

Theoretical Approaches to the Regional Development Policy and Geo-Urbanistic in Bulgaria

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Abstract: *This article is devoted to the consideration of some territorial problems in the Republic of Bulgaria. Proposals have been made for a new structuring of the regions for planning and change in the functional structure of the settlements and respectively the Bulgarian village. Some new trends in regional development related to the spatial development of our national territory have been captured.*

Keywords: regional development, space, territory, structure, economy, management

JEL Codes: R10, R15

1. Introduction

The object of the study is the regional development planning in Bulgaria. In this territory have been formed smaller administrative units of different ranks; study their structure and behavior is a prerequisite to understand the core of their vital activity designed mainly through their development and regional development. In our country these areas are object to author's research and ensuing problems with their administrative spatial planning and overall implementation of policies for regional development. The settlement structure forms the basis of the existence and interaction of society and thus offers geo-demographic characteristics of the territory. Thus the combination of population and urban structure highlights approaches and methods for use in the most efficient way of territorial resources, including the potential of poles / development centers. The first who made attempts to systematize these problems was Varenius (1622-1650), who has distinguished "General" and "Special" geography. The difference between them is the focus of Special Geography on places and the General one on regions as broader territories. This attempt helps to use mathematics to support geographic description. Later this gives us ground later to assume that planning is an element of polycentric development that takes into account the various ongoing grades as well as in horizontal and in vertical directions and economic processes stimulating competition in the development of society and cooperation between the major urban centers of each level, too. The purpose of the author was to highlight processes of regionalization that could promote regional development policies and moreover to show deficits of the structure and management of regional communities in Bulgaria.

This approach requires in structural terms to conceptual approaches to the problems of the device and the vitality of the national territory, and on the evaluation of selected models of polycentric development and settlements structuring corresponding their rank and importance.

Therefore is necessary to consider the State of nature and society. Their uniqueness makes them well assembled "army" of which human vision can bring powerful new industries and to seek optimal disposition of population. For example the famous French author Vidal de la Blache (1918, p.18) tried to explain why in a natural environment has different goods, different ethno-confessional and other structure of the population. The American author Carl Sauer (1925, p.20) attempted to describe the world with classical paradigm and the man was placed in its center. The humanists in geography began to "read" in a new way the cultural geography. Here comes the notion of "pleasure of way of life", including the choice of location for the realization of human life. The explanation that the world can only be done through the use of human experience in finding the right places to life is largely related to the delineation of many different problems depending on planning the territory and on its socio-economic base and with its development opportunities. There are many socio-economic processes taking place at a regional level, which have their own laws, specificities and peculiarities. Their elucidation is becoming increasingly necessary due to the evolving processes of urbanization and the increased urban lifestyle. problems of the urbanized systems are brought to the fore with increasing problems of the improvement and functioning of the individual settlements. These problems raise the need to systematize geographical theory through the prism of regional development and the development of intelligent urban management systems. In the 21st century, geo-economic problems shifted from spatial to territorial plan with a focus on urbanized systems and the management of socio-economic processes swirling along infrastructure corridors. The problems in the development of urban territories are particularly actual in the countries of Central and Eastern Europe due to the ongoing processes of transformation.

The need for regionalization and establishing regions of Bulgaria

With the accession of Bulgaria to the European Union in 2007 the concept of polycentric development of urban structures of this country had obtained on European context. This membership in the EU created expectations of reducing existing regional disparities and ensuring of level a general economic and social development together with the availability of connecting infrastructure quality and capacity of in organization. Development of balanced and functional polycentric system of cities is a not only prerequisite, but also the objective of sustainable spatial development (defined at EU level in numerous planning documents such as the European perspective spatial development (ESDP), the Territorial Agenda of the European Union and Leipzig Charter) in theoretical and applied nature. They are a considerable part of territorial systems also within the field of regional science. The aim of any regional policy (regional economic development strategy) is to obtain the balanced regional development in which, on the one hand, regional economic differences may play a positive role (as far as the differences are always a stimulus for development), and on the other hand, they shouldn't give rise acute socio-economic problems in regional terms. Returning on spatial development plan of the country - the settlements, their social and economic infrastructure, density and population, are not evenly spaced. Three main factors that have influenced in various historical stages the development of Bulgaria, were natural, historical and economic ones. In the nineteenth century the perceived territorial approach was fill the space. It is worth to allege Spatial (chorological) concept of Friedrich Ratzel (1902) and Hetner (1927). Those geographers have emphasized on the material space - Ratzel in his concept of living space and Hetner in aesthetic geography "under the laws of beauty" i.e. the aesthetics of the landscape. Who treated the world as a home and vice versa. Trying to "sort" home-based world requirements of nature and reminiscent of the Hellenistic-Roman concepts, where the south means heat and the northern means cold. We can assume that those authors caught appropriate structure to reflect the existing settlement system. Further changes and new problems of equilibrium and development brought to the fore the poles of development concept. These poles were characterized generally as part of spatial /settlement structures that are attractive for investment and living due to certain properties, i.e. considerable number and density of population, economic capacity over average, modern transport facilities and technical infrastructure, skilled labour force, sectors with high added value, capacity for research and development and higher education institutions (colleges and universities), creating potential for innovation. On the other hand, we can accept the thesis of leading regionalists that there are some development axes in Bulgaria showing developed transport and communications infrastructure. These are Sofia -Varna, Ruse and Burgas - those development axes were formed because of previously established economic relations with the former Soviet Union. The new economic reality and the development of relations with EU countries suggest the formation of new development axes in the direction of Western Europe and new major trading partner of Bulgaria. Of course, the new geo-economic realities lead to conclusion that for Bulgaria more important is the "North-South" axis part of which can

emerge due to the economic interactions between Sofia and Thessaloniki (with further direction to Athens), than the "East- West" ones like Sofia-Nish-Belgrade with Budapest on the north and Zagreb west part. Continuation of the latter is the direction Sofia-Istanbul toward the Middle East. The question is which of these axes has a greater significance. The new economic axis with a particularly positive outlook and potential growth can be developed after the construction of the third bridge over Danube River at Silistra, which will have important multilateral positive effect. In the direction Silistra-Shumen-Yambol-Lesovo-Istanbul, the build a strong infrastructure along that newly established axis will contribute to the economic development of the entire Northeast Region of Bulgaria, and later will have found a sequel through cities of in Razgrad, Ruse, Bucharest and Budapest to Central Europe. Necessary economic prerequisites for the rapid development of these new axes are present, but their implementation will depend not only on economic cooperation in South-eastern Europe, but also on the political one. These new economic axis will involve the improvement and expansion of infrastructure of trans-European transport corridors. Actually through Bulgaria pass 5 of 10 those corridors. The further development of Bulgaria's infrastructure is the key to future regional development of her territory. It is necessary also to proceed a region-creating of the country. From an economic point of view, the present and future development of regional communities goes through the process of zoning the territory and creating opportunities for economic development through respective cores, with axes and poles of regional development. In this respect, the role of socio economic zoning is to identify differences in the territories and to propose ways of solution those problems – and rationally exploit the potential of those areas with the aim of improving people's lives. In this respect it is worth to take into account the analysis of place setting by Bulgarian regionalist Patarchanov (2019), who takes "place" is a key concept for the concentrate location. Using the human experience, space becomes a place, which means that the man specifies. There is a need for an assessment of ideas for space choice. Another important problem are border areas, where mutual influences of two surrounding territories are observed. It is a linear or area in which the transition is not abrupt. And in both cases is an important contrast between foreclosed natural or social phenomena. As the contrast is greater, the greater is the dividing function of the boundary, and vice versa. Border classic is the antithesis of the center, but with minor differences between separation phenomena she could play the role of center. The creation of EU traditional centers of countries in Western Europe are far from borders and border territory location. Today, the situation is just the opposite and interstate borders are places attracts population and economic activities due to the possibility to make use of the urbanization of these territories between two separate countries. In practice, a new way of structuring the focus is available of the spatial organization of society. The territorial division of labor is closely associated with spatial differentiation of natural and socio-economic conditions, the territorial concentration of production and population spatial specialization and economic structure of the regions, development and placement of production and social infrastructure. This leads to increased socio-economic processes around the border

territories, most often related to the construction of specialized economic zones, but also problems related to population migration and ensuring ecological balance in these border areas. Thus, from a geo-economic point of view, the emergence of emerging spatial patterns requires the bringing forward of an interdisciplinary approach with a focus on the evaluation of intensive urbanization processes in different parts of the territory. Thus, in the new conditions, it is necessary for the regional sciences to seek points of contact in engineering and other sciences in order to optimally explore the territory.

Approaches to regional spatial planning of the Republic of Bulgaria

Regional development is the science of management, administration and the economy of the territory in terms of establishing functional patterns of territorial development. The centre of the system is surrounded by concentric sector-functional area. Approaching the limits of the system reduces the number of functions in the field. By moving away from the center of the system, the field shows high selectivity spheres of human activity and is the smallest functional load. Territorial systems such as spatial forms of life of the community are characterized by hierarchical subordination. The taxonomic status of each system is measured on the basis of the analysis and synthesis of system-connections. In manifestation of hierarchical taxonomic into account all types of connections as only their combination forms an organic integrity system. Usually separate macro, meso and micro. All these levels of ranks include several administrative-formed and unshaped taxonomists. It should be noted that no such effective methods for objective determining the amount of levels in the hierarchy of systems of every kind. Active proposals for systems structuring are used heuristic methods based on expert assessments and quality characteristics for the operation of a particular system. Therefore, depending on the purpose of the study of one or another structure may be separated different amount hierarchical subsystems. Nowadays the Republic of Bulgaria occupies an area of 110.9 thousand. Square kilometers at the end of 2016 has a population of 7.08 million people. The country is divided into six planning regions (NUTS 2 level), 28 districts (NUTS 3) and 265 municipalities (LAU 1). According to the European typology of "urban-rural" areas, 15 areas are mostly rural, 12 - intermediate, and only one is established as a predominantly urban area (Sofia-Capital). Roughly three-quarters of Bulgarian citizens live in or around urban areas, and several sizable cities reflect this. The capital, Sofia, is also the largest city with an estimated population of 1.2 million people, meaning around 1/6 of the population resides in the Sofia area.

Sofia is surrounded by both the Vitosha and Balkan mountains and is thought to have been inhabited by humans since 7000 B.C. In addition to being the nation's capital, Sofia is also the economic center of Bulgaria. Thesecond-largestcityis Plovdiv, with a populationof 338,153, which serves as the agricultural and educational center of Bulgaria. The portcity Varna is the third- largest city in Bulgaria with 334,870 citizens located along the coast of the Black Sea. Burgashas a population of roughly 200,000 and is home to Bulgaria's fishing industry. It is necessary to comment the

EU rules for the allocation and use of funds for regional development and settlement of relations between the agents of regional development and the creation of conditions to meet the requirements of the EU's regional policy. The law should be viewed not as an end but as a beginning of a long and difficult process. It was followed by the development of a significant number of regulations, establishment and strengthening of a new institutional organization, carrying out intensive process planning. At national level, ultimate responsibility for the formulation and implementation of regional policy is the Council of regional development Ministers. He adopted the National Plan for Regional Development (NPRD) and the National Economic Development Plan (NDP). The annual report on the implementation of the Regional Development Plan and its update sets special impact areas, the coordination of central and local executive authorities and their administrations. Members of the Administration Council of Ministers is a separate Directorate "Regional Coordination", which supports the government and provides methodological assistance to local bodies of executive power, prepares opinions on regional development projects and others. "Economic Policy" and "European Integration" coordinate and monitoring implementation the national plan for economic development and national investment programs and participate in the preparation of programs financed by the EU. For coordinating the regional policy at national level a Council for Regional Development Council of Ministers, whose members are the majority of ministers, regional governors and a representative of National Association of Municipalities in Republic of Bulgaria. The Council shall coordinate NRDP prior to its submission to the Cabinet and coordinates the activities of ministries and agencies with a regional character, coordinates the annual plan accounts extra budgetary funds pronounced impact on regional development consider major infrastructure projects approved allocation of funds to build roads and municipal roads and others. Central role in formulation and implementation of regional development policy has Ministry of Regional Development and Public Works. It implements the state and develops policy objectives and priorities of the state strategy on Regional Development, organizes the development, implementation and control implementation of the Regional Development Plan submitted to the Council of Ministers an annual report on implementation the plan render methodological assistance to other authorities in the development and implementation of NRDP. At regional level the main responsibility for conducting regional policy and coordination of national and local interests is the governor. It implements the state policy; coordinate the work of the executive authorities and their administrations region and their interaction with the local authority; organizes the development and implementation of regional strategies and programs for regional development; interact with local authorities and local administration. Regional governors interact also with the territorial structures of trade unions, employers' organizations, organizations for social protection and NGOs. In performing her functions, the governor is assisted by departments of regional development in regional administrations. In regional centers were established territorial units of the Ministry of Regional Development and Public Works that support the planning, coordination and control of implementation of the plans. As

regional administrations and territorial units of public works have very limited experience in programming, implementation, monitoring, funding of programs and projects for regional development. Municipalities play their role in regional planning and implementation of a regional development policy. As a self-governing administrative-territorial units are autonomous bodies to manage and own, albeit limited financial resources. Local authorities are the main generator of ideas, initiatives and regional development projects, as they are partner of the central authorities in the preparation of regional development plans, including and through the participation of their representatives in district councils for regional development commissions for economic and social cohesion in the planning regions and nationally - by a representative of the National Association of Municipalities in Republic of Bulgaria in the Regional Council Development Ministers. They are particularly suitable partner for attracting private sector and NGOs to participate in the development and implementation of regional development projects. Strengthening the capacity of the control of Regional Development is a strategic necessity for the improvement of regional development policy. Improving coordination and partnership between the participants in regional development is also essential to streamline their collaboration. Regional and District Development Councils have significant functions in the strategic planning of regional development, monitoring and evaluation in implementation of regional development plans, coordination of strategies Development of the fields and in the process of regional coordination implementation of operational programs co-financed from EU funds affecting the development of the regions of Levels. Expanding the functions of regional and district development councils and their participation in the development, updating, monitoring and evaluation of strategic planning documents – regional development plans and regional development strategies, impose the need for expert studies of the administrative and management capacity of these socio advisory authorities to conduct state policy for regional development, as well as other authorities, bodies and partners at regional level. Within the meaning of this law RDA since 2008. 23 regions are formed on the basis of their geographical location and population. Areas that form level 1 do not constitute administrative-territorial units and are as follows-"North and South Bulgaria", including the Northwest region, North Central Region, Northeast Region and Southeast region. Region "Southwest and South Central Bulgaria", including the Southwest region and the South Central Region. The areas that make up level 2 do not represent an administrative-territorial units and territorial range as follows:

- 1) North region including the districts of Vidin, Vratsa, Lovech, Montana and Pleven;
- 2) North Central region, which includes the regions of VelikoTarnovo, Gabrovo, Razgrad, Ruse and Silistra;
- 3) North region including the districts of Varna, Dobrich, Targovishte and Shumen;
- 4) South region including the districts of Burgas, Sliven, Stara Zagora and Yambol;
- 5) South region including the districts of Blagoevgrad, Kyustendil, Pernik, Sofia and Sofia;

- 6) South Central region, including the districts of Kardzhali, Pazardzhik, Plovdiv, Smolyan and Haskovo.

The spatial location of the population is uneven in all territorial areas levels. At the end of 2018, in cities 5 159 129 people live (73.7%) and in the villages - 1 840 910 people (26.3%). The settlements in Bulgaria has 5,256 of which 257 are cities and 4,999 villages. There are 164 settlements without population. Fewer than 50 people live in each of the other 1,207 settlements. With a population of over 100Thousands of people are six major cities, home to 34.4% of the country's population. The overall decrease of the population in Bulgaria is accompanied by concentration in the six largest Bulgarian cities - Sofia, Plovdiv, Varna, Burgas, Ruse and Stara Zagora. In them 34.4% of the country's population lives.

Rural areas also play an important role in the development of the country. In practice, they are less urbanized, which is a serious problem for regional development. In Bulgaria the doctrine for the development of rural areas can become an effective tool for the revitalization of rural type of territories only through active attention and care at particular areas and their problems, by seeking measures to tackle critical demographic imbalances and the process of abandonment and isolation of many villages.

New projects to improve regional development in Bulgaria

In territorial terms Bulgaria may accept the project approach as efforts focused on building large infrastructure enable regional connectivity in North-South direction, and then to focus towards the regional economy development. This can be done by attracting strategic investors or creating conditions to support the production specific for the regions of the country, this specific approach is crucial for the regional development of Bulgaria. Largely in this profile should start from the Danube coast. Looking more globally Bulgarian Danube coast as the important part of the national territory is necessary to bring out the specific features of this coastal territory associated with its geopolitical and geo-economic dimensions. Development of the route of the 7th Euro corridor in the region is the most important element for its infrastructure development and their functional linkage of Silistra, Ruse and Svishtov Danube ports. Their technical and technological modernization will allow to develop intelligent transport systems in the whole region and also that of the Atlantic destinations from the Rhine-Main-Danube to the Black Sea and further to Caucasus-Central Asia and the Far East to the Middle East and North Africa. Important component of its infrastructure development is building a parallel (in along the Danube river) a high-speed road, very important for further economic linking the Danube riparian areas of the district. For their project, cold the EU Danube Strategy important is participation of Danubian municipalities of the region in its implementation. Needed is also to create a legal opportunity for the development private ports in the Black Sea and the Danube. Together with a simplification of procedures in the construction of new ports expanding the existing ones and the abolition of the institution of the right to use water body. The main problem standing in front of building new or expanding existing public transport ports and those

mentioned in 107-109 LSSIWPRB (marinas, fishing ports and special purpose) is rooted in the status of the seabed (also the bed and a flood plain of the River Danube). This determines the inability for the construction and expansion of the port, which is not owned by the state. Since the business has clearly manifested the desire to overcome existing legal obstacle currently is absolute, for construction of new or expansion of existing ports - municipal and private property. For example, is necessary to build new grain port on the Danube River at Aydemir near Silistra. The size of the port terminal should be at least 4 berths and storage with a total capacity of 68 000 tons. We need the government to commit to building a new inlet and path asphaltting of part of the existing to the future port terminal. The planned turnover volume of grain is 150,000 tons after the start of operation at full capacity of the base. In these amounts will be 70% cereals and 30% oilseeds. Upon adoption of any legislative approach to overcome the problem is to find a balance between intense to public and the private investors. Possibility, people who wills to build a port with a property which is between more owners is more than acceptable for the safety and security of shipping and the macroeconomic logic. To overcome this problem, the State should at some point to withdraw the rights to build new ports, which would mean adopting approach "first in time is stronger in law." This approach is fully in line fair competition and do not fit fully into the modern community. Another possibility to overcome that disadvantage is the creation on objective criteria, with the result that it can be determined which owners to grant rights and which - not. The State can hardly control the process through detailed development plan for violations macroeconomic logic can hardly become a reason to give up coordination of the plan. Strategic importance may have Northeastern Bulgaria. First it has to be renovated electrification and double the railway line Ruse-Varna. Samuel-line Silistra is seeking an opportunity to build speed road in the direction of Silistra-Shumen-Rishki Pass-Karnobat. An important condition regional development is the certification of airports in Targovishte and Silistra in international terminals, for cargo and low-cost civil flights. Thus Bulgarian State must prepare the new Economic Development Plan for the period 2020-2030 with a special attention to Dobrich, Silistra and Shumen regions, in quickly the sustained economic growth should be imitate. It is also necessary to pay special attention to North coast. Emerging new challenges, especially considering the emerging new "North-South" pattern of regional relations mainly in direction requires the search for new creative solutions for regional development. Recently becomes urgent need of question is building new port terminals hot of feasibility of the implementation of the second industrial port in the Northern Black sea coast. Localization this port may be mostly by Shabla, but this area lies within the "Natura 2000" zone. However, this can create conditions to examination of be realized natural extension of the European Transport Corridor №8 Varna should be finished soon to Constanza and eventually to Ukraine and Moldova. On the Romanian side is good to finish the highway Constanta-Varna on the Bulgarian one to create a link from the Hemus highway after Aksakovo over Balchik towards Romanian border and to connect to Romanian highway in the border. The realization of this project is necessary to strengthen transport traffic on the 8th Euro

corridors within the country through the port Constanta Bulgaria to be integrated into this new geo-economic area. For similar project and its realization is appropriate adoption of new spatial development solutions. This means that apart from the construction of express road is necessary to modernize railway links to direction Dobrich-Kardam-Constanta mostly by their electrification reaching a maximum speed of 140-160 km. The significant role in the regional development of this region may have Ruse, due to its strong gravitational potential of Ruse and its implications to Razgrad, Svishtov, Levski, Biala and other municipalities. This would give Ruse need a real gravitational potential to influence the dynamics and direction of movement labour resources (labour force), the direction of the dominant vector of both cultural and educational ties, and those under the administrative, legal, communal services to the population in North Central Region Planning such overall strengthening the role of Ruse is logical and reasoned. Ruse also has crucial update on the construction of the route of the 9th Euro corridors in the country. In this respect, the update of the master plan of Ruse contents construction of new railway track to Danube Bridge I, which is displaced by urban area also planning a new bridge to replace the old one in 15-20 years. Then it is important that building of the speed road Ruse – Gorna Oryahovitsa on a new route, in my opinion outside urban areas and settlements. In the new conditions, is necessary for Gorna Oryahovitsa to become a major transport hub in northern Bulgaria where you will meet themselves "Hemus" highway, alternative paths to Pleven and the new express road in the direction of upper Gorna Oryahovitsa-Lyaskovetz-Sheremetiya-MalakChiflik-Debelec to be carried traffic along VelikoTarnovo, with the most important turns detour of Gabrovo and specially road tunnel under the Shipka Pass. In practice, infrastructure development of Central Bulgaria especially the routes of the European transport corridors, will directly and indirectly influence the whole northern Bulgaria, and later it will come direct relation for the technical modernization of ports Somovit, Belene, road Nikopol-Pleven-Lovech-Troyan and multi highway tunnel Troyan-Hr. Pole. Thus it will give a new horizon of transport and urban axis through extra modernization and construction of high-speed road Ruse-Byala-Pleven-Jablanica. In practice, economic specialization of the central parts of Northern Bulgaria region is strengthening the industry: engineering, chemical, food and light one. Their technological and territorial restructuring nowadays take place and has prospects for future development of this territory (Vladev, 2017). The sustainable development of the processing industry is possible, according to production traditions of the population in the period of economic transition, a developed resource base and availability of markets for their produce. It is also important to bring rural problems to the fore. In Northern Bulgaria there was a clear specialization and zoning in the vegetable production (near Danube's areas and along the rivers Yantra, Ruse Lom, Osam, Vit), grain cultivation (northern and central areas, Danube plain, Ludogorie), and that of perennial crops and potatoes, and also the environmental pastoralism fore and StaraPlanina.

In South Bulgaria it is necessary to pay more attention to the main roads improving. The road between highway was

built south in the foothills of the Balkan Mountains to connect Sofia and Burgas- the shortest link of those two cities of a great economic importance for the development of infrastructure, industry and agriculture, in the settlements of the whole region. The transition between Sofia Plain and Zlatitsa-Pirdop valley is done with the mountain pass through the Galabets saddle. For its construction were used favorable Balkan valleys between the Balkan and Central Forest. In this direction it is necessary to create conditions for economic interaction on both sides of the Balkan Mountains mainly through the establishment of joint factories and companies, as well as putting the competitive advantages of settlements in both parts of this range. At national level changes in the Law on Regional Development must contain a special program for the development of the Balkan region. The municipalities of Berkovitsa, Tryavna, Kazanlak, Pavel Banya, Elena, Kotel, Sungurlare, Troyan, Karlovo will be influenced on their regional development and measuring the priorities for their regional economy. In this direction we can go towards the development of regional industrial clusters to consolidate further economic territory of the Balkan region. This means that the use of its cultural, historical and natural potential for the development of regional economy creates opportunities for investment and construction of facilities that may have significant potential, which is a prerequisite for sustainable development of regional economy. The economy in South Bulgaria was marked by ups and partial standstill. Positively affected major infrastructure projects south of the Balkan Mountains proximity to Greece and Turkey led to significant investment flows in the region overcoming, the crisis of its southern subregions. lengthening recovery after due to the new jobs were created in the southern part of the country. Economic development of South Bulgaria will be supported by project subsidies however "Chernomorec".

Focus is also toward the most developed area of Bulgarian Southwest Region, where the only developed areas that of Sofia as well as the once Blagoevgrad, Kyustendil and Pernik are worsened or stalled. At the same time the analysis of socio-economic indicators for the implementation of regional development plans indicate that Southern Regions need also serious economic change.

The tendency to increase the share of the urban population leads to the transformation of cities into economic and administrative centers, as well as to places where the main functions of the human life cycle - habitation, work, recreation, servicing and related technical infrastructure - are prioritized. This defines the great importance of cities in terms of the development of the national territory as a whole, but at the same time causes the concentration of a number of problems related to the use of their territory - overbuilding, environmental pollution, scarcity of green spaces, lack of places for parking, providing certain comfort and habitation, providing social infrastructure facilities, as well as building and maintaining networks and technical infrastructure facilities. All of this brings to the fore the issues of sustainable urbanization, and in particular of sustainable urban management. In recent years, in Bulgaria, as a result of increased anthropogenic impact, some of the large and medium-sized cities are expanding their territorial scope beyond their construction boundaries, exporting their

economic and social functions to a wider territory, covering the lands of several settlements. In this way, to a certain extent, the planned space of the city almost coincides with the planning of the territory of urban land.

Market growth, market size and access to international and regional markets are among the most important factors that can influence the choice of location for investment by companies, followed by the quality of the business environment, including the availability of skilled labor, suppliers and adequate infrastructure. Embedding Bulgarian regions in the economy at the international level cannot be done by delivering products at competitive prices without sufficient and good quality electricity, telecommunications and transport networks and without the presence of other key factors such as mass access to drinking water. This means that regional development of Bulgarian territory must be focused and adequate, and leads to improved well-being of our environment. So that the participation of large corporations in concessions such as "build - acquisition - service" or management contracts to become real and to create conditions for permanent presence of economically active persons in the Bulgarian regions to be develop branch and specialized Bulgarian regional economy.

2. Conclusion

The aim of conducting regional policy is related to finding opportunities for purposeful impact on the territory through tools and activities that should highlight the regional development as a national priority of the contemporary modern state. Practically regional development means a balance between the priorities of municipalities districts and planning regions and search for the most important issues for them solving related to national priorities and understandings of development regions as separate territorial communities. In practice, the creation of conditions for balanced development of different regions of the country and support territorial bodies and activities through financial, credit and investment policy means that regional development must be the foundation of regional economy and outlines its contours through effective policies regional development.

This should be done through constant and qualitative zoning and modeling of spatial development of the various territorial communities. The combination of sustainable development models based on the potential for modernization and efficiency of their development poles providing a high level of competitiveness; it is a prerequisite for long growth and prosperity. Speaking of them, imagine cores of metropolitan agglomerations and objectives regions of metropolitan agglomerations without effective zoning and modern infrastructure.

Practically poles of development play an important role in the relationship with their wider ambient areas covering suburban, and rural areas and they are subject to appropriate management and administrable. Another important measure is to overcome adverse developments for the backwardness of rural areas. This effectively requires the implementation of targeted programs related to the demographic future of towns and villages in the country, which is consistent with

the clear definition of rural areas and urban systems. As a result of the general negative demographic trends in the country the majority of districts in Bulgaria decreased significantly their demographic and socio-economic potential, thus tends to reduce their territorial basis for the realization of large-scale regional infrastructure projects. This negative process is understood by regional business and a solution of these problems on larger territorial levels (beyond regional boundaries) can be the participation in various economic or political projects. Accepted is that the more successful will the influence pursued by central government regional policy in larger-scale regions. This is very important confirmation of the thesis that actual zoning and regionalization of Bulgaria is inappropriate and non-functional. This is a result of the incorrect formation and functioning of the regional government in the country.

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