giving these exercises a more professional approach.

## 1.4 Pilot Opportunities, Challenges and Adjustments

One of the main challenges is represented by the lack of real and trustworthy cooperation of all stakeholders, especially citizens and business inside the Pilot Area in the transformative design process. In this respect, having in mind that the city climate contract will be implemented, the Constanța Re-Value team considers that this challenge will be overcome and the framework for cooperation and communication will be made available.

Moreover, for the next phase of the project the Constanța Re-Value team planned several activities that will contribute to the citizens engagement, firstly a questionnaire for understanding the citizens and visitors

perspective of the area will be published, and secondly, some on site discussions with the people using the area will be arranged in order to support the findings of the questionnaire.

Another challenge Constanța is facing is related to the lack of digital tools used for simulations and scenario development. In this respect, in the last period an open dialogue was restarted with the Constanța Ovidius University and MedGreen Cluster, the users of Constanța SUMP transport model, in order to develop an updated Peninsula Area transport model. This model will support our endeavour in promoting the concept of a Low Emission Zone for the Peninsula Area.

The most important challenge related to the transformation of the Peninsula Area into a sustainable, inclusive, beautiful and climate neutral area is represented by the lack of funding for the big infrastructure projects that the area needs, like for example the refurbishment of the entire subterranean network of pipelines and cables providing public utilities, the refurbishment of the pavements and consolidation of the slope area, and, of course, the refurbishment and energy efficiency of the buildings.

Related to the adjustments made for the pilot area, we can only state that the Re-Value project made the local consortium think bolder and broader, thus considering all the 6 systemic challenges and trying to approach all of them.

There is a very broad range of opportunities related to the pilot area design and transformation, consisting in further cooperating with the local stakeholders, involving youths in the process, continuing with the events organized in the area, continuing to invest in the refurbishment of the buildings inside the area and so on, but the most important opportunities that can have tangible results during the project time frame and can contribute to a sustainable transformation of the Peninsula Area are depicted below.

### 1.4.1. Mirror Mission Cities Hub Romania – M 100

The most important opportunity for the Pilot area is represented by the **Mirror Mission Cities Hub Romania – M 100**<sup>3</sup>, where Constanța City and Constanța Metropolitan Area were selected, among other nine cities, plus the three cities selected in the EU Mission, to be a part of this nation hub.

M100 is a national hub established by The Ministry of Research, Innovation, and Digitalization in 2024 that is mirroring the EU Mission 100 Climate-Neutral and Smart Cities, supporting Romanian cities to become climate neutral by 2035, and which is funded through the European Economic Area (EEA) and Norway Grants.

The HUB is governed by a Coordination Committee involving the Ministry of Investments and European Projects (MIPE), the Ministry of Research, Innovation and Digitalization, the Ministry of Energy, the Ministry of Development, Public Works and Administration, the Ministry of Environment, Waters and Forests and the Ministry of Education.

The Executive Agency for Financing Higher Education, Research, Development and Innovation (UEFISDCI) is ensuring the secretariat for the Coordination Committee formed of delegates from all the above-mentioned ministries, led by a state secretary from MIPE.

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<sup>3</sup> <https://m100.ro/home>

M100 is functioning as a platform to facilitate dialogue between central, regional, and local public authorities, universities and public research-innovation institutes, civil society, and citizens to aid Romania's cities in reaching the EU targets regarding climate neutrality by 2035/2050.

M100 activities are supported also by a group of national and international partners that actively promote dialogue, multi-level governance, and transdisciplinary collaboration, demonstrating the real impact of collective missions and cooperation, like: Urbanize Hub<sup>4</sup> (a lab for sustainable urban development), Romanian Order of Architects<sup>5</sup> (professional organization dedicated to promoting quality architecture for sustainable urban transition), Net Zero Cities<sup>6</sup> (EU Mission for Climate Neutral and Smart Cities platform), CapaCITIES<sup>7</sup> (platform that supports national and regional authorities to strengthen the assistance they provide to cities in their green transition), Nordic Edge<sup>8</sup> (NGO promoting innovation in smart cities across the Nordic region), Norwegian University of Science and Technology<sup>9</sup> (Re-Value project partner and coordinator, a leading research university with expertise in climate neutrality, including renewable energy and sustainable architecture), RANNÍS – Icelandic Centre for Research<sup>10</sup> (Iceland's main organization for funding and promoting scientific research).

Having in mind that Constanța was already involved in Re-Vale project and the people from the local public administration, especially the decision-making level officials, were already involved in the project activities and aware of the necessity and opportunity to align to the EU targets regarding climate neutrality and considered M100 the driver to accelerate this transformation, an internal team was established in order to work with Constanța Metropolitan Area in order to design an application for the M100 call for cities selection, which was a successful one.

Thus, having in mind the expertise that the local team had, where Re-Value activities contributed significantly, the design of the local Climate City Contract (CCC) was made in house, using the EU Mission approach, with the involvement of all the relevant regional stakeholders and supported by the World Bank experts, especially for the Greenhouse Gas Emissions Baseline Inventory.

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<sup>4</sup> <https://urbanizehub.ro/comunitate/>

<sup>5</sup> <https://oar.archi/>

<sup>6</sup> <https://netzerocities.eu/>

<sup>7</sup> <https://dutpartnership.eu/capacities/>

<sup>8</sup> <https://nordicedge.org/>

<sup>9</sup> <https://www.ntnu.edu/>

<sup>10</sup> <https://en.rannis.is/>

## WORKING STEPS - DEVELOPMENT & IMPLEMENTATION

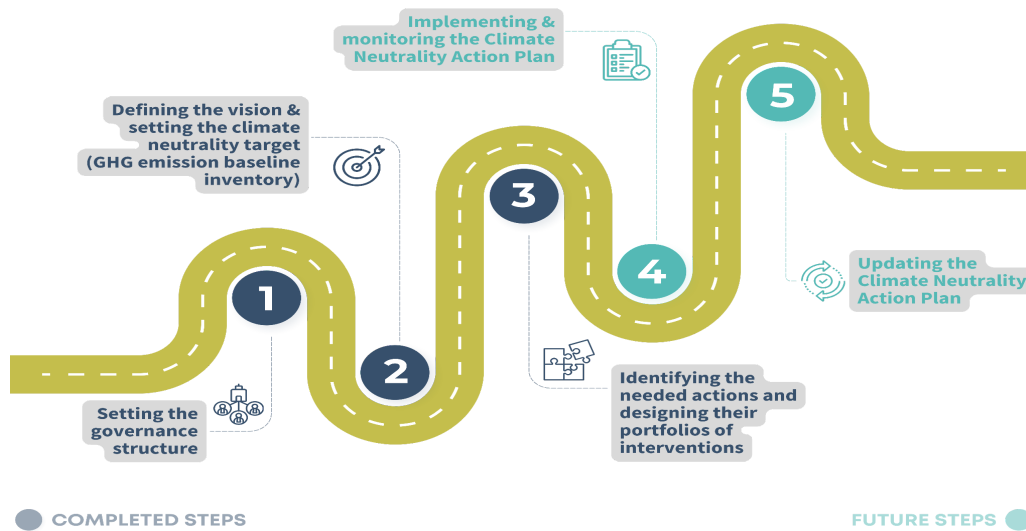


Fig. no. 24: CCC working steps (source: Constanța Climate City Contract)

The CCC and its action plan represents Constanța City and its Functional Urban Area commitment for reaching climate neutrality by 2035, and to capitalizing on the available opportunities while ensuring the alignment with local, regional, national, and European strategic documents, while also approaching all the relevant stakeholders in its implementation and evaluation process.

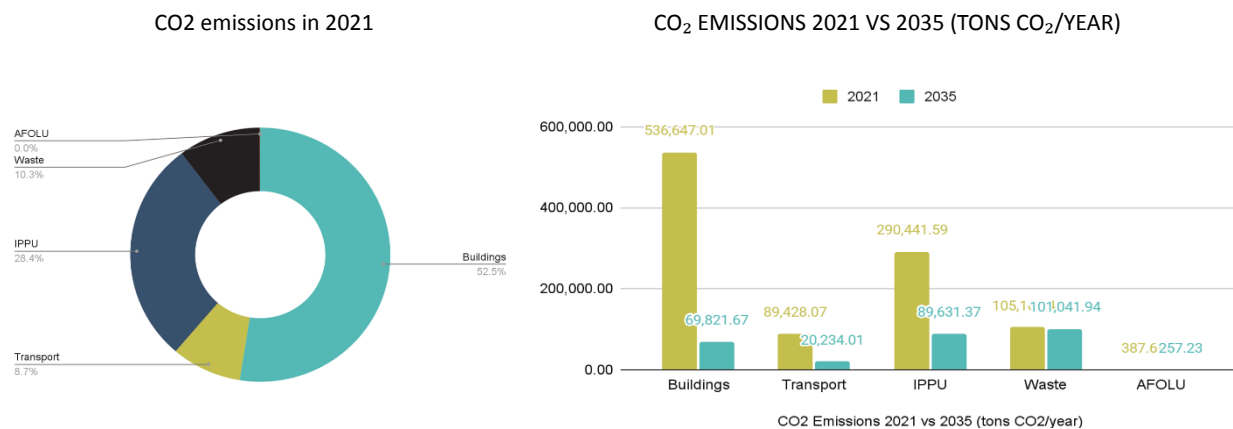


Fig. no. 25: CCC 2035 targets (source: Constanța Climate City Contract)



Fig. no. 26: CCC action plan (source: Constanța Climate City Contract)

The implementation of the CCC will provide a platform for engaging all the stakeholders and represents a real opportunity in consolidating and increasing the administrative capacity in the field of climate neutrality for all the partners involved.

## 1.4.2. Constanța Casino refurbishment

Constanța Casino is the most important landmark of the City, designed by the architect Daniel Renard and built in the Art Nouveau style, the building was inaugurated in 1910, after almost 7 years of design, redesign and reinterpretation of its functions. In 1903, when the local council decided to start the design and the execution of the works, the total costs of the investment was estimated around 150.000 lei and after the works reception it was around 1.2 mil lei.

The construction of the Casino building was considered a necessity for the City development and a place that could attract an important amount of visitors, in the context of the Port development and the foreseen investments in the touristic sector, thus the local city council cooperated with the national government, the Ministry of Public works and the Port Construction Division in this endeavour.

The Casino building has an impressive history, considered in the interwar period the most beautiful building on the Black Sea shores, used as a hospital during World War II, as a restaurant during the communist, and after 1989 becoming a decaying building that was not even functional before the year 2020.



**Fig. no. 27: Constanța Casino building before refurbishment (source: Constanța municipality)**

After continuous debates and discussions generated around the importance of the building, starting with 2020 the National Company for Investments, which is working under the authority of the National Government, the Ministry of Development, Public Works and Administration, approved the funds for the refurbishment and restoration and the building entered into an intensive refurbishment process.

The refurbishment consisted in the restoration of 1.230 ornaments, 1.500 square meters of marble, over 2.222 square meters of paintings and 154 of stained glass windows, 25.000 kg of metal structures were demolished in order to enforce the building structure with 60.000 kg of armature mounted in the foundations.<sup>11</sup>



**Fig. no.28: Casino building refurbishment process and outcomes (source: Constanța municipality)**

<sup>11</sup> <https://www.cni.ro/proiecte/lucrari-de-consolidare-si-reabilitare-cazino-Constanța-id-826-cmsid-61>

The refurbishment and restoration process was completed in 2025 at a total cost of around 50 million euros, funded by both the Municipality and the National Government. The Casino reopened its doors to guests on May 21st, the day of the City's celebration.



*Fig. no.29: Casino building refurbished (source: <https://cazinoul.com/galerie-foto-video/>)*

Constanța Casino is administered by the Patrimoniul Constanța Litoral Company (Constanța Litoral Patrimony), established by Constanța Local Council and responsible for the management, maintenance and exploitation of different cultural investments objectives.

For the moment, the Casino building is used as an exhibition showcasing the history of the Casino, Anghel Saligny beyond the Bridge (works that connected the City to the Country), the stories from the depths of the Black Sea, an exhibition of lighthouses, including a virtual space for the ancient deities and myths from the Greek and Roman period.

The opportunity lies in combining Re-Value activities with those of the Casino, which has strong potential to contribute to Innovation Cycle No. 1 by aligning climate neutrality with urban quality, using participatory story-building to identify co-benefits.

In this respect, Constanța Re-Value team have to bring the Casino experts into the Re-Value Community of Practice and to make them aware of the local consortium aims and targets and to make them engage and to actively participate in the project activities.

## 1.4.3. CITYINNOHUB

Constanța INNOvation Hub<sup>12</sup>, a centre for the digital transformation of SMEs and PSOs in SE Romania (CITYINNOHUB) is a project funded through the DIGITAL/ Smart Growth, Digitalization and Financial Instruments Program 2021-2027, implemented in a large consortium coordinated by Constanța Ovidius University composed of the National Patronage of Business Woman in the SME, Constanța Chamber of Commerce, Industry, Navigation and Agriculture, Constanța Metropolitan Area Intercommunity Development Association, Iceberg+ and Ernst & Young Romania.

The main aim of the project is to provide technological expertise and testing facilities in order to cover the needs of the SME and Local Public Administrations and Public Services Providers from the South East Development Region, in order to aid them in their digital transformation in the field of Tourism 4.0, eHealth, Smart Cities and IC&T sectors.

The connection of Re-Value activities with those of CITYINNOHUB represents a real opportunity in tackling one of the major issues for Constanța related to the data-driven co-creation and digital twins systemic challenge, and can have a real contribution in the Innovation Cycle no 2 – co-creating data driven transition scenarios, empowering cities to use better data / data better.

Phase two of the CITYINNOHUB project has been proposed for funding, and we hope that, if approved, it will provide a solid foundation for cooperation in the field of digitalization.

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<sup>12</sup> <https://www.cityinnohub.ro/>

## 2 Towards Active Experimentation

### 2.1 Stakeholder involvement

The continuation of the stakeholder's involvement activities represents the backbone for designing the Territorial Transformation Plan of the Waterfront Pilot Area and for reaching the support for the climate neutral mitigation actions that will be implemented.

For the next period the Re-Value team will start the involvement process with a user perception analysis, using a questionnaire that is already conceived, and waiting for approval, in order to better understand how citizens, visitors and business are perceiving the area.

This survey is intended to represent the basis for identifying the main concerns of the Peninsula Area users, in order to develop further areas of intervention and for creating different development/transformation scenarios.

The organization of the local Re-Value stakeholders' meetings will continue and will be augmented due to the foreseen activities for the implementation of the City Climate Contract. One of the most important and immediate actions that will be implemented consists in the Local NetZero coalition establishment, maintenance and growth with the aim of mobilizing a wide range of stakeholders, including international experts and pool resources and expertise from different entities. The formalization component includes the work done to promote the Coalition and attract members from the local ecosystem, including local companies (e.g., real estate developers), universities, RDI organizations, NGOs, Chambers of Commerce, Associative Structures (e.g., clusters, hotel associations, homeowners' associations), other key organizations (e.g., Constanța Port Authority) and citizens. The activation component includes capacity-building initiatives for the Coalition members, along with a range of activities (e.g., meetings, working sessions, workshops) and events (e.g., public debates and consultations, conferences, thematic hackathons and ideathons). Among others, the Coalition would promote large-scale circular economy initiatives, including the expansion of municipal composting programs, incentivization of construction and demolition waste recycling, and partnerships with businesses to minimize single-use packaging. By leveraging the expertise and reach of its members, the Coalition could also facilitate the creation of waste-to-energy pilot projects and advocate for regulatory changes to support zero-waste policies at the metropolitan level.

### 2.2 Strengthening the cooperation with the Constanța Casino management

Considering that Constanța Casino was just reintroduced in the touristic and cultural circuits of the city, with a new management eager to increase its visibility at national and international level, and considering its functionalities, Constanța Re-Value team considers that joint efforts with the new management of the Casino represents a new opportunity to promote climate neutrality actions and engagement.

Thus, the new management of the Casino will be approached in order to join forces with Re-Value in promoting different cultural and art events that can contribute to a mentality change towards climate neutrality.

## 2.3 Strengthening the cooperation with Constanța Ovidius University and MedGreen Cluster in the SUM field

Constanța Ovidius University was one of the most involved stakeholders in developing Constanța Sustainable Urban Mobility Plan, offering support in various activities, including reviewing the documentation, providing insights into the traffic modelling, supporting the municipality to keep an up-to-date transport model.

In this respect, a cooperation protocol was signed between the Municipality of Constanța, the University and MedGreen Cluster in order to use and keep an up-to-date digital transport model of the Constanța FUA. This protocol was overlooked for the past years, but when participating in different local Community of Practice meetings they showed their interest in further working with Constanța's public administration experts in order to create a transport model for the Waterfront Pilot Area.

In this respect, during the next period of the project Constanța Re-Value team will start working with the two entities in order to adjust and update the Peninsula Area transport model.

This cooperation also has other potential, due to the fact that MedGreen Cluster is using various digital simulation tools that can also be useful in the context of the project.

## 2.4 Designing specific technical support studies

In order to support the community engagement exercises and to bring technical details into the Long-Term Territorial Transformation Plan, some specific technical studies are under the implementation phase.

These studies are looking to analyse the current situation in the field of urban renewal, energy efficiency and immunization to climate change of the build environment, waste management and circular economy, and clean urban mobility and accessibility, in order to bring feasible solutions in these fields in order to reach climate neutrality and an increased quality of life for the citizens and visitors of Constanța Peninsula Area.

## 2.5 Capitalizing on the projects that are already implemented in the City

As already mentioned in the section 1.4 there are a lot of interesting projects implemented at the City and Port Areas that are related to reaching climate neutrality, in this respect there is an immediate need and an opportunity to bring all of these projects all together, in terms of correlating and integrating their activities.

## 2.6 Peninsula Area Low Emission Zone

Constanța is struggling for a long period of time to implement a plan for reducing the auto vehicle pressure inside the Peninsula Area, until now two traffic restriction regulations were aborted in the Law of Court.

Taking into consideration the new cities obligations provided by the Law of sustainable urban mobility, approved in 2023, and benefiting from the favourable context provided by the CCC, Constanța Re-Value

team wants to start the initial discussions regarding the implementation of a Low Emission Zone inside the Peninsula Area.

## **2.7 Further organizing the Innovation Camps**

Further engaging with the youths and considering their proposal is essential for a cleaner future and for having responsible community members. This is why we will continue with the Youth innovation Camps and we want to also identify other means of involving youths in our activities.

## About Re-Value – Re-Valuing Urban Quality & Climate Neutrality in European Waterfront Cities

The Re-Value partnership consists of nine European waterfront cities and selected European organisations that work to make the urban transition irresistible for everyone. This is done by demonstrating how climate neutrality and urban quality can be aligned, by re-valuing the cities' connection to their waterfronts, strengthening co-benefits and mitigating potential adverse impacts.

Ålesund (Norway), Bruges (Belgium), Burgas (Bulgaria), and Rimini (Italy) demonstrate how integrated urban planning and design can be optimally deployed to achieve climate neutrality and significantly reduce GHG emissions by 2030. In addition, Cascais (Portugal), Constanța (Romania), İzmir (Türkiye), Písek (Czechia), and Rijeka (Croatia) learn, replicate and develop their own participatory story-building, data-driven scenarios, and financial and partnership models on integrated urban planning and design to accelerate their journeys to climate neutrality.

The partnership is coordinated by the Norwegian University of Science and Technology (NTNU) and is funded by the European Union's Research and Innovation funding programme Horizon Europe under grant agreement 101096943.

Learn more about the partnership and the outcomes on [re-value-cities.eu](https://re-value-cities.eu).

### Partners



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