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Sensitive Transport Development  
along the  
Central European Green Belt



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# Sensitive Transport Development along the Central European Green Belt

Public transport, hike trails and bike paths

Objectives, criteria, analysis and best practice examples

(INTERREG IIIB – CADSES)

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## List of abbreviations

ADFC	Allgemeiner Deutscher Fahrrad-Club (German bicycle club)
AT	Austria
BDS	Balaton-Drava-Sava
BE	Belgium
BiH	Bosnia and Herzegovina
bih	Bosnian
BY	Bavaria
ČD	České dráhy – Czech Rail
CH	Switzerland
CZ	Czech Republic
cz	Czech
DB	Deutsche Bahn – German Rail
DE	Germany
de	German
DK	Denmark
dk	Danish
EB	Erfurter Bahn
EC	EuroCity
en	English
ES	Spain
FR	France
fr	French
HE	Hessen – Hesse (German <i>Bundesland</i> )
HR	Croatia
hr	Croatian
HU	Hungary
hu	Hungarian
HŽ	Hrvatske Željeznice – Croatian Rail
IC	InterCity
inh.	inhabitants
IP	InterPici – Hungarian train category
IT	Italy
LU	Luxembourg
MÁV	Magyar Államvasutak – Hungarian Rail
MTB	Mountainbike
NEB	Niederbarnimer Bahn
NGO	Non-Governmental Organisation
NI	Niedersachsen – Lower Saxony
NL	Netherlands
nl	Dutch
NVV	Nordhessischer Verkehrsverbund
OS	Osobní vlak – Czech Regional Train
OVF	Omnibusverkehr Franken

ÖBB	Österreichische Bundesbahnen – Austrian Rail
P&R	Park and Ride
p.	persons
PL	Poland
pl	Polish
PT	Portugal
PVG	Personenverkehrsgesellschaft Schwedt-Angermünde
RB	Regionalbahn – German slow Regional Train
RBO	Regionalbus Ostbayern
RE	Regionalexpress – German fast Regional Train
RMV	Rhein-Main-Verkehrsverbund
RO	Romania
S(-Bahn)	German and Austrian commuter train
SBB	Schweizerischen Bundesbahnen – Swiss Rail
SE	Sweden
se	Swedish
SI	Slovenia
si	slovenian
SK	Slovakia
sk	Slovak
SRB	Serbia
ŠZ	Slovenske Železnice – Sloven Rail
TGV	Train à Grande Vitesse
TH	Thüringen – Thuringia
UN	United Nations
VGW	Verkehrsgesellschaft Wartburgkreis
VSN	Verkehrsverbund Südniedersachsen
ŽSR	Železnice Slovenskej republiky – Slovak Rail
ZVON	Zweckverband Verkehrsverbund Oberlausitz-Niederschlesien

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## 1 Introduction

This report is the final document of working package 2 (sensitive traffic development) of the Interreg IIIB CADSES project “Protection and valorisation of the longest habitat system in Europe” of the European Union.

It is the aim of this report to demonstrate a possible development of sensitive transport along the Green Belt. This is particularly important because of the unique habitat system which came into being along the former Iron Curtain as it was out of reach for most of the population. It should be avoided that these ecologically important regions would suffer under too much unwanted traffic, especially car traffic. It is not possible and not wanted to prevent people from visiting the Green Belt as the inhabitants of these former Iron Curtain areas are happy to have overcome being the division line of political blocks. Nevertheless, it should be worked towards a transport and tourism concept which respects and conserves the nature, which of course is also beneficial for the local population.

This report starts with the definition of the Green Belt which is the analysed object in this report. The next chapter concerns the population and the accessibility within the Green Belt. Then the report presents the definitions and aims in the fields of transport relevant for a sensitive traffic development in which the concepts of ecotourism are included as well.

In the main part of this work the three sensitive transport modes are located: public transport, hiking trails and bike paths. The analysis of the public transport starts with the thirteen regions inside the Green Belt, where strengths and weaknesses were figured out, and continues with eight regions outside the Green Belt, to find out whether some of them could be an example region for the Green Belt and thus transfer good practice. In chapter 6 the situation of the hike trails in the Green Belt was analysed and the important factors for having a good hiking network were introduced. The next chapters deal with the cycling paths along the Green Belt, whereas again also examples from outside were considered. Additionally, three focus regions were chosen in which the situation of the biking network was analysed in detail. These are the regions Bavaria-Thuringia, Mura-Drava (HU-HR) and West Pannonia (HU-AT). The report finally ends with some conclusions and suggestions. Since transport networks are always subject to changes it should be pointed out that the report refers to the situation in the period between October 2007 and March 2008.

## 2 Introduction of the Region

The wider region of the Green Belt starts at the Norwegian/Finnish-Russian border at the Arctic Ocean and goes southward along the former Iron Curtain to the Mediterranean and Black Sea. This includes the coastal regions of the Baltic, Poland and Eastern Germany, the former German-German border and further the German-Czech, Austrian-Czech, Austrian-Slovak and the Austrian-Hungarian border. At the southern end of the Austrian-Hungarian border the Green Belt splits into two branches, the western one goes to the Adriatic along the Austrian-Slovenian and Italian-Slovenian border. The eastern branch continues between the successor states of former non-aligned Yugoslavia and the former Eastern Bloc countries. This puts the Green Belt on the border between Slovenia/Croatia/Serbia and Hungary and further on the Serbian-Romanian, Serbian-Bulgarian and Macedonian-Bulgarian border. Splitting again the Green Belt

resembles also the Greek-Bulgarian, Greek-Macedonian, Greek-Albanian, Albanian-Macedonian, Albanian-Serbian (Kosovar), Albanian-Montenegrin and Greek-Turkish borders.

The Green Belt analysed in this report is the part from the inner-German border between the *Bundesländer* Thuringia and Hesse all the way south to the Austrian-Slovenian-Hungarian triple border point, continuing there on two branches, on the western side to the border between Austria, Slovenia and Italy and on the eastern side to the triple border point of Croatia, Hungary and Serbia (see map 2 in chap. 5.2). This part of the Green Belt is called the Central European Green Belt, while in this report these both terms are used synonymously.

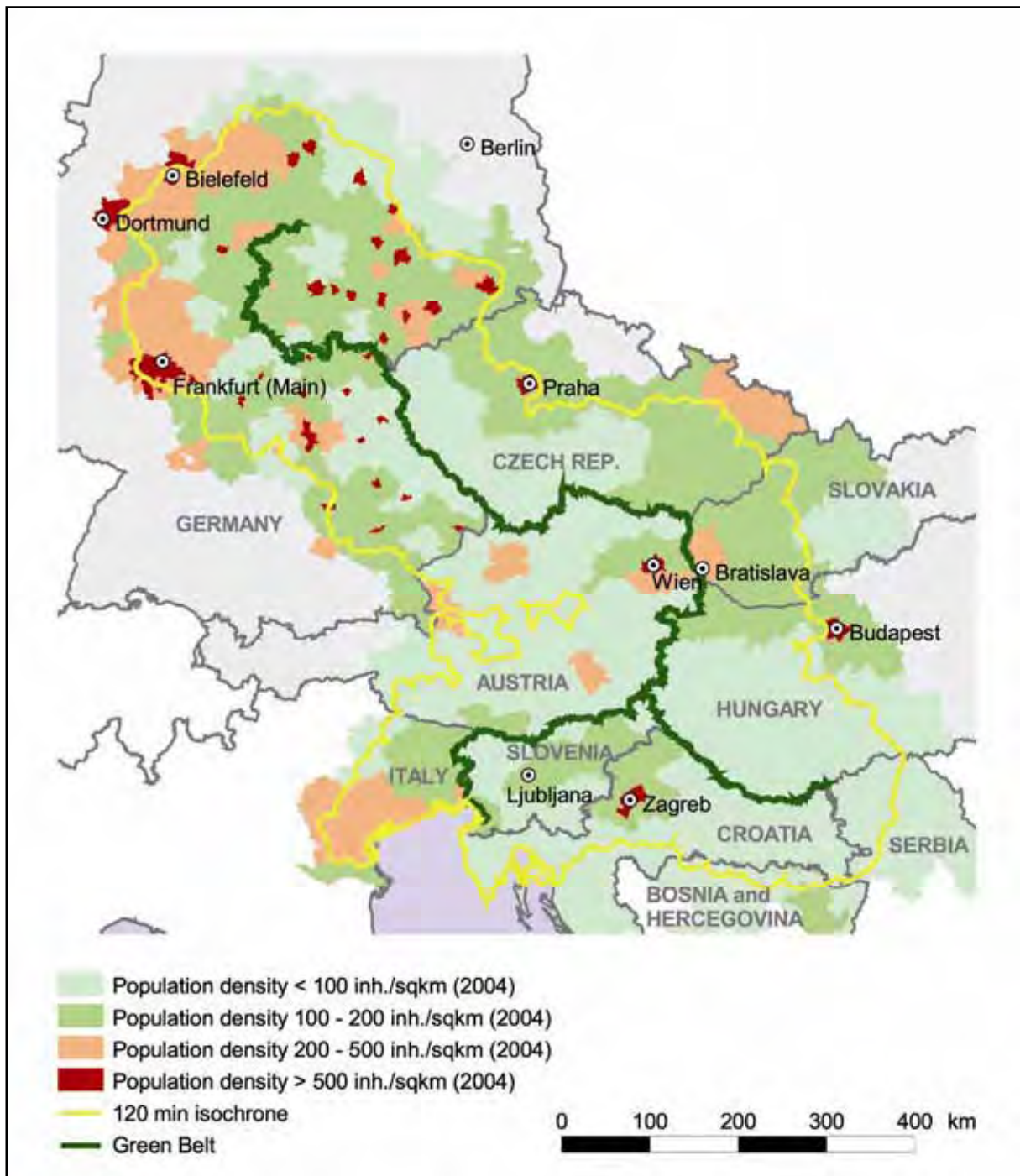
### **3 Population and accessibility of the Green Belt** (*Annett Zeigerer*)

The population of the Green Belt tourism regions, depending on the population density and the accessibility by road, were calculated in the preliminary study "Accessibility of Green Belt". The complete study will be ready to download within the next time on the Green Belt homepage. Based on catchment areas for recreational or touristic activities three categories – 30 min (half day trip), 60 min (day trip) and 120 min travel time distance (weekend trip, short vacation) – were analysed to find out, how many people can reach the Green Belt within which time.

The population density within the 120 min catchment area of the Green Belt, as shown in map 1, differs in the individual regions. It ranges from some densely populated urban areas to the quite sparsely populated Croatian-Hungarian borderland. But in general it declines from North to South as well as the nearer one comes to the Green Belt. The chart in table 1 compiles the magnitude, how many inhabitants could theoretically arrive at a Green Belt tourism region within 30, 60 respectively 120 min travel time distance. The destinations are certain parts of these regions which are closely located to the Green Belt. The population values considerably vary from more than 10,000,000 to approximately 3,000,000 inhabitants within the 120 min catchment area. But the real number of visitors is much lower and depends on the attractiveness of landscape and tourism offers as well as publicity and marketing.

The amount of population can indicate the predominant origins of the visitors or tourists and therefore influence the tourism marketing. High values identify regions where recreational intentions of local people seem to be relevant, as opposed to regions with less inhabitants where outlying tourism origins become (or should become) more important. Both local recreation and tourism that has outlying origins can also be merged in one region. Local recreation in terms of half or full day trips results a less touristic potential, compared to long vacation trips respectively weekend trips or short vacations with at least one and better more overnight stays, which generate more income for local people. Furthermore local recreation hits peak periods on weekends, when the weather is fine. In such cases higher negative impacts of recreational use on sensitive landscape areas and their species may be expected. Therefore the implementation of visitor guidance systems should particularly considers local recreational intentions to balance touristic development and conservation of nature and environment.





Map 1: Population density within the 120 min catchment area of the Green Belt

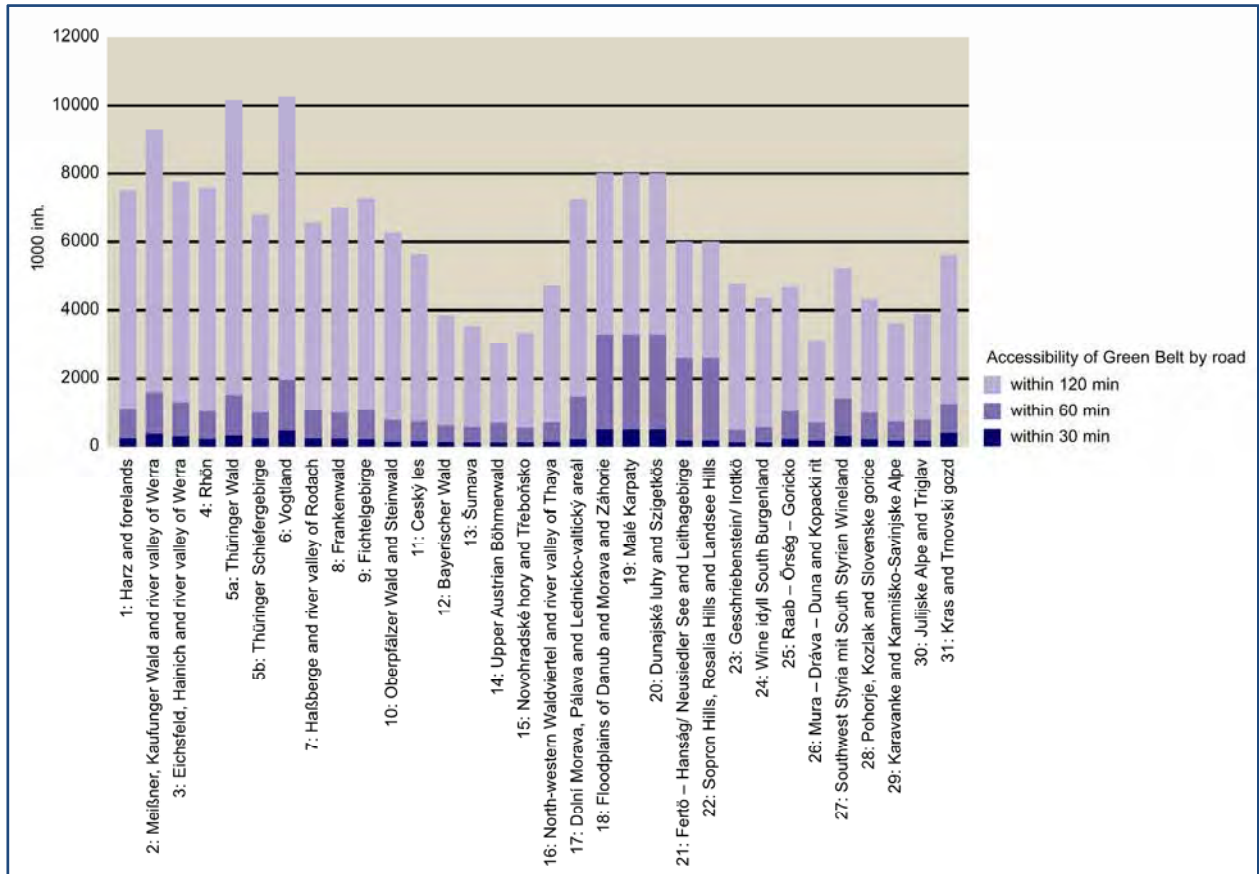


Table 1: Accessible population from the Green Belt tourism regions

## 4 Sensitive transport development

### 4.1 Sensitive transport development as part of Ecotourism

Since the aims of a sensitive transport system correspond with the aims of ecotourism in many points, latter can be taken for a base for it. Referring to OLIVER HILLEL from the UN environmental programme (2002) ecotourism is constituted by the following components:

- Contributes to preserve species diversity
- Contributes to the well-being of the local people
- Integrates experience of interpretation and education
- Demands responsible behaviour from tourists' side
- Is based on offers from small structured firms
- Consumes a minimum of non-renewable resources (incl. journey)
- Emphasizes local ownership and enterprise
- Offers opportunities, especially for the rural population

It is an important statement of ecotourism, that nature doesn't need men, but men need the nature. So nature protection is necessary, and the key question in this purpose is, in which way tourism is less harmful to the environment, or even how tourism can have a positive impact on nature.

Recently more and more tourists are valuing the natural areas and this may led to a conservation of the environment. But still the main part of tourism is a depletion of natural and social environment (ELLENBERG, SCHOLZ & BEIER 1997, S. 5). Nature protection groups should actively participate and direct in the shaping of environmental tourism, and not leave this domain completely to the tourism industry. The enjoyment of nature can have a positive economic and ecological impact. Tourism could finance biological reserves and could lead to a stable income in regions with near-natural areas.

A problem of ecotourism is that it is hard to organize. Humans tend to be egoistic, consumption and travel harms the environment, widespread arrogance of tourists perceives the destination as a theatre stage and the exhibition of touristic lifestyle can lead to social contamination in the touristic region. So scepticism is advisable, but discouragement is not beneficial, as solutions are possible and realised (ELLENBERG, SCHOLZ & BEIER 1997, S. 6).

In the following further different definitions of ecotourism are listed:

Ecotourism is the visit of a relatively undisturbed natural area with the aim to see, admire and study the landscape, the flora and the fauna as well as the cultural aspects of the past and the present of that area. Furthermore ecotourism implies that the local population is included in this process and receives an economic benefit. This means that strict guidelines have to be implemented by the institution to minimize the negative impact of tourism on nature and culture (CEBALLOS-LASCURAINS 1991, according to ELLENBERG, SCHOLZ & BEIER 1997, S. 55).

Ecotourism is a type of nature tourism, which tries to minimize negative environmental impacts and socio-cultural impact in a responsible way, provides to the financing of protection areas and creates income possibilities for the local population (AG ÖKOTOURISMUS 1995, according to ELLENBERG, SCHOLZ & BEIER 1997, S. 56-57).

There are several different cachets or seals of approval for ecotourism but only few meet the conditions of the mentioned definitions (ELLENBERG, SCHOLZ & BEIER 1997, S. 58ff).

## **4.2 Definition of analysed fields of transport**

Regarding the modes of transport contributing most to a sensitive traffic development are hiking, biking and public transport. The use of hiking trails and bike paths minimizes the impact on the natural surrounding if certain rules are respected. There are no emissions produced and only a small interference is needed for the construction of the trails or paths. Public transport, i.e. trains, buses and ferries, is the best way to get the people (locals and tourists) to the Green Belt and should be supported to reduce the individual motor car traffic in those sensible areas.

To be borne in mind in all modes is the attainment of Accessibility for All. That means every group of people should be able to participate in the transport offers related to the Green Belt.

### 4.3 Aims of sensitive transport development

Taken into account the mentioned components of ecotourism the aims of sensitive transport development are characterized by the following points:

- Accessibility for All / no social exclusion
- Available and attractive for local population
- Local involvement and participation
- Gives incentives to slow down
- Nature protective
- Environmentally friendly
- Integration of all modes
- Transborder solutions
- Economic sustainability of the system
- Appropriate quality of service / meeting the needs

This means, that the transport system, be it public transport, bike paths or hiking trails, should take into account the concept of Accessibility for All. There should be no exclusion of any group of people, which also means no social or any other exclusion is acceptable. In particular, this means that handicapped persons should have the full possibility to reach and move within the region by public transport and on trails.

The transport system should be available and also attractive for the local population and not only for tourists. This could be fulfilled by adequate prices and time tables for public transport or practical bike paths connecting local dwelling areas with local work places.

The development of the transport system should happen under a real involvement and participation of the local people and administration units. No decision should be made far from the region in some capital based governments without the cooperation of the concerned or beneficiary locals.

Next point is the focus on the generation of incentives to slow down. Visitors should spend time in the region and not only cross it in a hurry. Routes in core areas could be blocked to encourage people to get off and to hike or bike in the regions. Another possibility is to convey transport tickets and other special offers to visitors which stay longer than one day in the region (see Burgenland-Card, chapter 5.2.8).

Sensitive transport should be nature protective and have a minimal impact on the environment. Furthermore the transport system should be integrated and intermodal. That means the fields of transport should be interlinked in an optimal way to maximize the synergies. So trains or buses should allow the carrying of bikes and hiking trails or bike paths optimally are starting at bus or railway stops.

Of huge importance to the transport system along the Green Belt are transborder solutions. As a basic aim of the project the regions and people on both side of the former iron curtain should

be brought together and thus there should be fostered a transport system which crosses the borders at various points, but always keeping in mind the concepts of nature protection, sustainability and ecotourism. To be sure that the system is working properly a certain economic sustainability is needed, too.

Finally the services should have an appropriate quality which is meeting the needs and so public transport offers would also attract people with higher quality standards.

## 5 Public Transport

### 5.1 Criteria for a good public transport system

The criteria for a good public transport system along the Green Belt are listed below:

- Public transport network density adequate to the local and touristic demand
- Transborder public transport lines/network
- Good frequency of trains/buses/ferries
- Special touristic tickets
- Special transborder tickets
- Good marketing/homepage
- Accessibility for All
- Intermodality to bike paths and hiking trails

A good and sensitive public transport in the Green Belt region should have a network density of railway, bus and ferry lines adequate to the local and touristic demands, to prevent car driving. The local demand varies as it partially depends on the degree of income differences between the two neighbouring countries. Border regions with a high gap are characterized by a high level of travellers with the aim of shopping (services, food, gasoline, etc). Between countries with a quite similar income level the dominant reason for border-crossing seems to be commuting (MOLTER 2008). The Green Belt still appears to have significant income differences although these are minimizing year by year. For example, residents from Bratislava already search terrain in nearby Austria for building their houses because it's cheaper there.

As the Green Belt is a border region, the lines should also cross the border. Better would be a real trans-border network or even a real bi-/trilateral transport system (see chapter 5.2.3, 5.3.4 and 5.3.8). Of course, not only the density of the network is important but also an appropriate frequency of the trains, buses and ferries crossing the border or leading in the border region. An asset would be a timetable with fixed frequencies (German: *Taktverkehr*).

Important are special touristic tickets like intermodal day-tickets or tickets that combine transport and touristic sights. Even more important in the Green Belt are transborder tickets, which could be touristic, but are especially orientated on cross-border traffic and on the cohesion of the neighbouring countries.

The next criterion is a good marketing, which reaches from the nowadays more and more decisive homepage, over telephone hot-lines and printed information to multilingualism and adver-



tisement. As mentioned above Accessibility for All should be guaranteed for all groups of persons.

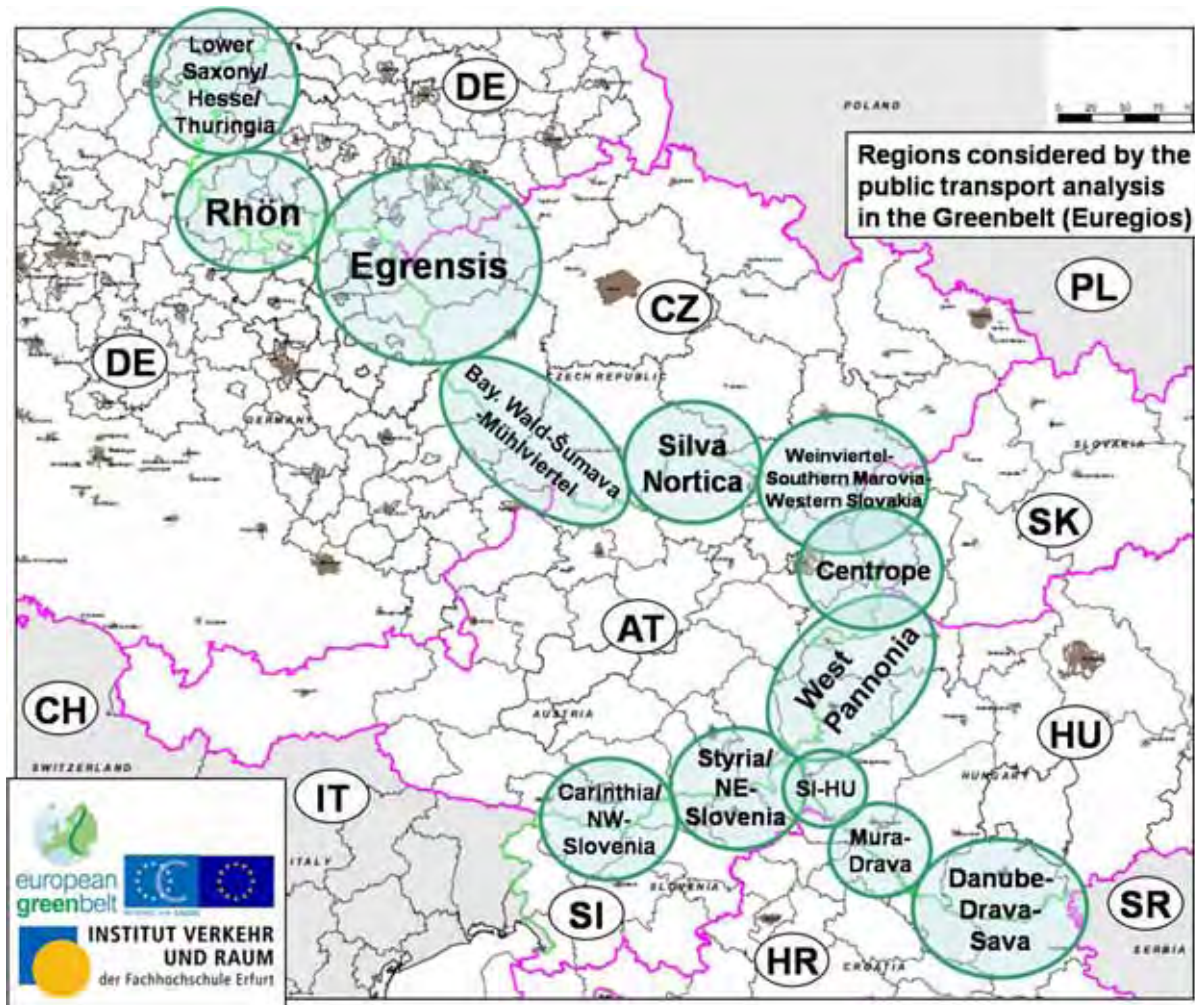
Lastly, the intermodality to the environmentally friendliest transport modes, i.e. hiking and biking should be maintained. The criteria of an installation of park and ride opportunities was left aside, because mostly there is no parking problem in the Green Belt as in urban areas and as P&R is aimed on mass transport this is not adequate for this region.

The list of criteria is followed by suggestions from the authors and from various other sources found in the research. The often mentioned proposal of rail reactivation is reasonable in many cases as many reports of traveller and tourists show, who had to travel to near the border by train and then had to cross the border by walk on the road, but has to be analysed for each case separately.

After the list and the suggestions the regions and its transport criteria are described in detail.

In the analysis of the eight regions outside the Green Belt also the transferability to Green Belt regions is discussed in the text.

## 5.2 The regions of the Green Belt (strength, weaknesses, suggestions)



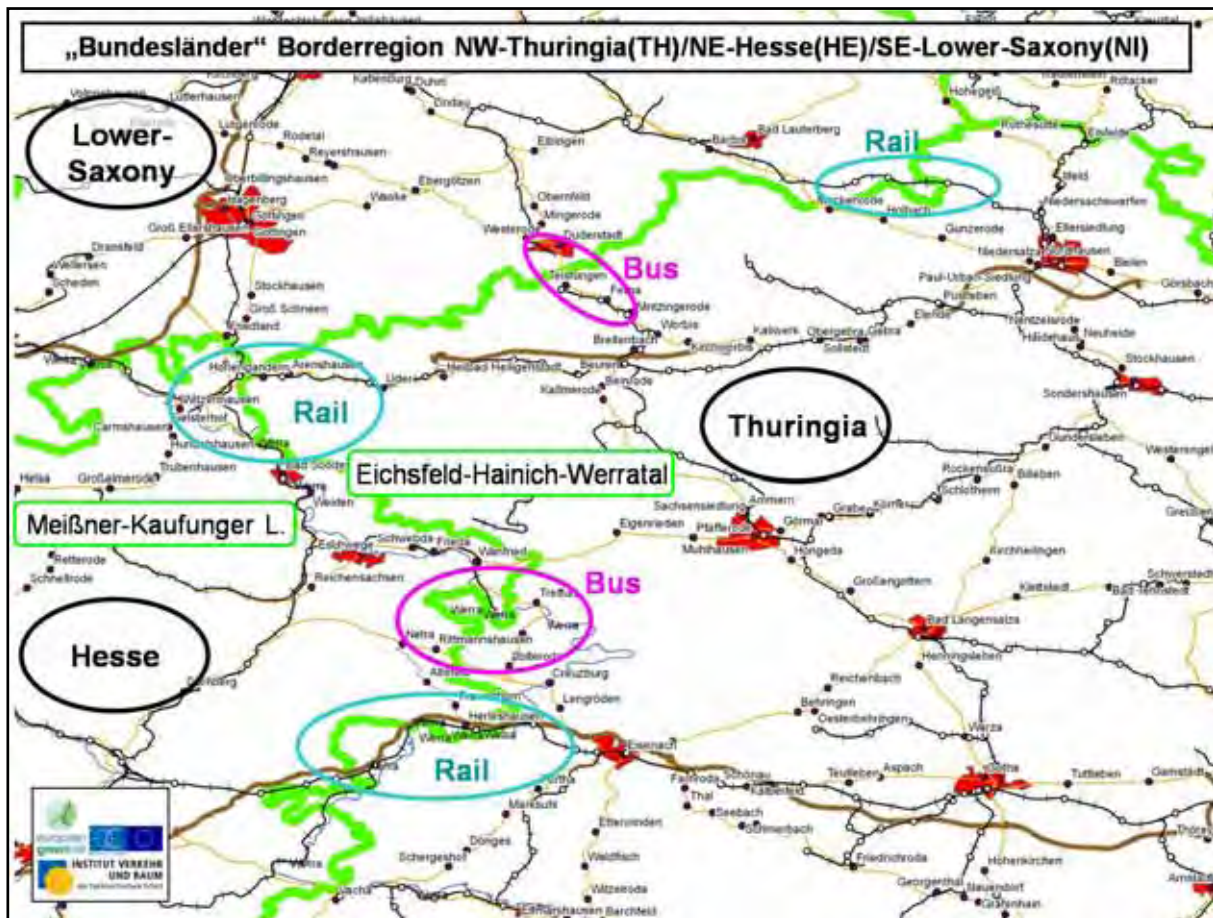
Map 2: The regions of the Central European Green Belt (Euroglobal Map 2003 and own design)

The following maps are showing the rail tracks in service as well as most of those out of service. The green boxes are indicating the nature conservation areas (national park, biosphere reserve, nature park, landscape conservation area). Scale differs between the maps.

The results of the analysis are dated on end of 2007 and due to the nature of public transport underlie constant changes. The information was collected by phone calls, internet, postal delivery and in some cases on-site. So there is no guarantee for the correctness of the data. "Further sights" were chosen in correspondence to road atlas MAIRS 2004.

The valuation of the criteria was made within a +/o/- scale. The "+" shows a good situation which can be an example for other regions inside the Green Belt and elsewhere. The "o" is given for cases with some good elements but also with some deficits. If a criterion in one region gets the "-", then the condition is quite scanty and urgently needs an improvement.

### 5.2.1 “Bundesländer“ border region Northwest Thuringia (TH) – Northeast Hesse (HE) – Southeast Lower-Saxony (NI)



Map 3: Border region Thuringia-Hesse-Lower-Saxony (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	+
Transborder public transport lines/network	0
Good frequency of trains, buses and/or ferries	0
Special touristic tickets	0
Special transborder tickets	-
Good marketing and web presence	-
Accessibility for All	-
Intermodality to bike paths and hiking trails	0

#### Suggestions

Consider a reactivation of the railway line from Thuringian Leinefelde to Lower-Saxony Duderstadt and further northward to Wulften.

Improve the cooperation between the bus companies of the different German *Bundesländer* as well as within Thuringia.



## General description

This most northern region of the analysed Central European Green Belt represents the border area between the German *Bundesländer* Lower-Saxony and Hesse on the one side and Thuringia on the other side. The Region mainly consist of mid range mountains with several plateaus in-between. The main nature protection area lies in the north of this sub-region – the Harz National Park. Other important protection areas are the nature parks Meißner-Kaufunger Wald and Eichsfeld-Hainich-Werratal.

The Border Museum Eichsfeld is a perfect place to learn more about the history of the Iron Curtain and the cold war. Furthermore the city of Duderstadt is also a place of particular interest, as well as Heiligenstadt and Eschwege which are also worth a visit. Visitors interested in train history can visit the Railway Musuem in Bebra.

No common regional homepage.

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (+)**

There are three railway lines which cross the border in this region. Additionally the bus line 221 of the NVV (Nordhessischer Verkehrsverbund), the lines 78/76 of the KVG (Kommunale Personverkehrsgesellschaft Eisenach) and the lines 1/25 of Eichsfeld-Werke are crossing the Green Belt. This situation is good.

#### **Transborder public transport lines and network (o)**

Trains are running between Walkenried (NI) and Ellrich (TH), Eichenberg (HE) and Arenshausen (TH) as well as Wildeck (HE) and Gerstungen (TH). Deutsche Bahn and the Erfurter Bahn are offering these services.

Although being just a inner-German border between two *Bundesländer* there are only few bus connections in areas without railway between Hesse and Thuringia and only one bus line between Lower-Saxony and Thuringia.

The two sub-regional urban centres of Duderstadt in Lower-Saxony and Leinefelde in Thuringia with more than 20,000 inhabitants each are situated in 20km distance but have no rail connection anymore. Bus connections are also missed between the district of Nordhausen and the district of Osterode in areas without train service like the connection Mackenrode-Bad Sachsa.

#### **Good frequency of trains, buses and/or ferries (o)**

The trains on the three lines are passing hourly over the whole day. Buses are serving Duderstadt-Leinefelde hourly, too. The other bus lines are passing more infrequent, especially on weekends.

#### **Special touristic tickets (o)**

There exists a bus for rambler (*Wanderbus*) in the Eichsfeld from April to October. The buses start from Leinefelde to different destinations in the region where a hiking tour with guide is included. The price is about 7 €. This is a good concept but without cross-border tours.

### **Special transborder tickets (-)**

No. The DB-*Ländertickets* are strictly ending at the administrative borders. Only the *Hessen-ticket* serves to Gerstungen, the next stop in Thuringia.

### **Good marketing and web presence (-)**

There is no integrated marketing compared to most of the other regions. The public transport companies have no real cooperation and no common homepage. Especially in western Thuringia the transport system is very fragmented and not as integrated as in Hesse or Lower-Saxony. The existing companies with services in this region are:

- NVV (Nordhessischer Verkehrsverbund, [www.nvv.de](http://www.nvv.de))
- VSN (Verkehrsverbund Südniedersachsen, [www.vsninfo.de](http://www.vsninfo.de))
- Verkehrsbetriebe Nordhausen ([www.verkehrsbetriebe-nordhausen.de](http://www.verkehrsbetriebe-nordhausen.de)) (poor homepage)
- EW (Eichsfeldwerke; [www.eichsfeldwerke.de/bus](http://www.eichsfeldwerke.de/bus))
- KVG Eisenach ([www.kvg-eisenach.de](http://www.kvg-eisenach.de))
- Erfurter Bahn ([bahn.erfurter-bahn.de](http://bahn.erfurter-bahn.de))
- Deutsche Bahn ([www.bahn.de](http://www.bahn.de))

### **Accessibility for all (-)**

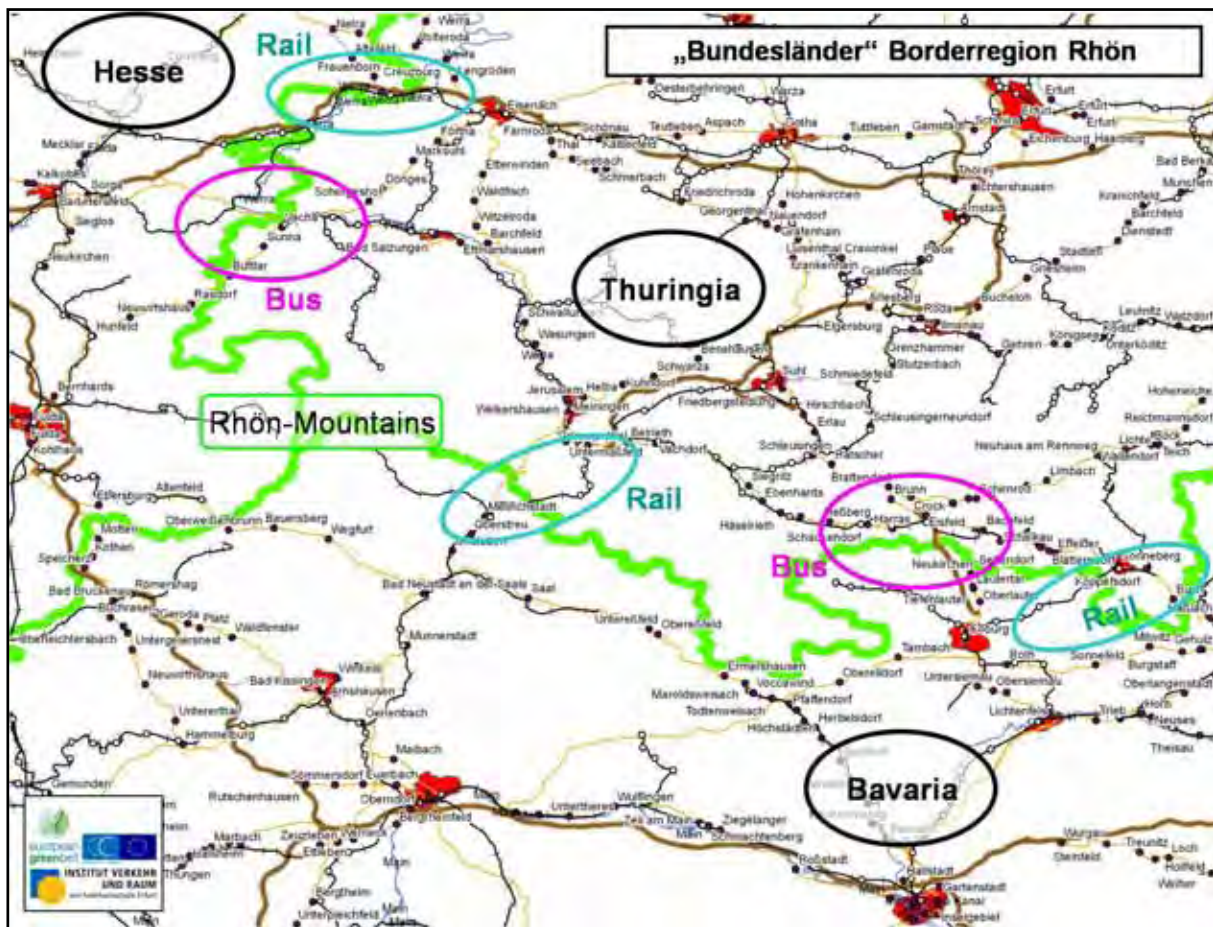
Not mentioned on the homepages.

### **Intermodality to bike paths and hiking trails (o)**

On its homepage the NVV suggests connections to bike paths in the region, like the cross-border bike trail along the valley of the river Werra from Eschwege via Hörschel to Gerstungen and further on southward.



## 5.2.2 „Bundesländer“ border region of the wider Rhön-Mountains area (Thuringia-Hesse-Bavaria)



Map 4: The Rhön area (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	0
Transborder public transport lines/network	0
Good frequency of trains, buses and/or ferries	0
Special touristic tickets	0/-
Special transborder tickets	-
Good marketing and web presence	-
Accessibility for All	0/-
Intermodality to bike paths and hiking trails	0

### Suggestions

Improve the environmentally friendly transport system in the Rhön area to prevent car driving. Include a link "How to reach the Rhön by public transport" on the homepage of the biosphere.

## General description

This region mainly consists of the Rhön Mountains and several intermediate plains. It stretches along the border between the German *Bundesländer* Hesse/Bavaria and Thuringia. Consequently the main nature protection area is the biosphere reserve Rhön in the border triangle. Within the biosphere reserve are lying two nature parks – Hessische Rhön and Bayerische Rhön.

The Point Alpha cold war memorial between Geisa (TH) and Rasdorf (HE) is another excellent place to visit which is connected to the historical context. Further destinations of interest are the museum village Tann in the Rhön (HE), Kirchburg near Ostheim (BY), Meiningen (TH) as well as the historic museum near Themar (TH).

Web presence: rhoen.de, biosphaerenreservat-rhoen.de in German, English and French.

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (o)**

Two railway lines are crossing the border. From Bavarian Coburg various bus lines are going northward to Thuringia, which are served by OVF (Omnibusverkehr). Between Thuringia and Hesse there are few bus lines between Bad Salzungen and Vacha on the one side and Fulda, Bad Hersfeld, Hünfeld and Tann on the other side. These are served by VGW (Verkehrsgesellschaft Wartburgkreis) and RMV (Rhein-Main-Verkehrsverbund). No bus do exist in the Rhön Mountains between Bavaria and Thuringia. Due to numerous tourists in the Rhön the bus network could be improved to minimize car driving.

#### **Transborder public transport lines and network (o)**

Trains are running between Melrichstadt (BY) and Renwertshausen (TH) as well as Neustadt (BY) and Sonneberg (TH) with DB and Erfurter Bahn services. In the region there is no real transborder bus network, except in the eastern part in the north of Coburg with many bus services.

#### **Good frequency of trains, buses and/or ferries (o)**

The trains are passing hourly. Buses from Coburg pass seven times per day to Hildburghausen, six times to Sonneberg and two times to Suhl without fixed frequency and to Eisfeld in an hourly system (OVF). Two to three bus lines daily are running from Hünfeld and Tann to Vacha and Bad Salzungen (RMV and VGW).

#### **Special touristic tickets (o/-)**

Spa guests can use the so called “Bäderland” bus for free in the Bavarian Rhön.

#### **Special transborder tickets (-)**

No. The DB-*Ländertickets* are strictly ending at the administrative borders.

#### **Good marketing and web presence (-)**

There is no integrated marketing beside the homepages about the Rhön in general. The public transport companies have no real cooperation and no common homepage. Especially the

transport system of south-western Thuringia is very fragmented and not as integrated as in Hesse or Bavaria.

The existing companies with services in the region are:

- VGW (Verkehrsgesellschaft Wartburgkreis, [www.vgwak.de](http://www.vgwak.de)). Poor homepage without map.
- PNG (Personennahverkehrsgesellschaft Bad Salzungen, [pngbasa.pn.funpic.de](http://pngbasa.pn.funpic.de)). Very poor homepage without map and overview of the lines.
- OVF (Omnibusverkehr Franken, [www.ovf.de](http://www.ovf.de))
- RMV (Rhein-Main-Verkehrsverbund, [www.rmv.de](http://www.rmv.de)). Good homepage.
- Erfurter Bahn ([bahn.erfurter-bahn.de](http://bahn.erfurter-bahn.de))
- Deutsche Bahn ([www.bahn.de](http://www.bahn.de))

Rhoen.de is a good homepage about the region but without information about the accessibility by public transport. Similarly, on [biosphaerenreservat-rhoen.de](http://biosphaerenreservat-rhoen.de) instead of information about public transport, you can find a link to a car route planner.

### **Accessibility for all (o/-)**

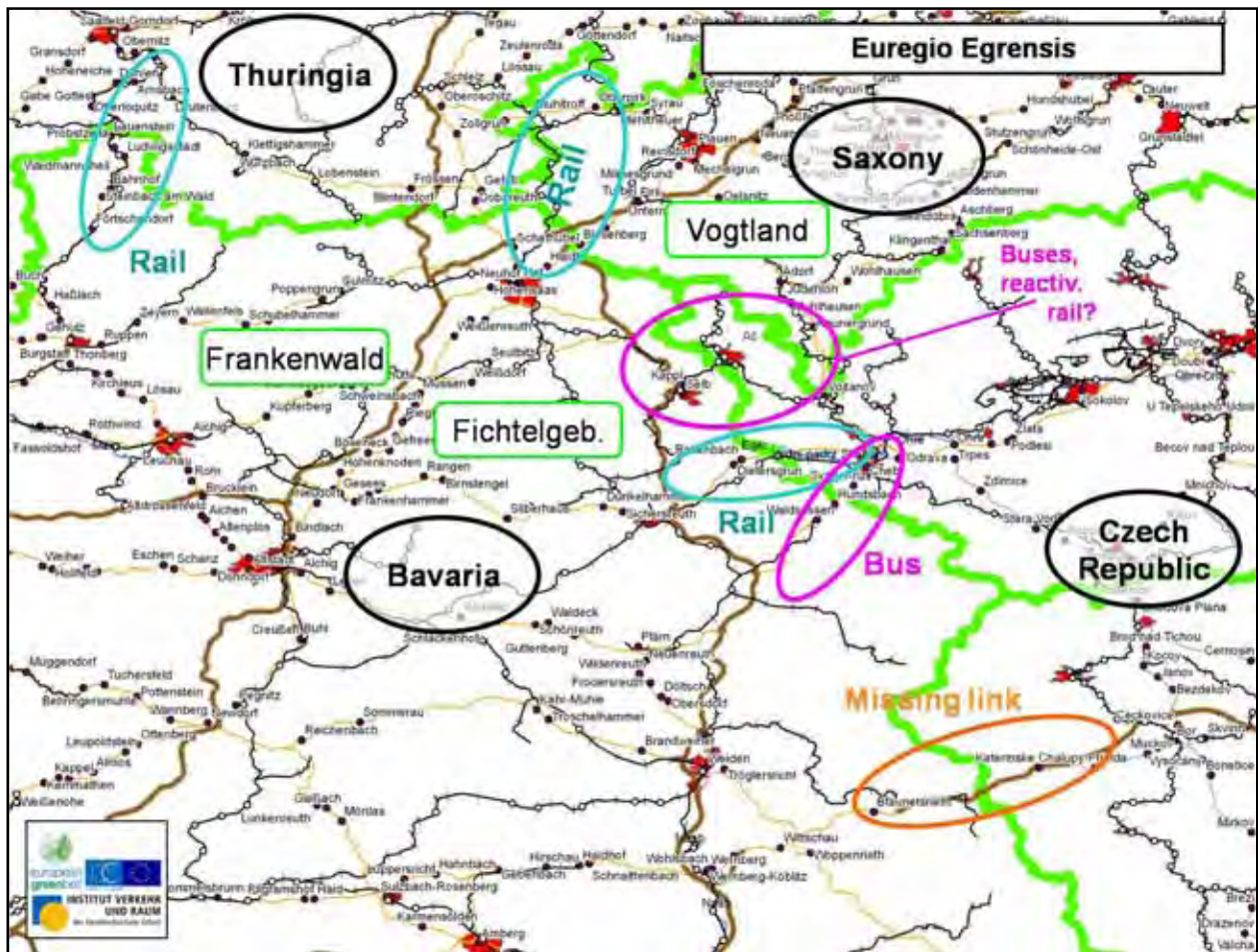
General information only exists on [www.rmv.de](http://www.rmv.de)

### **Intermodality to bike paths and hiking trails (o)**

In summer the RMV offers the Rhönrادbus for cyclists from Fulda via Hilders to the railway station of Gersfeld. This is also interesting for hikers.



### 5.2.3 Euregio Egrensis (DE-CZ)



Map 5: Egrensis (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	+/o
Transborder public transport lines/network	+
Good frequency of trains, buses and/or ferries	+/o
Special touristic tickets	-
Special transborder tickets	+
Good marketing and web presence	+
Accessibility for All	-
Intermodality to bike paths and hiking trails	+

#### Suggestions

Install a uniform multilingual homepage of the Euregio Egrensis, instead of three different versions.

Consider a reactivation of the Aš-Selb railway line.

## General description

The Euregio Egrensis is the larger area around the triple border between the Czech Republic, Saxony and Bavaria and also includes parts of south-eastern Thuringia. It is also a mid range mountain area and has numerous spas. In the Euregio are lying five German nature parks: parts of Thuringian Schiefergebirge-Upper Saale, Vogtland, Frankenwald, Fichtelgebirge, Northern Oberpfälzer Forest and parts of the Thuringian Forest. In Czechia is located one landscape conservation area (CHKO), called Slavkovský les.

Another place showing the history of the Iron Curtain is the German-German museum Mödlareuth (BY-TH) in the western part of the Euregio. Further points of interest are the picturesque Czech towns of Cheb, Františkovy Lázně and Tachov as well as the Wallfahrtskirche and Zisterzen Kloster near Waldsassen (BY).

The Saxon-Czech border within the Eureregio is not part of the Green Belt and hence not considered here.

Web presence: [www.euregio-egrensis.de](http://www.euregio-egrensis.de) (Bavaria) (de), [www.euregioegrensis.de](http://www.euregioegrensis.de) (Saxony, Thuringia) (de, cz), [www.euregio-egrensis.org](http://www.euregio-egrensis.org) (Czech Rep.) (cz, de, en) and [www.egronet.de](http://www.egronet.de) (Public Transport) (de, cz, en)

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (+/o)**

In the German part of the Euregio Egrensis one railway line passes from Bavaria to Thuringia and one to Saxony. No bus connections are available in the area between Kronach, Hof and Lobenstein. Between Bavaria and the Czech Republic one rail line and three bus lines are installed. Due to numerous tourists in the spas the bus and rail network even could be improved. Reactivation of the railway line Aš-Selb is demanded by the mayor of Hof (kanal18 2008) and could be worth a consideration especially in relation to the planned huge touristic and industrial investment in Aš (FRANKENPOST 2008).

#### **Transborder public transport lines and network (+)**

Inside Germany trains are crossing the Green Belt along Ludwigsstadt (BY)-Probstzella (TH) and Hof (BY)-Gutenfürst (Saxony). The German-Czech border is passed between Markredwitz and Cheb and is mainly served by the Vogtlandbahn company.

Crossborder bus lines are going along Františkovy Lázně-Cheb-Waldsassen-Wiesau and Aš-Erkersreuth-Selb as well as along Františkovy Lázně-Bad Elster-Aš. No bus line does exist from Weiden oder Waidhaus to Czech Tachov or Bor (e.g. on the national road B14/605 or the motorway A6/M5).

#### **Good frequency of trains, buses and/or ferries (+/o)**

Trains from the DB run hourly between Ludwigstadt and Probstzella. Along Hof-Gutenfürst and Markredwitz-Cheb the Vogtlandbahn provides trains every two hours. On latter relation an additional *DB-Regionalexpress* passes from Nuremberg to Cheb once a day.

Buses cross without fixed frequencies on the following itineraries: Františkovy Lázně-Wiesau (KV18) 3 per day, Aš-Selb (KV60) 2-4 per day and Franiškovy Lázně-Bad Elster-Aš (V CZ 19/478) 4-5 per day.

### **Special touristic tickets (-)**

No.

### **Special transborder tickets (+)**

Yes. The exemplary Egronet ticket is a cooperation of German and Czech transport companies and integrates the whole area in one transport system. The ticket costs 14€ per day for Germans and 3.50€ (100 Czech koruna) for Czechs. The Egronet includes trains and buses, delivers discounts on certain hotels and entry fees and free bike transport.

Since the 10th of June 2007 the Deutsche Bahn offers a *Bayern-Böhmen-Ticket* for 32€ (5 pers.) and 22€ (1 pers.) which is valid in whole Bavaria and on various lines in Bohemia. The *DB-Ländertickets* have no transition zones and end strictly at the border.

### **Good marketing and web presence (+)**

The Egronet has a good and integrated marketing with many activities (e.g. free and fast postal delivery of detailed maps of the region). In 2003 the Egronet received the “German Rail Transport Award”.

Relevant transport homepages in the Euregio are:

- Egronet ([www.egronet.de](http://www.egronet.de))
- Frankenwald-Mobil ([www.frankenwald-mobil.de](http://www.frankenwald-mobil.de))
- OVF (Omnibusverkehr Franken, [www.ovf.de](http://www.ovf.de))
- RBO (Regionalbus Ostbayern, [www.rbo.de](http://www.rbo.de))
- ČSAD autobusy Plzeň ([www.csadplzen.cz](http://www.csadplzen.cz))
- Autobusy Karlovy Vary ([www.autobusy-kv.cz](http://www.autobusy-kv.cz))
- Vogtlandban ([www.vogtlandbahn.de](http://www.vogtlandbahn.de))
- German Rail, DB ([www.bahn.de](http://www.bahn.de))
- Czech Rail, ČD ([www.ceskedrahy.cz](http://www.ceskedrahy.cz))

One negative point is the missing harmonization of the three Euregio homepages.

### **Accessibility for all (-)**

Not mentioned.

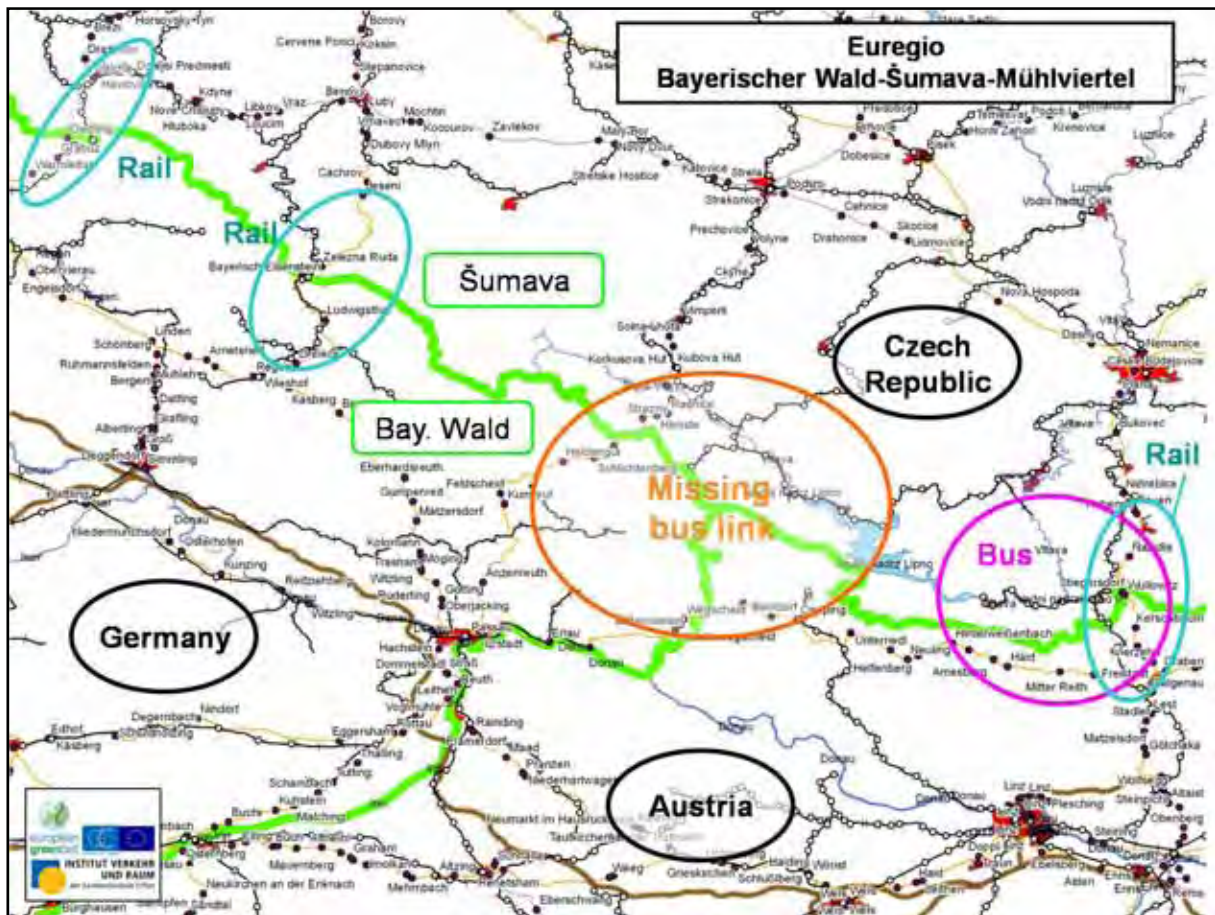
### **Intermodality to bike paths and hiking trails (+)**

The Egronet ticket allows free bike transport.

Frankenwald-Mobil offers 200km of “bike-bus lines” and 200km of railway lines which open up the touristic region of Frankenwald with an emphasis on bike paths. A regional transport day pass costs 5€ (bus) or 10€ (bus&rail). This system got the “Bavarian Public Transport Award 2002”.



## 5.2.4 Euregio Bayerischer Wald-Šumava-Mühlviertel (DE-CZ-AT)



Map 6: Bayerischer Wald-Šumava-Mühlviertel (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	0
Transborder public transport lines/network	0
Good frequency of trains, buses and/or ferries	0
Special touristic tickets	0
Special transborder tickets	+
Good marketing and web presence	0
Accessibility for All	-
Intermodality to bike paths and hiking trails	0

### Suggestions

Improve cooperation between German and Czech public transport.

Enhance the integration of the three homepages and include a list of railway border crossings.

Install a cross-border bus line in the southern part of the Bavarian Forest and Šumava.



## General description

The Euregio Bayerischer Wald-Šumava-Mühlviertel is also an area with mid range mountains and includes two important national parks which are the Bayerischer Wald (DE) and Šumava (CZ). Further protection areas are the nature parks Bayerischer Wald and Upper Bavarian Forest as well as the landscape conservation area Šumava. In general the national parks form part of the homonymous nature parks.

Points of special cultural interest are the lovely Czech towns of Domažlice, Horní Planá and Dolní Dvořiště amongst others. In Germany Zwiesel and the Glasmuseum near Frauenau is worth a visit, while Freistadt and Aigen im Mühlkreis is a nice destination in Austria.

Web presence: [www.euregio-bayern.de](http://www.euregio-bayern.de), [www.euregio.at](http://www.euregio.at), [www.euregio.cz](http://www.euregio.cz) (de, cz)

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (o)**

The Czech Republic is linked by two rail lines to Germany and by one to Austria.

There is a bus system respectively within the Bavarian Forest (so called Igelbus) and within the Šumava (so called Ekobus). These bus systems are not linked, although tourist numbers would justify cooperation. Further southward in the area from Freyung (DE) to Czech Strážný and Vimperk there is neither a train nor a bus line, and not even planned. Contrary to that situation, the Austrian Postbus and the Czech Csadbas have a good cooperation and are offering various cross-border connections.

#### **Transborder public transport lines and network (o)**

Trains are passing between Furth (DE) and Česká Kubice (CZ) with continuations to Domažlice, Plzen and Prague. More trains are crossing along Plattling (DE)-Spičák (CZ) and Summerau (AT)-Horní Dvořiště (CZ).

Buses are travelling from Czech Kaplice over Dolní Dvořiště to Austrian Freistadt as well as from České Budějovice over Vyšší Brod to Bad Leonfelden.

No German-Czech cross-border bus lines.

#### **Good frequency of trains, buses and/or ferries (o)**

There are five Czech trains daily along Furth-Č.Kubice-Domažlice/Plzen and three German Regional Express from Nuremberg/Munich to Prague.

Direct trains from Plattling to Spičák only pass twice per day (German *Regionalbahn*). With change in Bayerisch Eisenstein five more connections are available. Most so called "*Waldbahn*" from Plattling end in Bayerisch Eisenstein.

Between Austrian Summerau and Czech Horní Dvořište regional and long-distance trains are passing seven times per day without fixed frequency.

Buses between Austria and the Czech Republic pass 4-6 times per day on the two lines mentioned above.

### **Special touristic tickets (o)**

On the German side exists the Bayernwald-Ticket. For 12 € it starts from Plattling and for 6 € from Gotteszell and includes the rail trips to/from the national park, all the park buses as well as the train line between Lam and Bad Kötzing further north. It is valid weekdays from 8 a.m. and on weekend on the whole day.

### **Special transborder tickets (+)**

The Postbus-Csadbas serves the Czech-Austrian border region with cheap fares under 1 €.

Since the 10<sup>th</sup> of June 2007 the Deutsche Bahn offers the *Bayern-Böhmen-Ticket* for 32 € (5 persons) and 22 € (1 person) which is valid in whole Bavaria and on many lines in Bohemia near the border.

The ÖBB offers the Danube-Vltava-Ticket since 1<sup>st</sup> of June 2007, which includes return trips like from Linz to Č.Budějovice for 16 € and is valid for 4 days.

### **Good marketing and web presence (o)**

The Bavarian Forest has a good marketing, which also includes the bus and train system. It is similar on the Czech side, so only integration between both is lacking. The Euregio-Homepage lists the car and hiking bordercrossings, but do not mention the three rail crossings.

Relevant transport homepages in the Euregio are:

- RBO (Regionalbus Ostbayern, [www.rbo.de](http://www.rbo.de))
- ČSAD autobusy Plzeň ([www.csadplzen.cz](http://www.csadplzen.cz))
- ČSAD JIHOTRANS ([www.jihotrans.cz](http://www.jihotrans.cz))
- ÖBB-Postbus ([www.postbus.at](http://www.postbus.at))
- Deutsche Bahn ([www.bahn.de](http://www.bahn.de))
- ÖBB ([www.oebb.at](http://www.oebb.at))
- Czech Railways ([www.ceskedrahy.cz](http://www.ceskedrahy.cz))

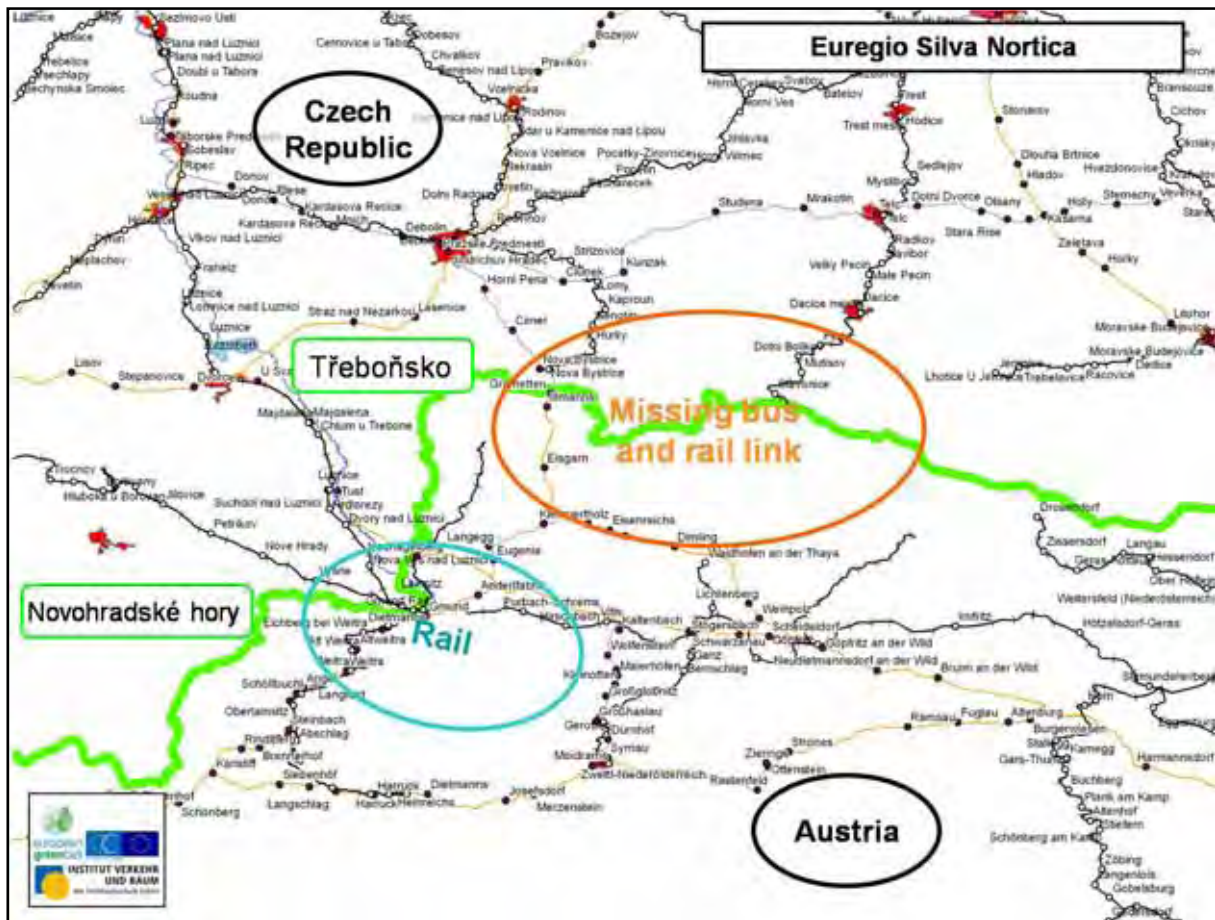
### **Accessibility for all (-)**

Not mentioned. Just a general note on the ÖBB/DB-homepages.

### **Intermodality to bike paths and hiking trails (o)**

The Postbus-Csadbas lines are explicitly targeting connections to bike paths.

## 5.2.5 Euregio Silva Nortica (CZ-AT)



Map 7: Silva Nortica (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	-
Transborder public transport lines/network	-
Good frequency of trains, buses and/or ferries	0
Special touristic tickets	-
Special transborder tickets	+
Good marketing and web presence	0
Accessibility for All	0
Intermodality to bike paths and hiking trails	-

### Suggestions

Start cooperation between bus companies in Austria and the Czech Republic.

Install cross-border bus lines between Heidenreichstein, Eisgarn and Nová Bystrice.

Reactivate the rail line between Waldkirchen, Fratres and Slavonice, as demanded by latter city amongst others.

Intensify cooperation in the Euregio.

## **General description**

The Silva Nartica is also a region with mid range mountains. It contains two nature parks, Nordwald and Dobersberg in Austria. On the Czech side two landscape conservation areas (CHKO) are situated, those are Novohradské hory and Třeboňsko.

Points of special touristic interest are the towns of Slavonice, Landštejn and Nové Hrady in the Czech Republic as well as Gmünd and Raabs an der Thaya in Austria.

Web presence: [www.silvanortica.com](http://www.silvanortica.com) (de, cz)

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (-)**

Only one rail line crosses the border. There is a missing railway link from Austria to the picturesque town of Slavonice, where tracks could be reactivated.

Furthermore there are no bus connections between the two countries in this area. This is no adequate situation for the local and touristic demand.

#### **Transborder public transport lines and network (-)**

Long distance trains and Czech regional trains (OS) run between Gmünd and Český Velenice. No cross-border bus network.

#### **Good frequency of trains, buses and/or ferries (o)**

Nine Czech regional trains and two long-distance trains per day are running on above mentioned connection without fixed frequencies.

#### **Special touristic tickets (-)**

No.

#### **Special transborder tickets (+)**

The ÖBB (Austrian Rail) offers a EuRegio ticket from Gmünd to Český Velenice and back for just 1 € (!).

#### **Good marketing and web presence (o)**

The Euregio is quite at the beginning of its activities and has only few projects. Nice homepage but with few content.

Relevant transport homepages are only:

- ÖBB ([www.oebb.at](http://www.oebb.at))
- Czech Railways ([www.ceskedrahy.cz](http://www.ceskedrahy.cz))

#### **Accessibility for all (o)**

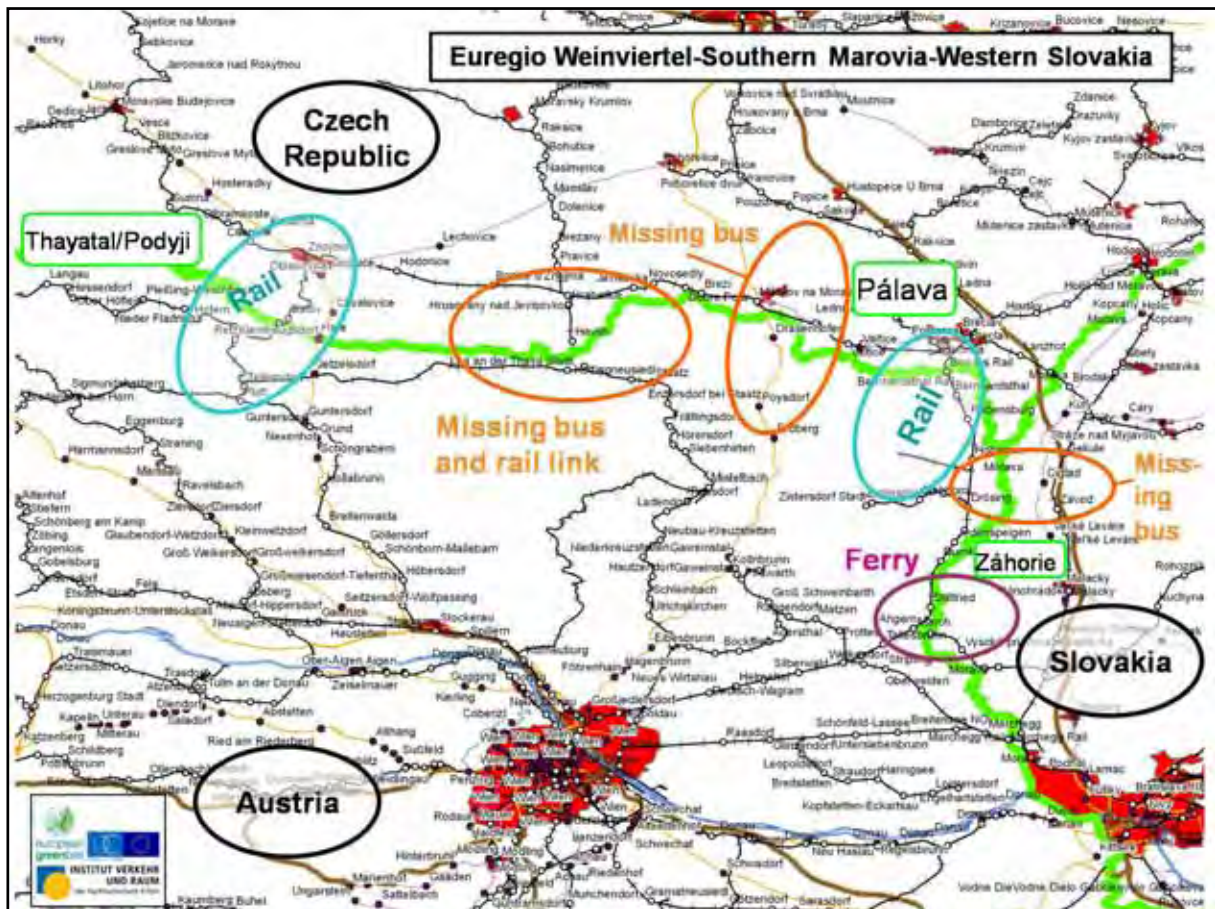
Not mentioned. Just a general advice on the ÖBB-homepage. Social accessibility is possible by cheap transborder train tickets.

#### **Intermodality to bike paths and hiking trails (-)**

No.



## 5.2.6 Euregio Weinviertel-Southern Moravia-Western Slovakia (AT-CZ-SK)



Map 8: Weinviertel-Southern Moravia-Western Slovakia (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	-
Transborder public transport lines/network	0
Good frequency of trains, buses and/or ferries	0
Special touristic tickets	-
Special transborder tickets	+
Good marketing and web presence	-
Accessibility for All	0
Intermodality to bike paths and hiking trails	-

### Suggestions

Install bus lines to interlink the attractive tourist regions. New bus lines would be an asset especially between the nice towns of Poysdorf and Mikulov as well as Mistelbach and Břeclav. Related to this, cooperation between the bus companies in Austria and Czechia should start.

Consider a reactivation of train service from Laa (AT) to Hevlin (CZ).

## General description

This area around the border triangle of Slovakia, the Czech Republic and Austria is partly a hilly area and partly covered by lowlands with floodplains of the rivers Dyje/Thaya and Morava/March. In the region there are two national parks, firstly the binational national park Thaya/Podují (AT/CZ) and secondly the Austrian national park Donauauen. Furthermore two landscape conservation areas are found here, which are Pálava (CZ) and Záhorie in Slovakia.

A point of special interest for learning more about the Iron Curtain between Austria and the Czech Republic is the Open Air Iron Curtain Museum in Žižov (CZ). Further places which are well worth a visit are Znojmo and Mikulov in the Czech Republic, Malacky in Slovakia and Retz, Poysdorf and Laa an der Thaya in Austria.

Web presence: [www.euregio-weinviertel.org](http://www.euregio-weinviertel.org) (de, cz, sk, en)

The southern part of this region partially overlaps with the region Centrope, which is discussed in the next chapter.

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (-)**

Two railway lines are crossing the border between Austria and the Czech Republic. For the connection Marchegg-Bratislava see the next chapter about Centrope.

There are no bus services in this area and one ferry connection. This is no adequate situation for the local and touristic demand.

#### **Transborder public transport lines and network (o)**

Regional trains run between Austrian Retz and Czech Šatov, where electrification is under construction. Further regional trains are passing between Bernhardstal and Břeclav.

There is a ferry service between Angern (AT) and Záhorská Ves (SK) with a capacity of six cars and 30 foot passengers. This ferry is the only car ferry between Austria and any neighbouring country. About 50,000 passengers use the ferry per year and is very popular among cyclists. Ferry operates since 2001.

No bus lines are existing from Austrian Großkrut to Czech Břeclav, nor from Laa to Šanov, nor from Jetzelsdorf to Znojmo, nor from Poysdorf to Mikulov, nor from Schrattenberg to Valtice, and finally nor from Hohenau to Slovak Maravský Svätý Jan. So change would be meaningful.

#### **Good frequency of trains, buses and/or ferries (o)**

Nine regional trains are passing between Šatov and Retz without fixed frequencies. On the second rail border-crossing trains are passing every one or two hour between Břeclav and Bernhardstal.

#### **Special touristic tickets (-)**

None.

#### **Special transborder tickets (+)**



The ÖBB (Austrian Rail) offers a EuRegio ticket Hohenau-Břeclav or Retz-Znojmo and back for just 4 €. Additionally the rail company offers a return ticket Vienna-Znojmo for 9 € or as a monthly ticket for 120 €.

### **Good marketing and web presence (-)**

No good interlinking of the separate language sections on the homepage. No integrated transport concept does exist. Improve the spreading of information, as the tourist information in the border town of Laa in Austria couldn't tell me if there is a bus service to the Czech Republic or not.

Relevant transport homepages are:

- ÖBB ([www.oebb.at](http://www.oebb.at))
- Czech Railways, ČD ([www.ceskedrahy.cz](http://www.ceskedrahy.cz))
- Ferry Angern-Záhorská Ves ([www.angern.at/index.php?id=93](http://www.angern.at/index.php?id=93))

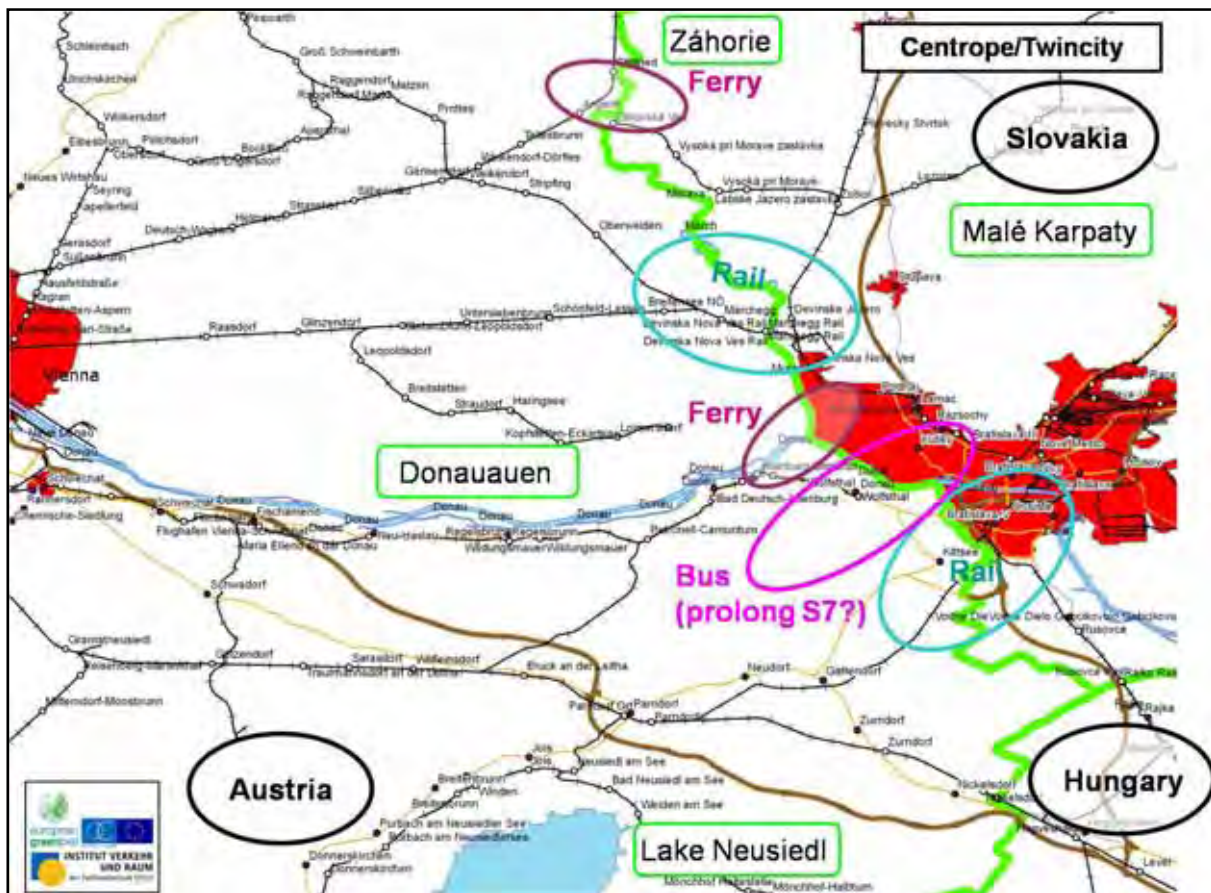
### **Accessibility for all (o)**

Not mentioned. Just a general advice exists on the ÖBB-homepage. Social accessibility is possible by cheap transborder train tickets.

### **Intermodality to bike paths and hiking trails (-)**

No.

## 5.2.7 Centrope / Twin City (AT, SK, HU)



Map 9: Centrope / Twin City (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	–
Transborder public transport lines/network	0
Good frequency of trains, buses and/or ferries	0
Special touristic tickets	–
Special transborder tickets	0
Good marketing and web presence	0
Accessibility for All	0
Intermodality to bike paths and hiking trails	–

### Suggestions

Improve the interurban transport marketing.

Prolong the commuter train (S7) from Wolfsthal to Bratislava.

Plan and install an integrated transport concept for the Twin-City Vienna-Bratislava.

## General description

The region is dominated by the two national capitals Vienna and Bratislava, while in-between the flood plains of the rivers Danube and Morava/March are representing a valuable ecological area. In the southern vicinity lies the unique Lake Neusiedl which also represents a national park. The second national park of this area is situated just in the middle between Vienna and Bratislava, which is called Donauauen. On the Slovak side two landscape conservation areas, Záhorie and Malé Karpaty are located.

The main urban points of interest in this area are without doubt Vienna and Bratislava, but also Hainburg and Petronell-Carnuntum near the confluence of Danube and Morava/March are well worth a visit.

Web presence: [centrope.info](http://centrope.info) (de, en, sk) and [www.twin-city.net](http://www.twin-city.net) (de, sk)

The northern part of this region partially overlaps with Weinviertel-Southern Moravia-Western Slovakia (see 5.2.6) as well as the southern part partially overlaps with the region West-Pannonia, which is discussed in the next chapter. Due to the unique situation between the two urban centres, it was preferred to list this region separately.

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (-)**

Due to historic circumstances, the rail network between Vienna and nearby Bratislava is far less developed than it would be appropriate. With still several political and technical obstacles on the way the network will be extended and on various parts the situation is in advanced planning stage, but not yet in real construction stage. Prolongation of the commuter train from Vienna via Wolfsthal to Bratislava is often discussed but even though being relatively cheap, it is unfortunately still far from realisation (IV-NET 2008).

In the moment two rail lines cross the border. Furthermore one bus and two ferry lines link both countries in this area. So in general this situation is not adequate, neither for the local and economic, nor the touristic demand and urgently needs real improvement in order to avoid a car traffic collapse in this so called Twin-City region with high commuter interrelations.

#### **Transborder public transport lines and network (o)**

Regional trains pass along Marchegg (AT) to Nová Ves (SK). Between Kittsee and Bratislava-Petržalka are running regional as well as EC trains.

There is one bus line between Vienna and Bratislava, which goes via Wolfsthal. No bus line exists between Kittsee and Jarovce. The Twin-City-Liner, a ferry, is cruising between the two capitals. In the summer another ferry links the two countries between Hainburg and Devin. A new inner-Austrian bus line is planned from Marchegg to Hainburg to have a link to mentioned ferry. Also planned is the reconstruction of the bridge between Schlosshof and Devínská Nová Ves for hikers and cyclists.

#### **Good frequency of trains, buses and/or ferries (o)**

Along Marchegg-Nová Ves the Vienna-Bratislava train passes hourly. Additionally the regional train from Gänserndorf also passes through Marchegg and Nová Ves to Bratislava every two

hours. On the Kittsee-Petržalka connection there are hourly trains, too, and additionally three EuroCities per day. The bus 1195 from Vienna via Wolfsthal to Bratislava goes hourly, too.

The Twin-City-Liner (ferry) runs thrice daily and costs 15 to 27 € one way, which is quite expensive.

An integrated urban transport network is missing.

### **Special touristic tickets (-)**

None.

### **Special transborder tickets (o)**

The so called *EURegio Spezial* offers return tickets Vienna-Bratislava for 14 €, including public transport in the Slovak capital. A monthly ticket Vienna-Bratislava costs 98 €. Between Marchegg/Gänserndorf and Bratislava a return ticket is offered for 4/6 €.

### **Good marketing and web presence (o)**

Transport cooperation and thus marketing should be improved. Centrope has a good homepage, but only recently with a Slovak language section. Information flux could be improved because neither the Centrope administration nor the Vienna tourist information knew about the cross-border ferry between Hainburg and Devin.

Relevant transport homepages are:

- Austrian Railways, ÖBB ([www.oebb.at](http://www.oebb.at))
- ÖBB-Postbus ([www.postbus.at](http://www.postbus.at))
- Slovak Railways, ŽSR ([www.zsr.sk](http://www.zsr.sk))
- Strong activities of the industrialists union on the well equipped [www.twin-city.net](http://www.twin-city.net) homepage.

### **Accessibility for all (o)**

Not mentioned. Just a general advice exists on the ÖBB-homepage.

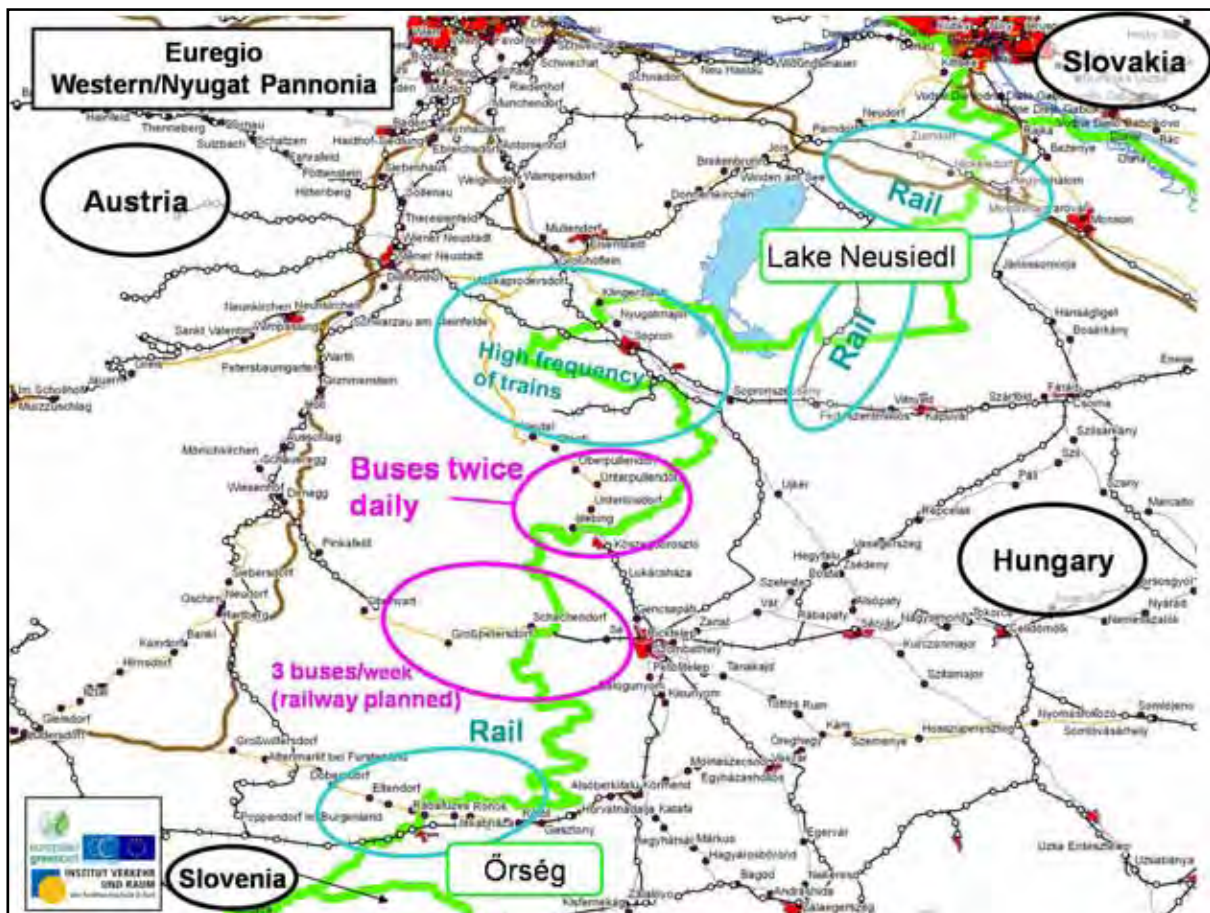
Social accessibility is possible by relatively cheap transborder train tickets from Gänserndorf to Bratislava.

### **Intermodality to bike paths and hiking trails (-)**

Not mentioned in particular.



## 5.2.8 Euregio West Pannonia (AT-HU)



Map 10: West Pannonia (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	+
Transborder public transport lines/network	+/o
Good frequency of trains, buses and/or ferries	+
Special touristic tickets	+
Special transborder tickets	+
Good marketing and web presence	+/o
Accessibility for All	+
Intermodality to bike paths and hiking trails	o

### Suggestions

Improve bus links between southern Burgenland and Hungary.

Reactivate the rail track from Austrian Oberwarth to Hungarian Szombathely.

Improve the integration of Hungary in the concept of the UN model region around the Lake Neusiedl.

## General description

This region resembles the western part of the Pannonian Lowlands. In the north the main landmark is the Lake Neusiedl. On the western edge of the region some foothills from the Alps can be found. Two main ecological areas are situated in the region, the binational national park Neusiedler See-Seewinkel/Fertő-Hanság and the Hungarian national park Órség in the south. In Hungary furthermore two landscape conservation areas (T.K.) are located: Soproni T.K. and Köszegi T.K.

A special point of interest is the place on the border near Sopron, where on the 19<sup>th</sup> of August 1989 a peace demonstration was held, which is named the Pan-European Picnic and is considered a milestone on the way to the fall of the Iron Curtain. Now artworks on that point of the border and in nearby Fertőrákos commemorate this historic event. Further places worth a visit are the towns of Sopron and Szombathely in Hungary, Austrian Eisenstadt, Rust and Mörbisch as well as the Oper Air Museum Burgenland near Oberwarth and the Village Museum Vasi near Szombathely. In Austrian Raiding near the border is located the birth place of Ferenc/Franz Liszt.

Web presence: [www.euregio.hu](http://www.euregio.hu) (hu, de, en)

The northern part of this region partially overlaps with Centrope (see 5.2.7).

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (+)**

There are as much as six cross-border rail lines in this region, due to positive geographic and historic situation between Austria and Hungary. Furthermore two local bus lines cross the border as well as a ferry on the Lake Neusiedl. Especially in the northern part of the region the transport network shows a good situation.

#### **Transborder public transport lines and network (+/o)**

There are regional trains between Nickelsdorf (AT) and Hegyeshalom (HU) as well as interregional train, whereas latter do not stop in Nickelsdorf but only in Bruck more westwards.

More regional trains are passing along Pamhagen (AT)-Fertőszéplak (HU), Baumgarten-Sopron, Loipersdorf-Sopron and Deutschkreuz-Sopron. In the southern area trains cross between Austrian Mogersdorf and Hungarian Szentgotthard.

Between Rechnitz (AT) and Szombathely (HU) a reactivation of the rail track is planned, while the upgrading of the section between Oberwart and Großpetersdorf is under construction. From Rechnitz to Großpetersdorf a nostalgic train is running.

The Blaguss bus company offers bus lines along Oberpullendorf-Köszeg and Südbus/Vasi Volán offers sporadic services along Oberwarth-Szombathely. Border crossing by ship is possible from Mörbisch to Fertőrákos on the Lake Neusiedl.

#### **Good frequency of trains, buses and/or ferries (+)**

Between Nickelsdorf and Hegyeshalom hourly trains are running until midnight. Five regional trains per day go between Pamhagen and Fertőszéplak. Hourly services are offered on the routes Baumgarten-Sopron as well as Deutschkreuz-Sopron. A very good frequency of 30min is



available along Loipersdorf and Sopron. In the south 11 trains per day without fixed frequencies are crossing along Mogersdorf-Szentgotthard.

Bus services are seldom as there are only two buses per day except Sunday between Oberpullendorf and Köszeg and even more sporadic Oberwarth and Szombathely, where buses drive only 3 times per week. The cross-border ferry on the lake operates in summer four times per day, but only if there are more than four passengers.

In general there is a good frequency of train services in this region, due to mentioned geographic and historic reason between both countries and partially due to the proximity of the urban hub of Vienna to the northern part of the region.

### **Special touristic tickets (+)**

The so called Neusiedl Card exists, which is a ticket for free transport around Neusiedl for tourists who stay longer than one day. This is excellent as it gives incentives to slow down, thus corresponds with the aims of Ecotourism (see chapter 4.1 and 4.3).

Furthermore circle trains around the lake are offered.

### **Special transborder tickets (+)**

Various EURegio-Tickets like Vienna-Mosonmagyaróvár and back for 9 € or Jennersdorf-Szentgotthard and back for 3 € are offered.

### **Good marketing and web presence (+/o)**

The region around the Lake Neusiedl is a UN model region ([www.sensiblegebiete.at](http://www.sensiblegebiete.at)), which includes a concept of environmentally sustainable transport and tourism in sensitive areas. Various studies and conferences about sustainable transport were produced and hold. The concept includes innovative transport systems (hailed shared taxi, IT-linkage), transborder mobility centres, ecotourism, sustainable economic transport, customized infrastructure and bio fuel.

The shortcoming is the lack of a real transboundary view of this system, as each side has its own concept which are not truly integrated.

Relevant transport homepages are:

- Austrian Railways, ÖBB ([www.oebb.at](http://www.oebb.at))
- Hungarian Railways, MÁV ([www.mav.hu](http://www.mav.hu))
- ÖBB-Postbus ([www.postbus.at](http://www.postbus.at))
- Vasi Volán ([www.vasivolan.hu](http://www.vasivolan.hu))
- Blaguss ([www.blaguss.com](http://www.blaguss.com))

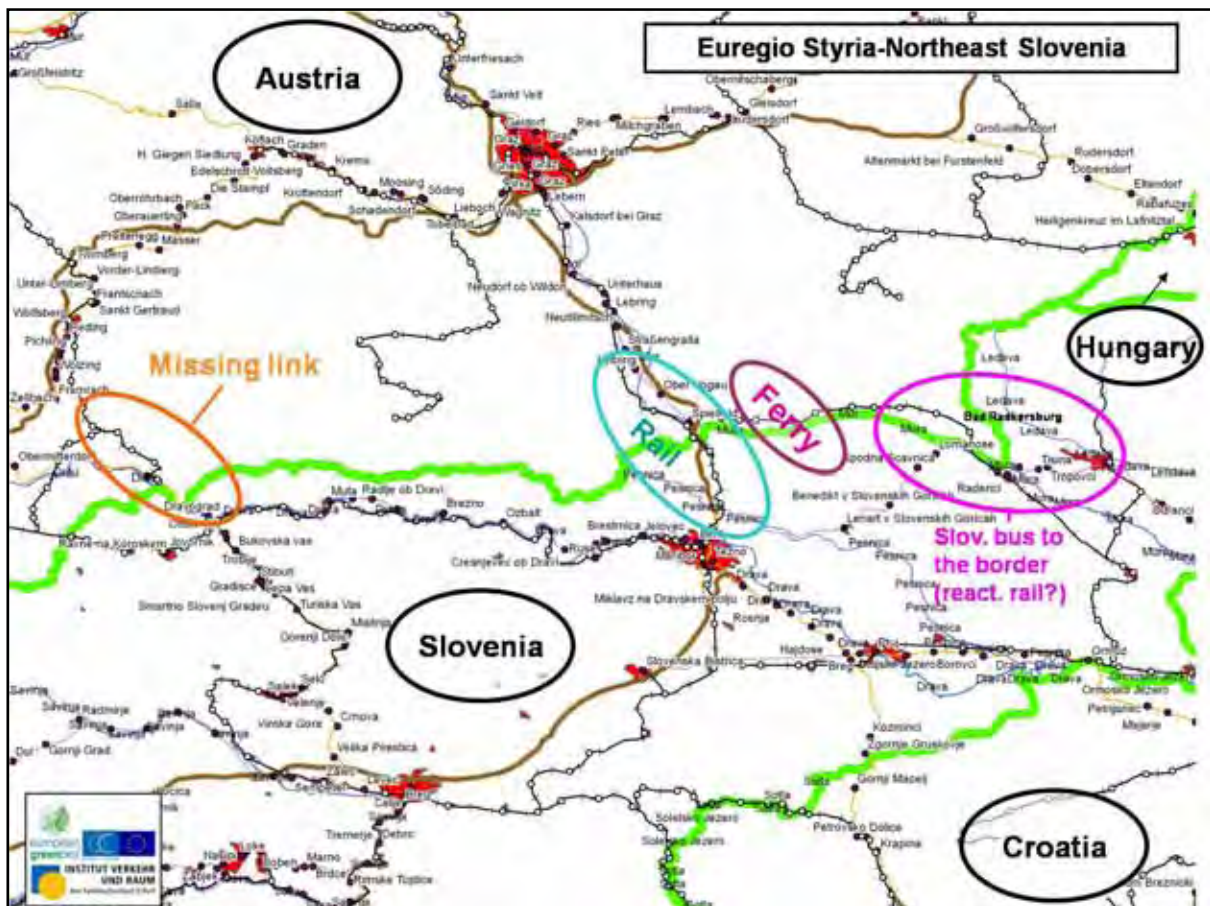
### **Accessibility for all (+)**

There is a special attention on accessibility for all within the concept of sustainable transport around the Lake Neusiedl. Social accessibility is possible by certain cheap transborder train ticket.

### **Intermodality to bike paths and hiking trails (o)**

The so called “*Radbus*” (bikebus) with a trailer for bikes exists around the Lake Neusiedl.

## 5.2.9 Euregio Styria-Northeast Slovenia (AT-SI)



Map 11: Styria-Northeast Slovenia (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	–
Transborder public transport lines/network	0
Good frequency of trains, buses and/or ferries	0/–
Special touristic tickets	–
Special transborder tickets	0
Good marketing and web presence	0
Accessibility for All	–
Intermodality to bike paths and hiking trails	0/–

### Suggestions

- Consider a reactivation of the Bad Radkersburg-Radenci-Ljutomer rail line.
- Prolong the Slovenian bus lines from Gornja Radgona to Bad Radkersburg.
- Install buses from picturesque Dravograd to Wolfsberg.
- Integrate the two separate Euregio websites.

## **General description**

In this Alpine region mainly high mountains and partly the rivers Mur/a and Kučnica/Kutschenitza form the border. Although being a highly sensitive high mountain and river region, no nature protection areas are found within.

Places of touristic interest apart from nature are the Austrian cities of Bad Radkersburg, Ehrenhausen and Leibnitz as well as Slovenian Maribor, Dravograd and Slovenj Gradec.

Web presence: [www.euregio-steiermark.at](http://www.euregio-steiermark.at) (de, si), [www.evroregija.net](http://www.evroregija.net) (si, de)

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (-)**

Only one train line crosses the border. Then there is a Slovene bus which goes just to the border, but not beyond. Finally one cross-border ferry line exists.

This is no adequate transport system considering the touristic potential around Bad Radkersburg and Murska Sobota.

#### **Transborder public transport lines and network (o)**

Regional trains pass along the border stations Spielfeld (AT) and Šentilj (SI) as well as long distance trains, which don't stop in Šentilj but in Maribor further south. The end of the Slovene bus line from Murska Sobota to Gornja Radgona lies in walking distance to Austrian Bad Radkersburg. Thus this is no real cross-border line. During summer a ferry without car transport crosses the Mur/a river between Weitersfeld and Sladki vrh.

An installation of an integrated cross border public transport system in the Euregio is planned, so integration is under process.

#### **Good frequency of trains, buses and/or ferries (o/-)**

Regional trains stopping in Spielfeld and Šentilj are passing twice a day, while additionally seven more daily trains run on that route but don't stop in Šentilj but only in Maribor. Slovenian bus companies serve the itinerary Murska Sobota-Gornja Radgona three times per hour. From Gornja Radgona it is a 1 km foot walk to Bad Radkersburg in Austria.

#### **Special touristic tickets (-)**

No.

#### **Special transborder tickets (o)**

ÖBB EURegio-Tickets from Leibnitz to Maribor and back for 9 €

#### **Good marketing and web presence (o)**

Relevant transport homepages are:

- Verkehrsverbund Steiermark ([www.verbundlinie.at](http://www.verbundlinie.at)), very friendly and helpful
- Veolia Slovenia ([www.veolia-transport.si](http://www.veolia-transport.si))
- Austrian Railways, ÖBB ([www.oebb.at](http://www.oebb.at))
- Slovenian Railways, SŽ ([www.slo-zeleznice.si](http://www.slo-zeleznice.si))

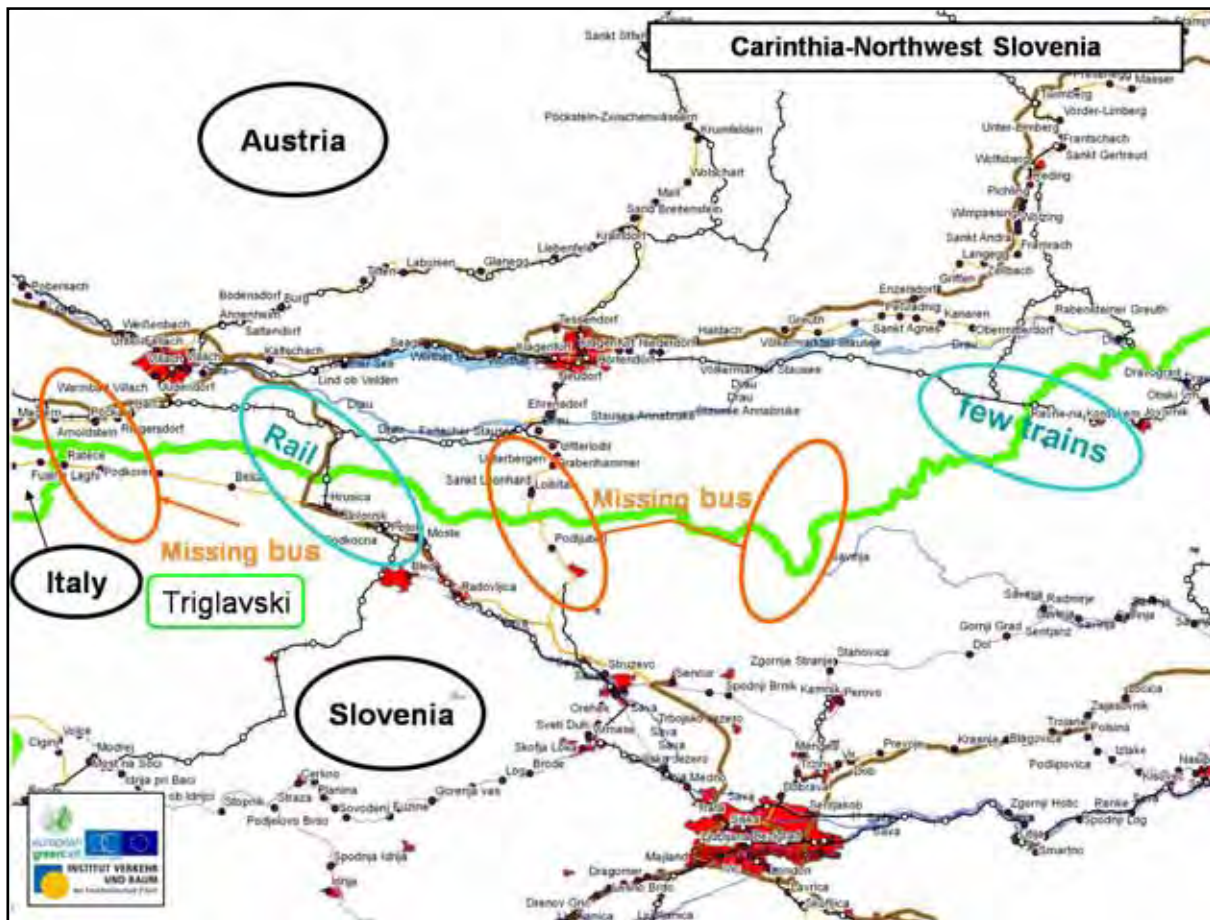
**Accessibility for all (-)**

Not mentioned. Just a general advice on the ÖBB-Homepage.

**Intermodality to bike paths and hiking trails (o/-)**

Just a few words on the Euregio homepage.

## 5.2.10 Carinthia-Northwest Slovenia (AT-SI)



Map 12: Carinthia-Northwest Slovenia (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	–
Transborder public transport lines/network	–
Good frequency of trains, buses and/or ferries	–
Special touristic tickets	–
Special transborder tickets	0
Good marketing and web presence	–
Accessibility for All	–
Intermodality to bike paths and hiking trails	–

### Suggestions

Install bus lines to avoid car traffic between Klagenfurt and Kranj, Bad Vellach and Zgornje Jezesko as well as across the Wurzenpass and the Loiblpas in this sensitive alpine region.

Begin with a public transport cooperation.

Install an Euregio.



## **General description**

In this region the Green Belt is represented mostly by the Alpine mountain range of the Karawanken/Karavanke. The only national park in the region is called Triglavski and lies in Slovenia.

Worth a visit are Villach, Ferlach and Bleiburg in Austria as well as Robanov kot, Bled and Kranjska Gora in Slovenia.

The region has no web presence.

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (-)**

Two rail tracks are passing from Slovenia to Carinthia. Bus lines do not cross the border in this region.

The Carinthian government told that there would be no demand for more public transport lines, due to few commuting relations and topographic obstacles. Recently train services even had been thinned out.

This is not an adequate situation considering the touristic potential and the aim of reducing car traffic.

#### **Transborder public transport lines and network (-)**

Between Bleiburg (AT) and Ravne na Koroskem (SI) regional trains are running. Along Rosenbach-Jesenice regional and international trains are passing.

There is no existing Euregio in this area, neither any crossborder concept, nor any public transport concept. Just a working group ("ARGE") was introduced. Is there a political reason behind this reservation?

It is disadvantageous that there is no direct bus or train line between the two cities of Klagenfurt (100,000 inh.) in Austria and Kranj (50,000 inh.) in Slovenia with only a distance of 55 km from each other.

#### **Good frequency of trains, buses and/or ferries (-)**

Two trains per day pass between Bleiburg and Ravne na Koroskem, and seven between Rosenbach and Jesenice.

#### **Special touristic tickets (-)**

No.

#### **Special transborder tickets (o)**

ÖBB EURegio-Tickets from Villach to Lesce Bled south of Jesenice and back for 13.20 €. Monthly ticket on this relation is available for 93 €.

#### **Good marketing and web presence (-)**

No common marketing. Only a very low level cooperation exists.

Relevant transport homepages are:

- Austrian Railways, ÖBB ([www.oebb.at](http://www.oebb.at))
- Slovenian Railways, SŽ ([www.slo-zeleznice.si](http://www.slo-zeleznice.si))

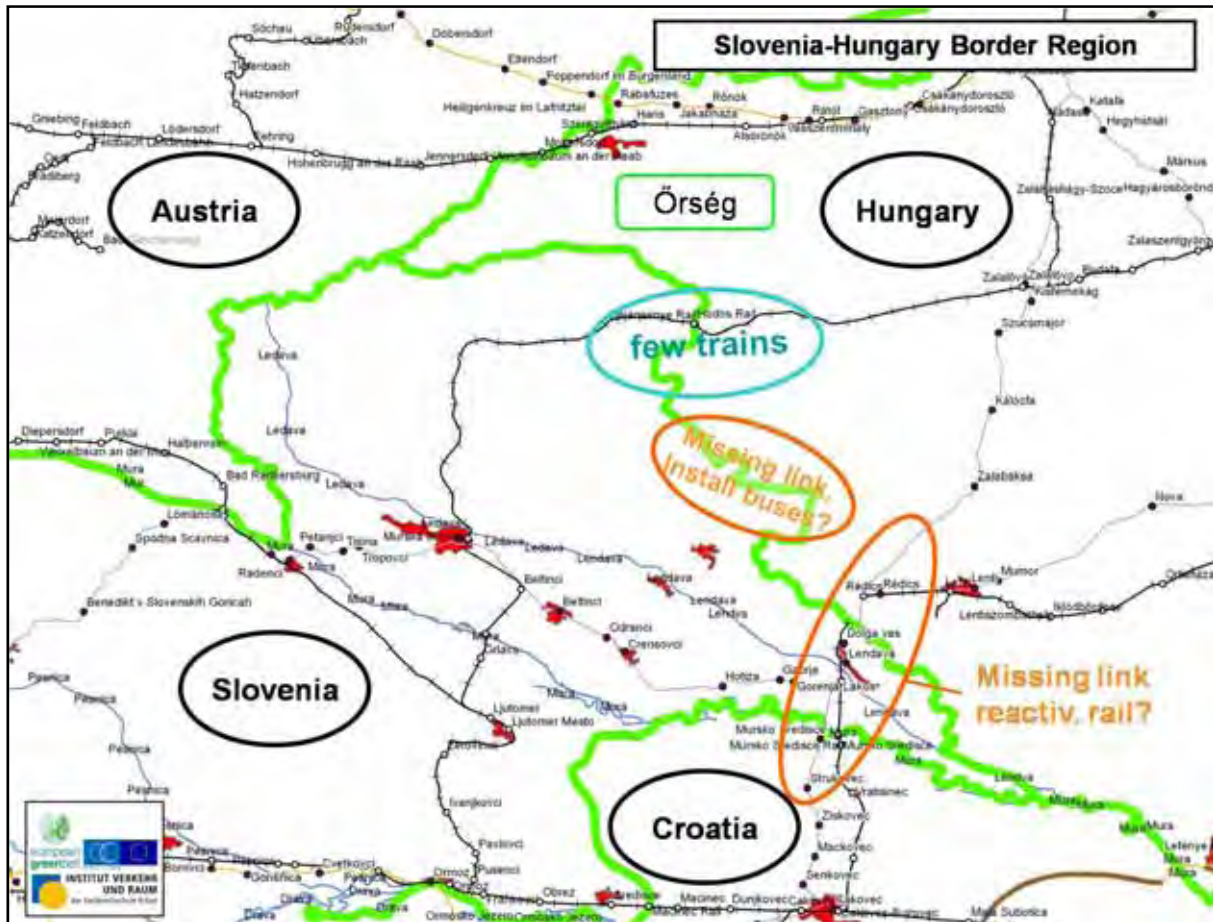
**Accessibility for all (-)**

Not mentioned. Just a general advice on the ÖBB-Homepage.

**Intermodality to bike paths and hiking trails (-)**

No.

## 5.2.11 Slovenian-Hungarian border region



Map 13: Slovenian-Hungarian border region (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	–
Transborder public transport lines/network	0
Good frequency of trains, buses and/or ferries	–
Special touristic tickets	–
Special transborder tickets	–
Good marketing and web presence	–
Accessibility for All	–
Intermodality to bike paths and hiking trails	–

### Suggestions

Analyze a reactivation of the rail track from Lenti (HU; 8,000 inh.) to Lendava (SI; 12,000 inh.) and further on to Mursko Središče (HR; 7,000 inh.).

Consider an installation of attractive bus lines to get back lost passengers. Due to respective minorities on both side of the border a better connection would be an asset.

Improve the general cooperation beyond the existing development council.

## **General description**

The region along the Hungarian-Slovenian border is mostly hilly and inhabits the national park Órség (HU).

Further points of interest are the towns of Lendava in Slovenia and Lenti in Hungary.

The region has no web presence.

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (-)**

Between Hungary and Slovenia exists one active rail line.

Although there are five road border crossings, since few years no more local transborder bus lines exist due to reported low demand. Local bus companies told that demand has fallen because nowadays allegedly most people use the car to cross the border. But maybe people would use the bus if there would be an attractive offer.

#### **Transborder public transport lines and network (o)**

The regional trains pass the border between Hodoš (SI) and Bajánsenye (HU).

#### **Good frequency of trains, buses and/or ferries (-)**

Four trains per day are running on above mentioned connection.

#### **Special touristic tickets (-)**

No.

#### **Special transborder tickets (-)**

None.

#### **Good marketing and web presence (-)**

No common marketing. There is just a low level cooperation in a development council.

Relevant transport homepages are:

- Hungarian Railways, MÁV ([www.mav.hu](http://www.mav.hu))
- Slovenian Railways, SŽ ([www.slo-zeleznice.si](http://www.slo-zeleznice.si))

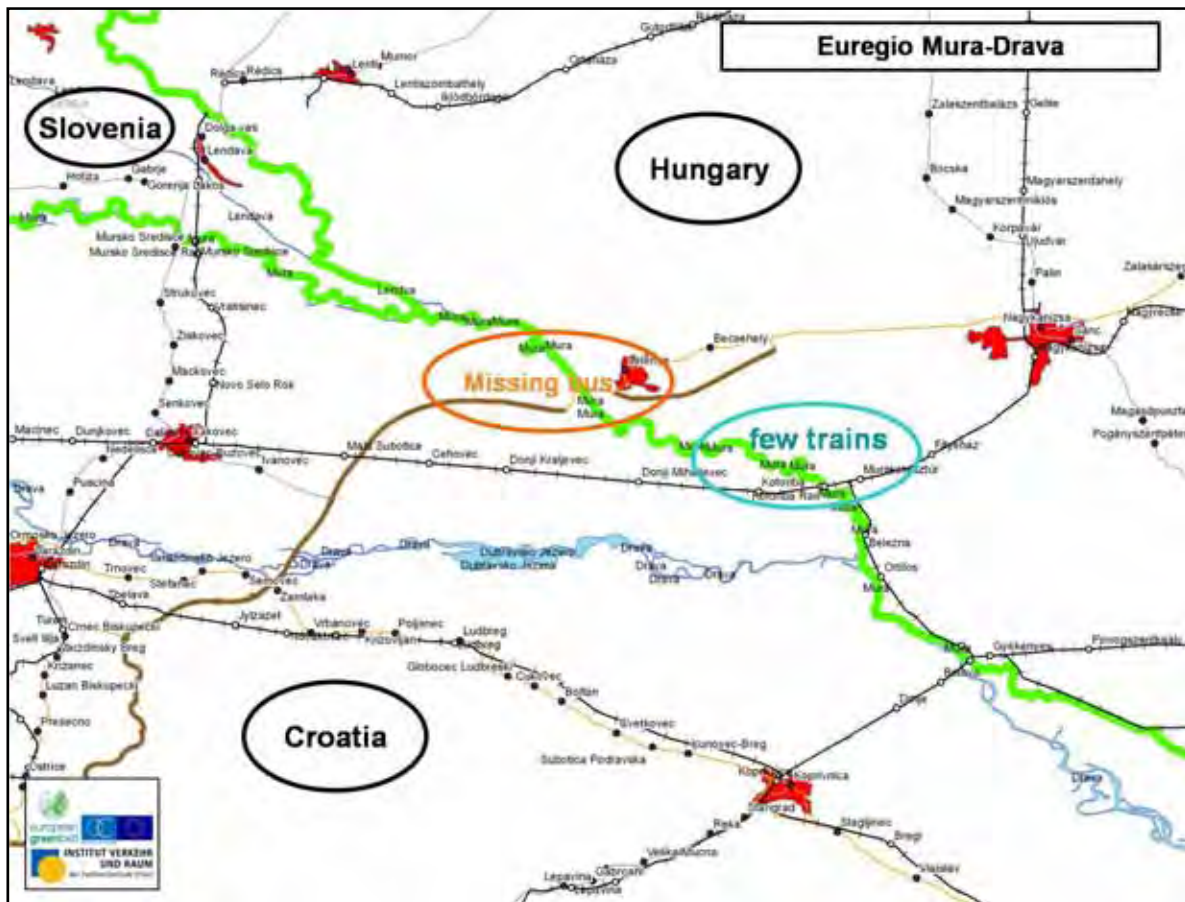
#### **Accessibility for all (-)**

Not mentioned.

#### **Intermodality to bike paths and hiking trails (-)**

No.

## 5.2.12 Euregio Mura-Drava (HU-HR)



Map 14: Mura-Drava (Euroglobal Map 2003 and own design)

### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand

–

Transborder public transport lines/network

–

Good frequency of trains, buses and/or ferries

–

Special touristic tickets

–

Special transborder tickets

–

Good marketing and web presence

–

Accessibility for All

–

Intermodality to bike paths and hiking trails

–

### Suggestions

Install bus lines to interlink Letenye (HU; 9,000 inh.) with the attractive town of Čakovec (HR; 30,000 inh.).

Consider a reactivation of rail tracks between Barcs (HU) and Gornje Bazje (HR).

Consider an installation of attractive bus lines to get back lost passengers. Due to respective minorities on both side of the border a better connection would be an asset.

Improve the Euregio structures and expand activities.



## **General description**

The Euregio Mura-Drava consists of flood plains which are formed by the rivers Mur/a and Drava. Although containing valuable river flood plains there is no nature protection area in the region.

Further points of interest are the towns of Nagykanizsa in Hungary and Čakovec in Croatia.

The region has no web presence.

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (-)**

One binational rail line exists in this region. Since many years no more bus lines are offered, according to the bus companies the reason is that most people use the car now. But maybe people would use the bus again if there would be an attractive offer.

#### **Transborder public transport lines and network (-)**

The regional trains pass the border between Murakeresztúr (HU) and Kotoriba (HR)

#### **Good frequency of trains, buses and/or ferries (-)**

Four trains per day are running on above mentioned connection.

#### **Special touristic tickets (-)**

No.

#### **Special transborder tickets (-)**

None.

#### **Good marketing and web presence (-)**

No common marketing. The visibility of the Euregio is very low.

Relevant transport homepages are:

- Hungarian Railways, MÁV ([www.mav.hu](http://www.mav.hu))
- Croatian Railways, HŽ ([www.hznet.hr](http://www.hznet.hr))

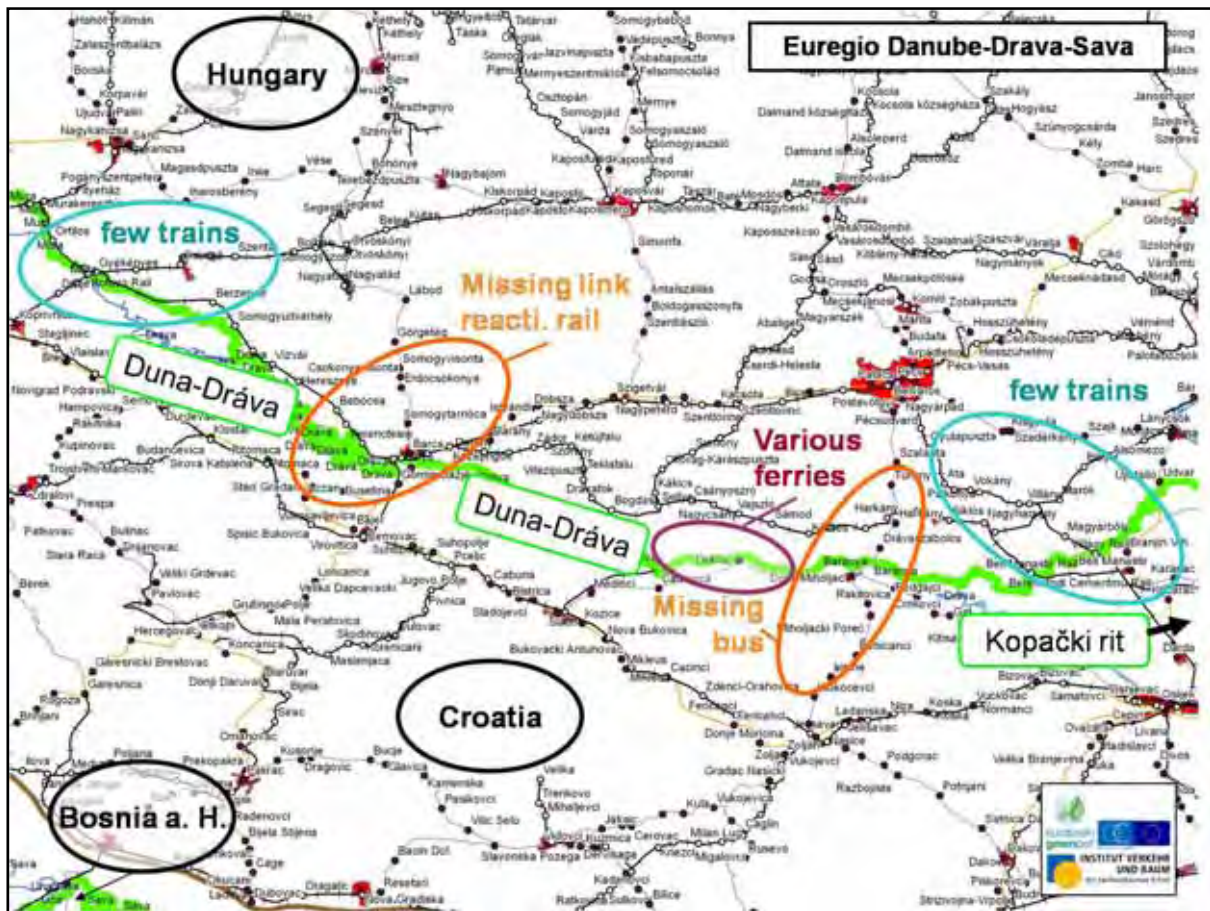
#### **Accessibility for all (-)**

Not mentioned.

#### **Intermodality to bike paths and hiking trails (-)**

No.

### 5.2.13 Euregio Danube-Drava (HR-HU)



Map 15: Danube-Drava (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

Public transport network adequate to the local and touristic demand	0
Transborder public transport lines/network	-
Good frequency of trains, buses and/or ferries	-
Special touristic tickets	-
Special transborder tickets	-
Good marketing and web presence	-
Accessibility for All	-
Intermodality to bike paths and hiking trails	-

#### Suggestions

Install bus lines to interlink Drávaszabolcs (HU) and Donji Miholja (HR).

Consider an installation of attractive bus lines to get back lost passengers. Due to respective minorities on both side of the border a better connection would be an asset.

Improve train frequency between Pécs (HU; 160,000 inh.) and Osijek (HR; 115,000 inh.), which are furthermore twinned towns.

Improve the Euregio structures and its activities.

## General description

The Euregio Danube-Drava is located in the flood plains and lowlands of the Drava. One national park is located on the Hungarian side, which is called Duna-Dráva. On the Croatian side the nature park Kopački rit is situated in the area.

Further points of interest are the picturesque towns of Pécs, Mohács and Nagyatád in Hungary and Osijek, Beli Manastir and Koprivnica in Croatia.

Web presence: [www.ddseuro.org](http://www.ddseuro.org) (hr, bih, hu, en)

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (o)**

Two railway lines are crossing the border. Apart from this there is no local transborder public transport, i.e. no bus passes the Green Belt. Former buses were cancelled due to low demand. Hungarian bus company Pannon Volán Rt. considered a reactivation.

This is no adequate situation for the local and touristic demand.

#### **Transborder public transport lines and network (-)**

Regional trains pass the border between Gyékényes (HU) and Botovo (HR) in the western part and between Magyarbóly and Beli Manastir in the east.

Small ferries cross the Drava for agricultural purposes but in general also offer a possibility for visitors.

#### **Good frequency of trains, buses and/or ferries (-)**

Three regional trains per day are running between Gyékényes and Botovo, while two more long distance trains take this route, but don't stop in Botovo but in Koprivnica further south.

Between Magyarbóly and Beli Manastir regional trains are passing three times per day.

#### **Special touristic tickets (-)**

No.

#### **Special transborder tickets (-)**

None.

#### **Good marketing and web presence (-)**

Weak marketing with weak Euregio structures.

Relevant transport homepages are:

- Pannon Volán Rt. ([www.pannonvolan.hu](http://www.pannonvolan.hu))
- Hungarian Railways, MÁV ([www.mav.hu](http://www.mav.hu))
- Croatian Railways, HŽ ([www.hznet.hr](http://www.hznet.hr))

#### **Accessibility for all (-)**

Not mentioned.

## Intermodality to bike paths and hiking trails (-)

No.

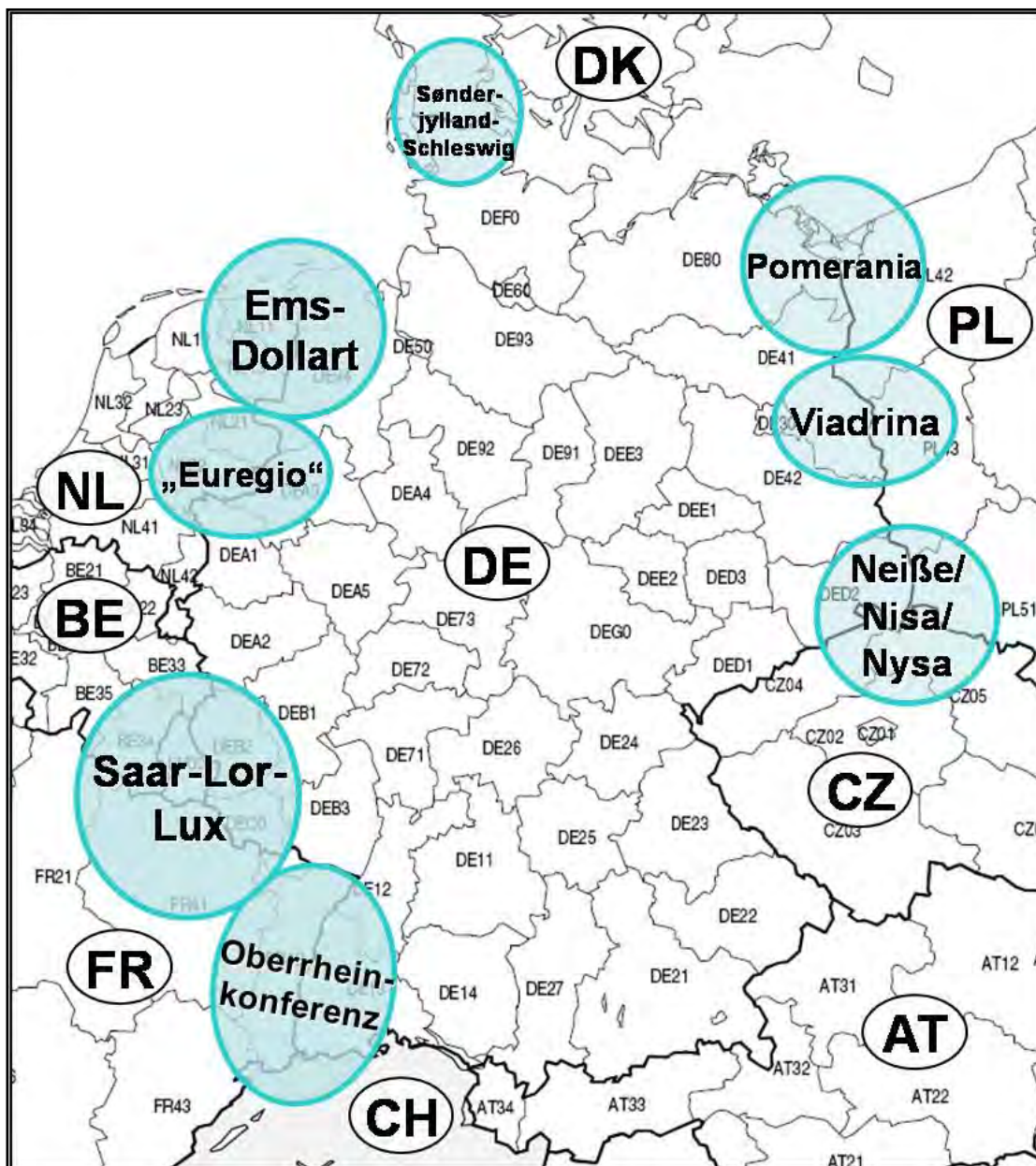
### 5.3 Regions outside the Green Belt

In this chapter are shown areas outside the Green Belt with aspects, which are transferable to Green Belt regions. For the purpose of ordering the regions accordingly, their landscape types were chosen. Other possible typology would be the population structure or the tourism character. The red marked regions were analysed in the following section.

Type of region	Green Belt Region	Regions outside the Green Belt as possible example region (in this report)
Mid range mountains as border	Egrensis Bayer. Wald- Šumava-Mühlviertel Silva Nortica Thuringia-Lower- Saxony-Hesse Rhön	Neiße-Nisa-Nysa (DE-CZ-PL) Elbe-Labe (DE-CZ) Erzgebirge (DE-CZ)
Triple-Border with river as boundary (Danube, March/Morava, Rhine)	Weinviertel-Southern Moravia-Western Slovakia Centropo	Upper Rhine Area (DE-CH-FR) Maas-Rhein (DE-BE-NL)
Border in plains	Western Pannonia	Sønderjylland-Schleswig (DK-DE) Ems-Dollart (DE-NL) Euregio (DE-NL) Hajdu-Bihar (HU-RO)
River and high mountains as border	Styria-Northeast Slovenia	Inntal (DE-AT) Salzburg-Berchtesgadener Land-Traunstein (AT-DE))
High mountains as border	Carinthia-Northwest Slovenia	Via Salina (DE-AT) Zugspitze-Wetterstein-Karwendel (DE-AT) Tirol-Südtirol-Trentino (AT-IT) Pyreneo-Mediterraneo (ES-FR)
Border in hill country	Slovenia-Hungary	Saar-Lor-Lux (DE-FR-BE-LU)

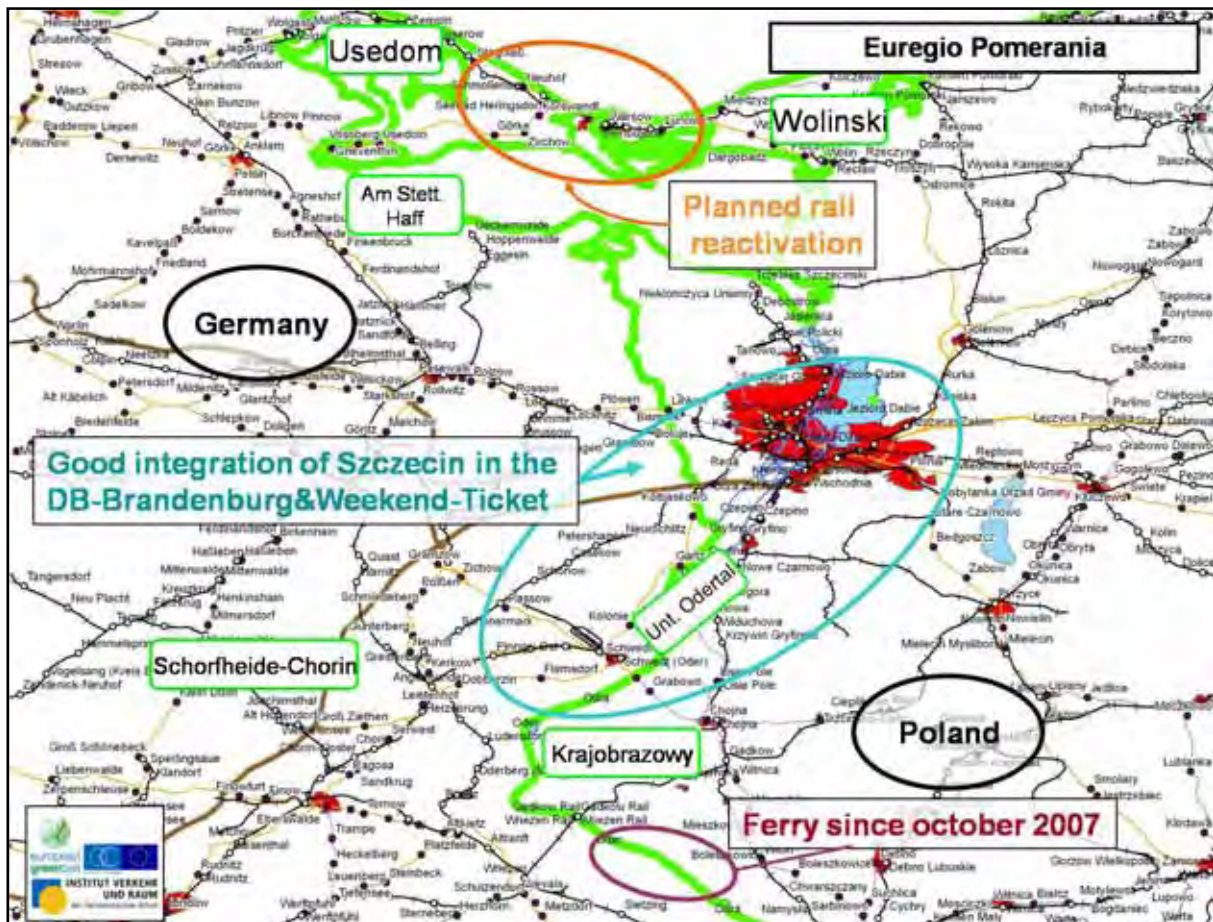


		Galicia-Norte Portugal (ES-PT)
River as border	Mura-Drava	Viadrina (DE-PL) Inn-Salzach (DE-AT) Spree-Neiße-Bober (DE-PL)
River and plains as border	Danube-Drava-Sava	Pomerania (DE-PL) Danube-Kris-Mures-Tisa (HU-SRB-RO)



Map 16: Analysed regions from outside the Green Belt (Eurostat 2006 and own design)

### 5.3.1 Euregio Pomerania (DE-PL)



Map 17: Pomerania (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

Transferability to the Green Belt	+/o
Public transport network adequate to the local and touristic demand	+
Transborder public transport lines/network	+
Good frequency of trains, buses and/or ferries	o
Special touristic tickets	-
Special transborder tickets	+
Good marketing and web presence	-
Accessibility for All	-
Intermodality to bike paths and hiking trails	-

#### Transferability to the Green Belt (+/o)

In general:

Take as an example the possibility to use the German *Wochenendticket* or *Länderticket* for travelling to Szczecin and even for urban transport inside Szczecin. In other areas these tickets end strictly at the border, even between *Bundesländer*.

To specific regions:

*Euregio Danube-Drava*

Can be an example for the Danube-Drava region, because of the similarity of having mostly a river as border and containing a relatively intact nature and wide plains.

*The Slovak-Austrian border region*

Could partially be an example for the Centroepe region, because both borders are formed by rivers and have a nearby metropolitan centre (Vienna/Bratislava and Szczecin). Although example functions only to some extent because Centroepe is urbanely bipolar and has a higher population.

### **General description**

The Euregio Pomerania is located at the northern end of the Polish-German border and also includes parts of southern Sweden, but this is not consider here. The region is characterized by river lowlands and floodplains along the Odra/Oder and the coast with a big lagoon. Within the area are located three national parks – Wolinski and Drawienski in Poland and Unteres Odertal in Germany. In addition there are two nature parks in Germany which are called Usedom and Am Stettiner Haff as well as the biosphere reserve Schorfheide-Chorin. Finally the landscape conservation area Cedyński Park Krajobrazowy “Puszcza Bukowa” is located in the Polish part of the region.

Points of special interest are the Baltic Sea resorts as well as polish Szczecin, Nowe Warpno and Cedynia.

Web presence: [www.pomerania.net](http://www.pomerania.net) (de, pl, se, en)

*Criteria of good public transport*

### **Public transport network density adequate to the local and touristic demand (+)**

There are two active rail lines between the Polish and the German side, while on Usedom a reactivation of a track is under construction and reopening is planned for 2008 (IVW 2008). Furthermore two bus lines and one ferry crosses the border across the Oder/Odra river. The ferry reopened recently in October 2007 after long delay due to pretended delivery problems by the shipyard.

All in all the situation is quite good.

### **Transborder public transport lines and network (+)**

On Usedom/Uznam between Ahlbeck (DE) and Świnouście (PL) the reactivation is under contruction and is scheduled for the course of the year 2008 while it will be served by the Usedomer Bäderbahn rail company.

The two active train lines are running from Szczecin Gumience (PL) to Grambow (DE) and to Tantow (PL). Buses cross from Schwedt (DE) to Krajnik Dolny (PL) and since 2004 also to Szczecin. Since October 2007 a ferry crosses the Oder/Odra between Güstebieser Losse and Gozdowice which can carry persons, bicycles and up to six cars. Services only in summer.

### **Good frequency of trains, buses and/or ferries (o)**



Grambow-Szczecin Gumience is served every 2 hours by train, while Tantow-Szczecin Gumience is served seven times per day without fixed frequency. The Schwedt-Szczecin bus (PVG) runs only once per day. Between Schwedt and Krajnik Dolny buses run hourly from 8am to 5pm. The new ferry has no timetable and crosses on demand.

**Special touristic tickets (-)**

No.

**Special transborder tickets (+)**

The German *Wochenendticket* (weekend ticket) and the *Brandenburg-Ticket* and since end of 2007 also the *Mecklenburg-Vorpommern-Ticket* is valid to Szczecin and also for the urban public transport in this Polish City. This is very exemplary.

**Good marketing and web presence (-)**

Weak marketing.

Relevant transport homepages are:

- PVG (Personenverkehrsgesellschaft Schwedt-Angermünde, [www.pvg-busfahren.de](http://www.pvg-busfahren.de))
- German Railways, DB ([www.bahn.de](http://www.bahn.de))
- Polish Railways, PKP ([www.pkp.pl](http://www.pkp.pl))

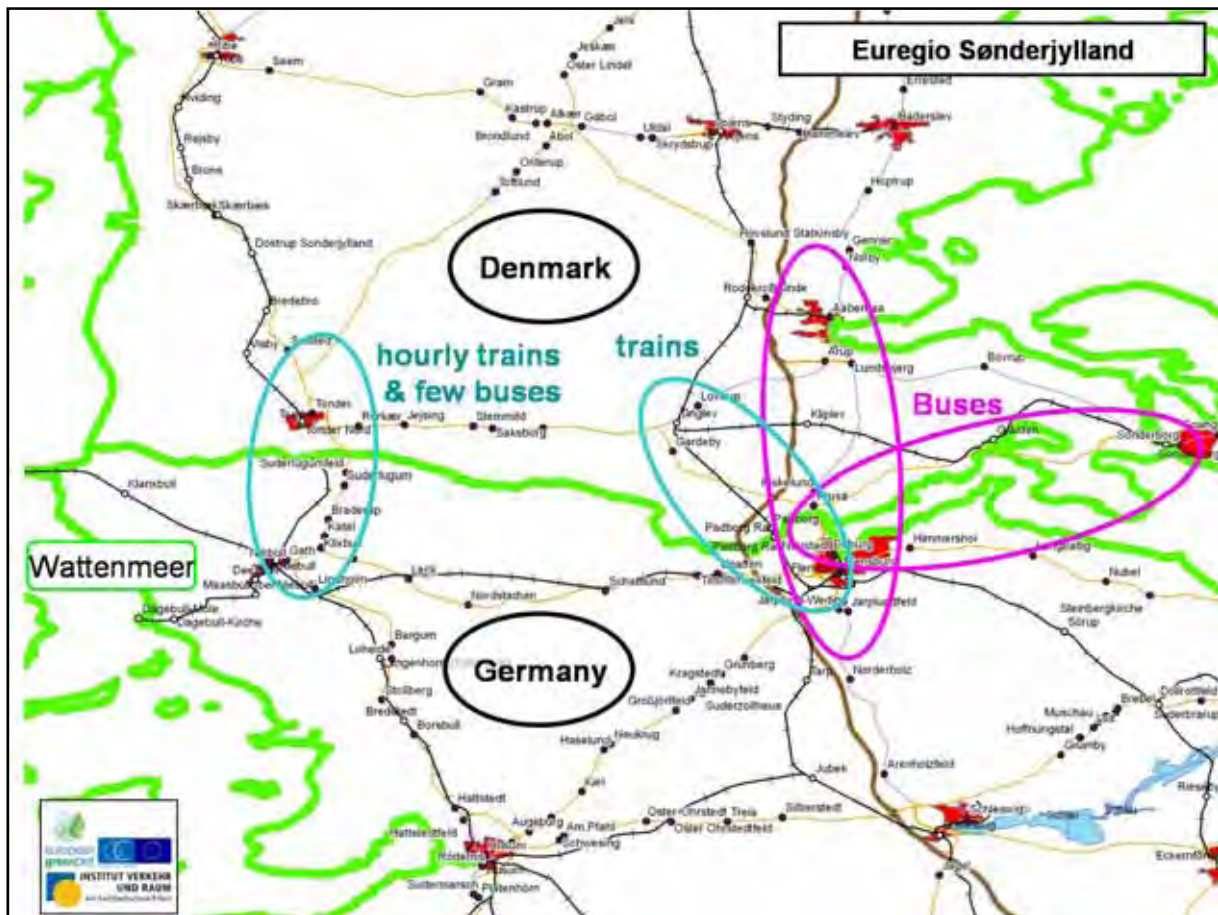
**Accessibility for all (-)**

Not mentioned.

**Intermodality to bike paths and hiking trails (-)**

No.

### 5.3.2 Euregio Sønderjylland-Schleswig (DK-DE)



Map 18: Sønderjylland-Schleswig (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

<b>Transferability to the Green Belt</b>	<b>o</b>
Public transport network adequate to the local and touristic demand	o
Transborder public transport lines/network	o
Good frequency of trains, buses and/or ferries	+
Special touristic tickets	-
Special transborder tickets	-
Good marketing and web presence	o
Accessibility for All	-
Intermodality to bike paths and hiking trails	-

#### Transferability to the Green Belt (o)

In general:

Only recently has been installed a relatively good train and bus concept in the region, which can be a good example. But one must not forget that it took over 30 years of common EU-membership to install these services between Denmark and Germany.



To specific regions:

*Western Pannonia*

The topography is similar, but the public transport between Austria and Hungary is in large part better than between Germany and Denmark.

### **General description**

The Region consists of lowlands and the coastal areas between the Baltic and the North Sea. The only national park is the Schleswig-Holsteinsches Wattenmeer (Wadden) in Germany.

Points of cultural and recreational interest are German Flensburg and the Baltic and North Sea resorts.

Web presence: [www.region.de](http://www.region.de), [www.region.dk](http://www.region.dk) (de, dk)

*Criteria of good public transport*

### **Public transport network density adequate to the local and touristic demand (o)**

Two rail lines are crossing the border, while one of them was just reopened in 2003. Three bus lines cross, too.

### **Transborder public transport lines and network (o)**

Trains run along Flensburg (DE)-Padborg (DK), while Süderlügüm-Toender is served by train and bus. More buses pass from Husum (DE) via Flensburg to Soenderborg (DK) as well as from Flensburg to Aabenraa (DK).

### **Good frequency of trains, buses and/or ferries (+)**

The train company Nord-Ostsee-Bahn offers hourly trains between Süderlügüm and Toender as well as sporadic timetable up-tightening by Bus number 1009.

Every two hours passes a regional train between Flensburg and Padborg and additionally three long-distance trains per day. The Husum-Soenderborg buses run five times daily.

### **Special touristic tickets (-)**

No.

### **Special transborder tickets (-)**

No.

### **Good marketing and web presence (o)**

Regular marketing.

Relevant transport homepages are:

- Nord-Ostsee-Bahn (Veolia) ([www.nord-ostsee.bahn.de](http://www.nord-ostsee.bahn.de))
- German Railways, DB ([www.bahn.de](http://www.bahn.de))
- Danish Railways, DSB ([www.dsb.dk](http://www.dsb.dk))

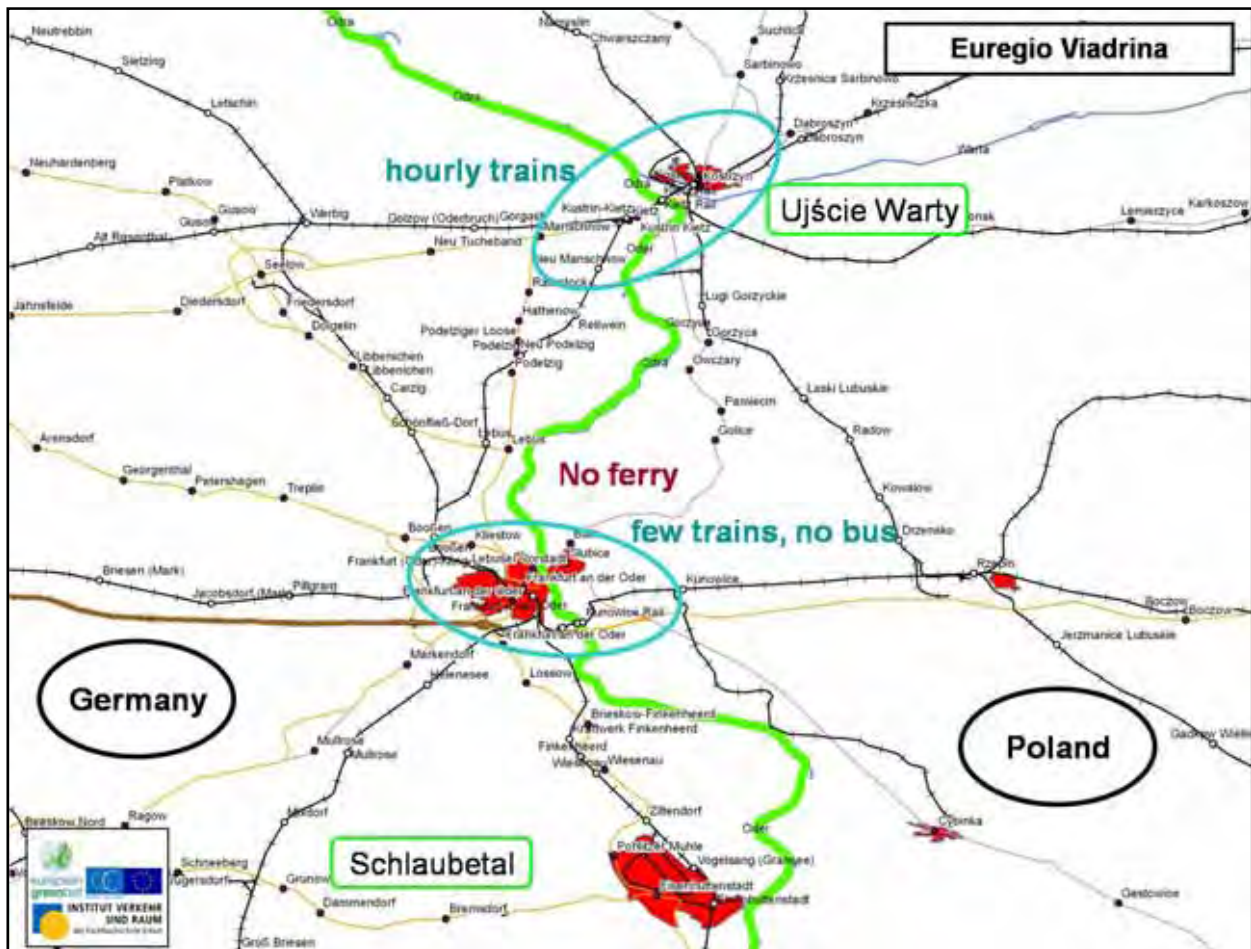
### **Accessibility for all (-)**

Not mentioned.

**Intermodality to bike paths and hiking trails (-)**

No.

### 5.3.3 Euregio Viadrina (DE-PL)



Map 19: Viadrina (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

Transferability to the Green Belt	o/-
Public transport network adequate to the local and touristic demand	-
Transborder public transport lines/network	0
Good frequency of trains, buses and/or ferries	0
Special touristic tickets	-
Special transborder tickets	-
Good marketing and web presence	-
Accessibility for All	-
Intermodality to bike paths and hiking trails	-

#### Transferability to the Green Belt (o/-)

In general:

Not really. Region is more a bad example. Especially the border region around Frankfurt. Only the service to Kostrzyn by NEB (Veolia) is good. So sometimes private companies as Veolia

offer better transborder connections than the inflexible state companies. Same is valid for the Nord-Ostsee-Bahn in chap 5.3.2.

To specific regions:

#### *Western Pannonia*

The topography is similar, but the public transport between Austria and Hungary is in large part better than in the Viadrina Region.

### **General description**

The Euregio is formed by the lowlands around the river Odra/Oder. Ecological reserves are formed by the nature park Schlaubetal (DE) and the landscape conservation area Ujście Warty in Poland.

Point of interest is Frankfurt (Oder) in Germany.

Web presence: [www.euregio.viadrina.de](http://www.euregio.viadrina.de) (de, partly pl), [www.viadrina.org.pl](http://www.viadrina.org.pl) (pl, partly de, en)

#### *Criteria of good public transport*

### **Public transport network density adequate to the local and touristic demand (-)**

In this region two rail lines cross the border, but no bus and no ferry.

### **Transborder public transport lines and network (o)**

Rails cross along Küstrin-Kostrzyn and Frankfurt-Słubice.

### **Good frequency of trains, buses and/or ferries (o)**

The stretch Küstrin-Kostrzyn is served hourly by the Veolia sub company called Niederbarnimer Bahn (NEB), which can be regarded as a good service. The border towns Frankfurt (Oder) and Słubice are served only three times per day by trains and never by bus, which is very poor. And even just since 2003 there is a rail stop in Polish Słubice.

### **Special touristic tickets (-)**

No.

### **Special transborder tickets (-)**

The *Wochenendticket* (weekend ticket) and the *Brandenburg-Ticket* of the German Rail is not valid to Polish destinations near the border. This is in contrast to the exemplary situation at the border to Szczecin (see chap. 5.3.1).

### **Good marketing and web presence (-)**

No integrated marketing.

Relevant transport homepages are:

- Niederbarnimer Bahn (Veolia) (NEB, [www.neb.de](http://www.neb.de))
- German Railways, DB ([www.bahn.de](http://www.bahn.de))
- Polish Railways, PKP ([www.pkp.pl](http://www.pkp.pl))

**Accessibility for all (-)**

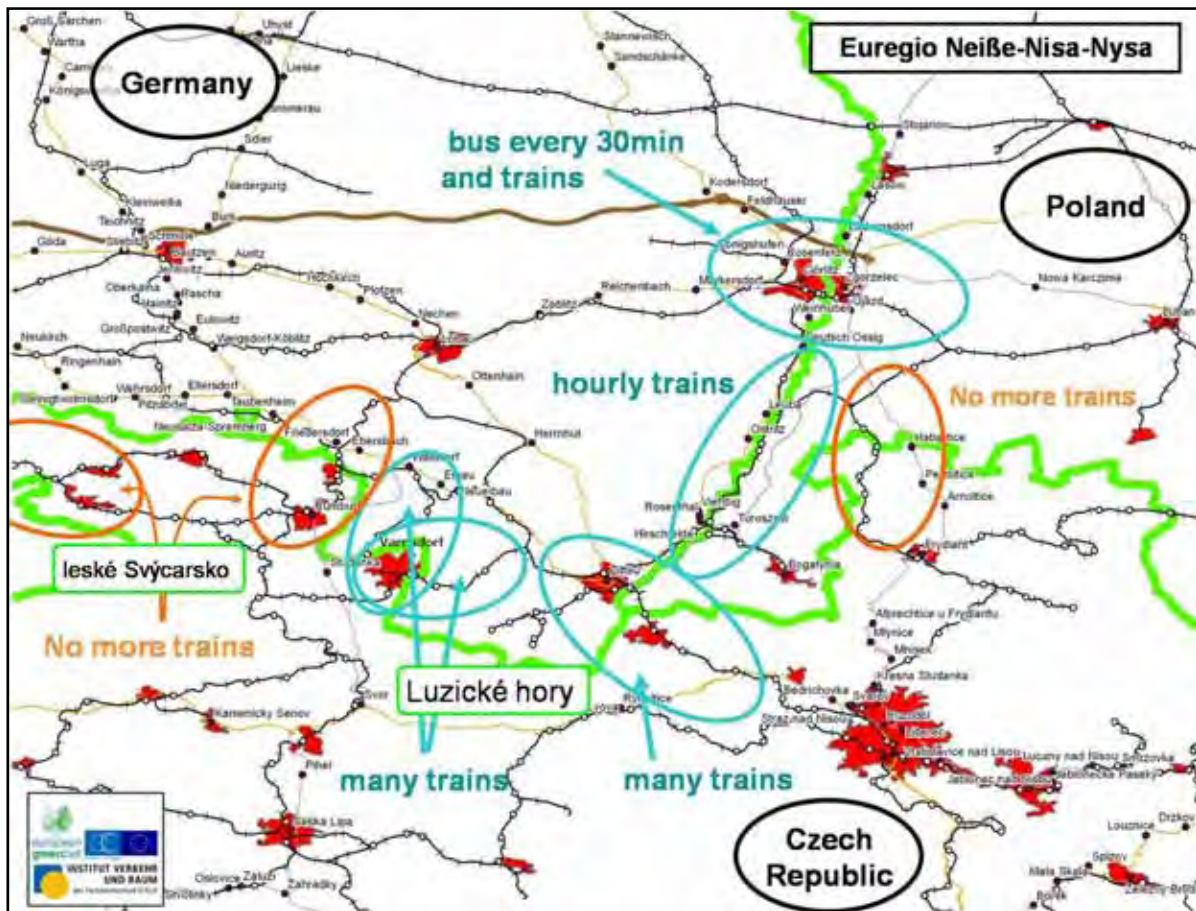
Not mentioned.

**Intermodality to bike paths and hiking trails (-)**

No.



### 5.3.4 Euregio Neiße-Nisa-Nysa (DE-PL-CZ)



Map 20: Neiße-Nisa-Nyse (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

<b>Transferability to the Green Belt</b>	<b>+</b>
Public transport network adequate to the local and touristic demand	+
Transborder public transport lines/network	+
Good frequency of trains, buses and/or ferries	+
Special touristic tickets	-
Special transborder tickets	+
Good marketing and web presence	+
Accessibility for All	-
Intermodality to bike paths and hiking trails	0

#### Transferability to the Green Belt (+)

In general:

Yes, absolutely. The dense transborder railway network with high frequencies of train services is an example for the all regions of the Green Belt with a high population and/or touristic density.

To specific regions:

*Egrensis, Bay.Wald-Šumava-Mühlviertel, Silva Nortica, Thuringia-Lower-Saxony, Rhön*

Topographic similarity and thus potentials for adaptations. While the first two regions also have administrative and historic similarities (border triangles) with Neiß-Nisa-Nyse. The first region (Egrensis) has a similar concept but its network and vehicles are not as dense and frequent as here.

*Centrope*

Integrated tri-border public transport tickets could be an example for the Austrian-Slovakian-Hungarian triple border.

### **General description**

The region consists of hilly country and low range mountains and represents the wider area of the tri-border point between Poland, Germany and the Czech Republic. The area is highly industrial, though the dominant heavy industry is mainly in decline. On the Czech side is located a national park called Ileské Svýcarsko as well as the landscape conservation area Luzické hory.

Further sights well worth a visit are Görlitz, Zittau and Oybin in Germany as well as Czech Nový Bor and Česka Lípa.

Web presence: [www.neisse-nisa-nysa.com](http://www.neisse-nisa-nysa.com)

*Criteria of good public transport*

### **Public transport network density adequate to the local and touristic demand (+)**

Two crossborder passenger rail lines (plus one track only for freight) are passing between Poland and Germany and four between the Czech Republic and Germany. This is quite dense. Furthermore buses travel from Zgorzelec to Görlitz and back.

### **Transborder public transport lines and network (+)**

Between Poland and Germany trains cross along Krzewina-Hagenwerder, Krzewina-Hirschfeld and Zgorzelec-Görlitz. The section Wegliniec (PL)-Horka (DE) is only open for freight transport. Three rail lines exist between the Czech Republic and Germany. It is possible to go from Varnsdorf (CZ) to Seifhennersdorf (DE), from Varnsdorf to Zittau and from Hrádek nad Nisou to Zittau. Trains are no more in service along Rumpurk-Ebersbach and Dolní Poustvena-Sebnitz (both CZ-DE) as well as between Poland and the Czech Republic in this area.

Bus service is existent between the two neighbouring towns Görlitz and Zgorzelec, where a construction of a tram is considered.

On the whole this region has a good and well integrated public transport network.

### **Good frequency of trains, buses and/or ferries (+)**

Trains from Hirschfeld via Krzewina to Hagenwerder pass hourly. Between Görlitz and Zgorzelec one German and four Polish trains are passing per day, while buses run every 30 min.

On the German-Czech relations trains are passing frequently but without fixed frequency. So Varnsdorf-Seifhennersdorf is served 12 times, Varnsdorf-Zittau 19 times and Hrádek nad Nisou-Zittau 14 times per day.

### **Special touristic tickets (-)**

No.

### **Special transborder tickets (+)**

The *Sachsen-Böhmen-Ticket* exists since June 2007 and is similar to the Bayern-Böhmen-Ticket (see chap. 5.2.3 and 5.2.4). It is valid for whole Saxony and certain lines in the Czech Republic (Bohemia) and costs 31 € for five persons and 21 € for one person.

In the region exists a formidable *Euro-Neiße-Ticket* which is a day pass and valid in the whole tri-border region. It costs 10 € for one persons, 20 € for five persons and since February 2007 bike day tickets are available, too (4 €).

This situation is exemplary.

### **Good marketing and web presence (+)**

Very good marketing and homepage with many activities

Relevant transport homepages are:

- ZVON (Verkehrsverbund Oberlausitz-Niederschlesien, [www.zvon.de](http://www.zvon.de) in five (!) languages (German, Czech, Polish, Sorbian and English))
- German Railways, DB ([www.bahn.de](http://www.bahn.de))
- Polish Railways, PKP ([www.pkp.pl](http://www.pkp.pl))
- Czech Railways, ČD ([www.ceskedrahy.cz](http://www.ceskedrahy.cz))

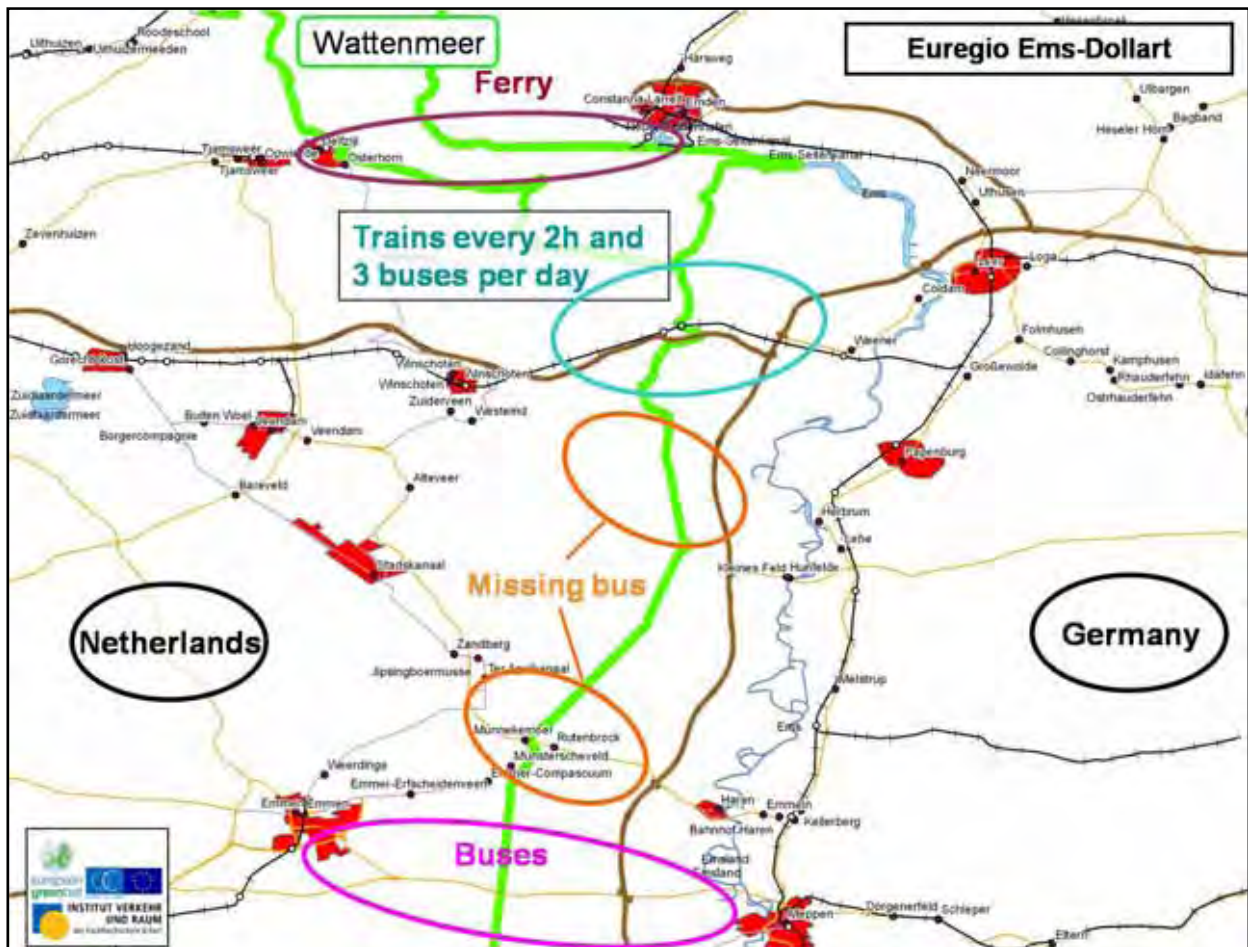
### **Accessibility for all (-)**

Not mentioned.

### **Intermodality to bike paths and hiking trails (o)**

Euro-Neiße day ticket for bikes for 4 € since spring 2007.

### 5.3.5 Euregio Ems-Dollart (DE-NL)



Map 21: Ems-Dollart (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

<b>Transferability to the Green Belt</b>	<b>o</b>
Public transport network adequate to the local and touristic demand	-
Transborder public transport lines/network	o
Good frequency of trains, buses and/or ferries	o
Special touristic tickets	-
Special transborder tickets	-
Good marketing and web presence	o/-
Accessibility for All	-
Intermodality to bike paths and hiking trails	-

#### Transferability to the Green Belt (o)

In general:

The Euregio managed to upgrade the rail connection with Interreg co-financing, which is exemplary. But the transport concept is still weak, especially if you take into account that both cou-



tries are in the EU since more than 50 years. Except the rail reactivation with the help of Interreg funds, the region is mostly a negative example for the Green Belt.

### **General description**

Ems-Dollart is the northern area of the Dutch-German border and represents the Frisian Lowlands near the North Sea coast. Four national parks are lying here: Niedersächsisches Wattenmeer (DE), Drentsche Aa, Dwingerdwael and Drents-Friese-Wold (NL).

Further sights of interest are the North Sea resorts as well as Borkum, Emden, Leer and Papenburg on the German side and Winschoten, Emmen, Delfzijl and Stadskanaal on the Dutch side.

Web presence: [www.edr.org](http://www.edr.org) (nl, de)

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (-)**

One train, two bus lines and a ferry cross the border.

#### **Transborder public transport lines and network (o)**

From Nieuweschans in the Netherlands to Weener in Germany the relation is served directly by regional trains since 2006. Before that a transfer was necessary at the border. Additionally, there are buses on this relation, as well as between Meppen (DE) and Emmen (NL) in the south. Ferries bring passengers from Delfzijl (NL) to Emden (DE).

The bus and rail network on the German side is not integrated, while on the Dutch side the bus and rail network belongs to the company Arriva and therefore it is integrated.

#### **Good frequency of trains, buses and/or ferries (o)**

Trains from the Arriva company are running every two hours along above mentioned binational relation, as well as three buses, too. In the south four buses per day do cross from Meppen to Emmen. Near the coast the ferry crosses the Ems/Dollart once per day.

#### **Special touristic tickets (-)**

No.

#### **Special transborder tickets (-)**

There are no transborder offers. There is even no integrated bus and rail ticket for just the German side, thus negotiations are ongoing.

This situation is not exemplary.

#### **Good marketing and web presence (o/-)**

Relevant transport homepages are:

- Arriva ([www.arriva.nl](http://www.arriva.nl), [www.arriva-deutschland.de](http://www.arriva-deutschland.de))
- German Railways, DB ([www.bahn.de](http://www.bahn.de))

#### **Accessibility for all (-)**

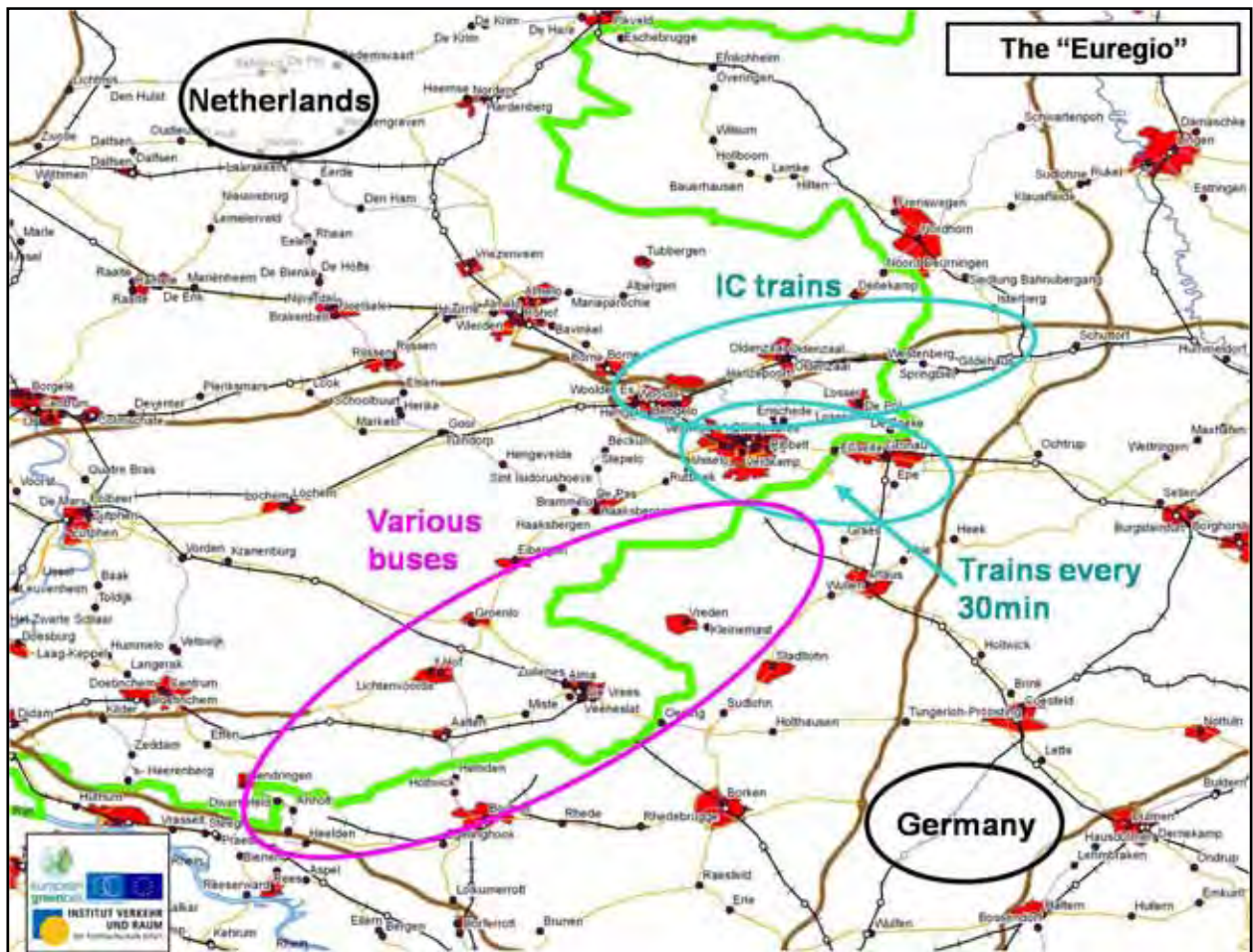


Not mentioned.

**Intermodality to bike paths and hiking trails (-)**

No.

### 5.3.6 The “Euregio” (DE-NL)



Map 22: Ems-Dollart (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

<b>Transferability to the Green Belt</b>	<b>+</b>
Public transport network adequate to the local and touristic demand	+
Transborder public transport lines/network	+
Good frequency of trains, buses and/or ferries	+
Special touristic tickets	-
Special transborder tickets	0
Good marketing and web presence	0
Accessibility for All	-
Intermodality to bike paths and hiking trails	-

#### Transferability to the Green Belt (+)

In general:

The bus cooperation is quite good in this region, while the frequency of 30 min of passing trains between Gronau (DE) and Enschede (DE) is also exemplary. But take into account that the

Euregio exists already since 30 years, thus having a huge time advance compared with the regions along the former Iron Curtain.

To specific regions:

*Western Pannonia*

Could be an example for Western Pannonia because of similar topography and similar population structures, at least in the northern part around Sopron.

### **General description**

This region is the first Euregio ever and thus called simply the "Euregio". It was founded in 1978 and is an area with lowlands and without nature protection areas.

Towns of touristic interest are Bad Bentheim, Ahaus, Vrden in Germany and Enschede, Almelo, Doetinchem in the Netherlands.

Web presence: [www.euregio.de/.nl](http://www.euregio.de/.nl) (de, nl, en)

*Criteria of good public transport*

### **Public transport network density adequate to the local and touristic demand (+)**

Two rail lines and various bus lines are crossing the border.

### **Transborder public transport lines and network (+)**

Regional trains travel between Enschede (DE) and Gronau (NL). On the second crossing only InterCity trains do pass along Bad Bentheim (DE) and Oldenzaal (NL), while IC do not stop in latter station. So in order to reach Oldenzaal from Germany one must travel to Hengelo by IC and the drive back with a Dutch regional train. This is not ideal, thus not dramatic.

The transborder bus network between Holland and the German Münsterland is quite exemplary. Many bus lines do exist, some of them are demand oriented taxi buses. Network was co-financed by Interreg funds.

### **Good frequency of trains, buses and/or ferries (+)**

With the combination of DB and the Prignitzer Bahn Enschede-Gronau is served every 30 min. Above mentioned IC runs four times a day. The various bus lines cross with different frequencies and partly only on demand.

### **Special touristic tickets (-)**

No.

### **Special transborder tickets (o)**

The Münsterland ticket is valid on German buses to Winterswijk, Enschede and Doetinchem in Holland. Not exemplary is the fact that the German weekend rail ticket ends strictly at the border.

### **Good marketing and web presence (o)**

Relevant transport homepages are:

- Prignitzer Bahn ([www.prignitzer-eisenbahn.de](http://www.prignitzer-eisenbahn.de))
- German Railways, DB ([www.bahn.de](http://www.bahn.de))
- Dutch Railways, NS ([www.ns.nl](http://www.ns.nl))

**Accessibility for all (-)**

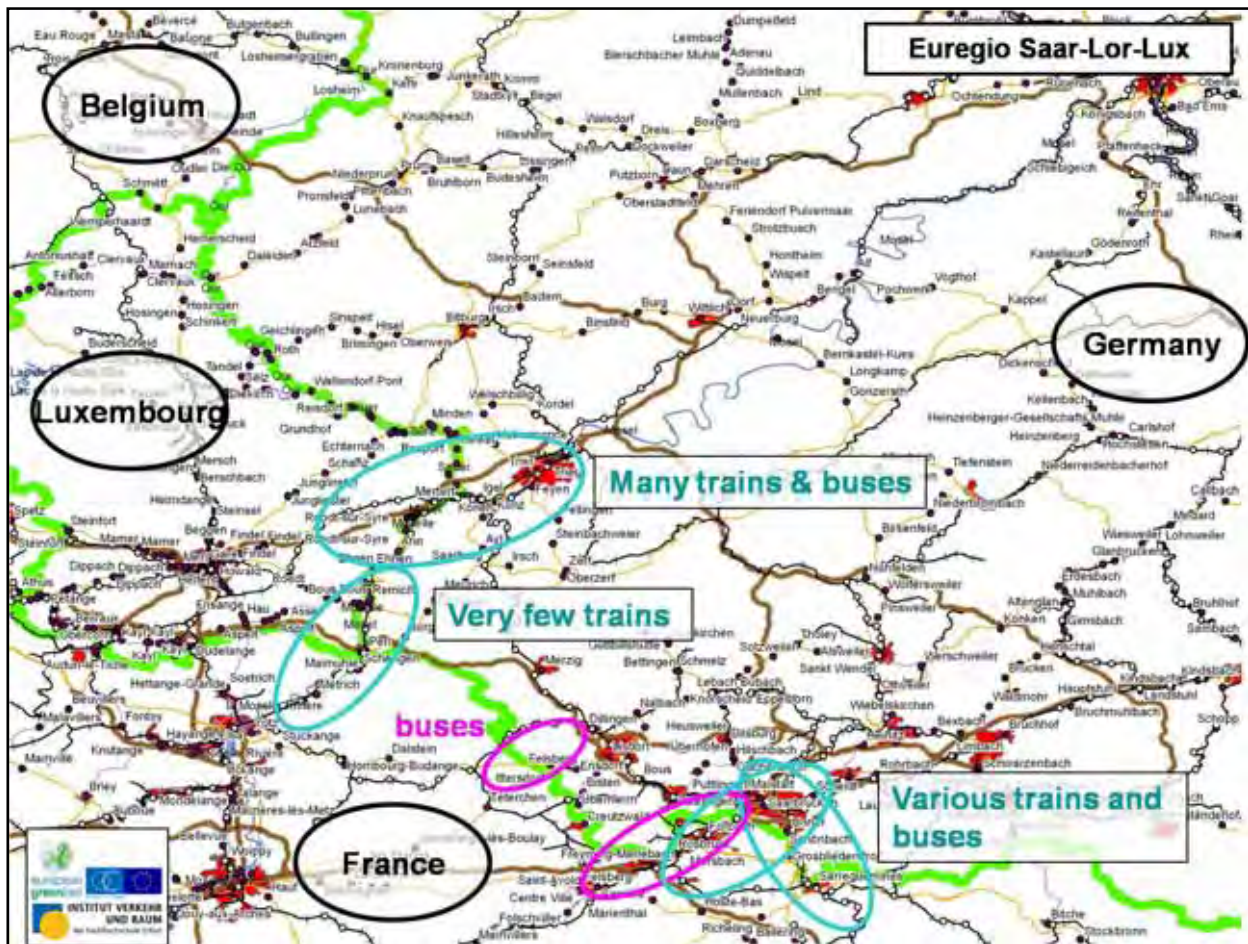
Not mentioned on the homepages.

**Intermodality to bike paths and hiking trails (-)**

No.



### 5.3.7 Euregio Saar-Lor-Lux (DE-FR-BE-LU)



Map 23: Saar-Lor-Lux (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

Transferability to the Green Belt	+/o
Public transport network adequate to the local and touristic demand	+
Transborder public transport lines/network	+
Good frequency of trains, buses and/or ferries	+/o
Special touristic tickets	-
Special transborder tickets	+/o
Good marketing and web presence	-
Accessibility for All	-
Intermodality to bike paths and hiking trails	-

#### Transferability to the Green Belt (+/o)

In general:

This Euregio has some good concepts like the DeLux ticket and the transborder commuter train.

To specific regions:



### *Centropo, Carinthia-Slovenia*

In these regions the transborder commuter train could be an example

#### **General description**

The region is partly a rolling country and partly dotted by low range mountains. There are no national parks but several nature parks, which are Hohes Venn Eifel (DE), Südeifel/Germano-Luxembourgeois (DE/LU), Hautes Fagnes/Eifel (BE), Saar-Hunsrück (DE) and Vosges du Nord (FR).

Cities and places worth a visit are Trier, Saarbrücken (DE), Sankt Vith (BE), Luxembourg, Echternach, Remich (LU) and Bitche (FR).

Web presence: [www.euregio.lu](http://www.euregio.lu) (fr, de)

### *Criteria of good public transport*

#### **Public transport network density adequate to the local and touristic demand (+)**

In the following only transport with German involvement will be considered.

Three rail lines from Germany to France and one to Luxembourg do exist. Four crossborder bus lines are located between France and Germany and one between Luxembourg and Germany.

#### **Transborder public transport lines and network (+)**

Local commuter trains and regional trains run along Saarbrücken (DE) and Saarguemines (FR). Regional trains cross between German Perl and French Thionville. Both trains and buses travel along Forbach (FR) and Saarbrücken (DE). Trains run between Wasserbillig (DE) and Luxembourg. Further buses run from Trier to Luxembourg.

#### **Good frequency of trains, buses and/or ferries (+/o)**

The Saar-Bahn (a commuter train) runs every 30 min along Saarbrücken and Saarguemines which is supported by regional trains six times per day. Forbach-Saarbrücken is served hourly by train or bus. The relation Thionville-Perl is poorly served, that means only on weekends and then just twice a day.

Along Luxembourg-Wasserbillig trains run every 30 min during rush hours and every 2 hours in the rest of the day. Various buses with different frequencies passing along Trier-Luxembourg as well as from the Saarland to St. Avold, Freyming-Merlebach, Forbach and Schreckling in France.

#### **Special touristic tickets (-)**

No.

#### **Special transborder tickets (+/o)**

The Saar-VV ticket is valid in German buses which go to Schreckling or Saarguemines in France. The day ticket DeLux is a cross-border tariff between Luxembourg and Germany. This transferable ticket costs 10.80 € beginning in Trier and is valid in whole Luxembourg.

#### **Good marketing and web presence (-)**

Relevant transport homepages are:

- Saar-Verkehrsverbund (Saar-VV, [www.saarvv.de](http://www.saarvv.de))
- Trier-Verkehrsverbund (VRT, [www.vrt-info.de](http://www.vrt-info.de))
- Luxembourg Railways, CFL ([www.cfl.lu](http://www.cfl.lu))
- French Railways, SNCF ([www.sncf.fr](http://www.sncf.fr))
- German Railways, DB ([www.bahn.de](http://www.bahn.de))

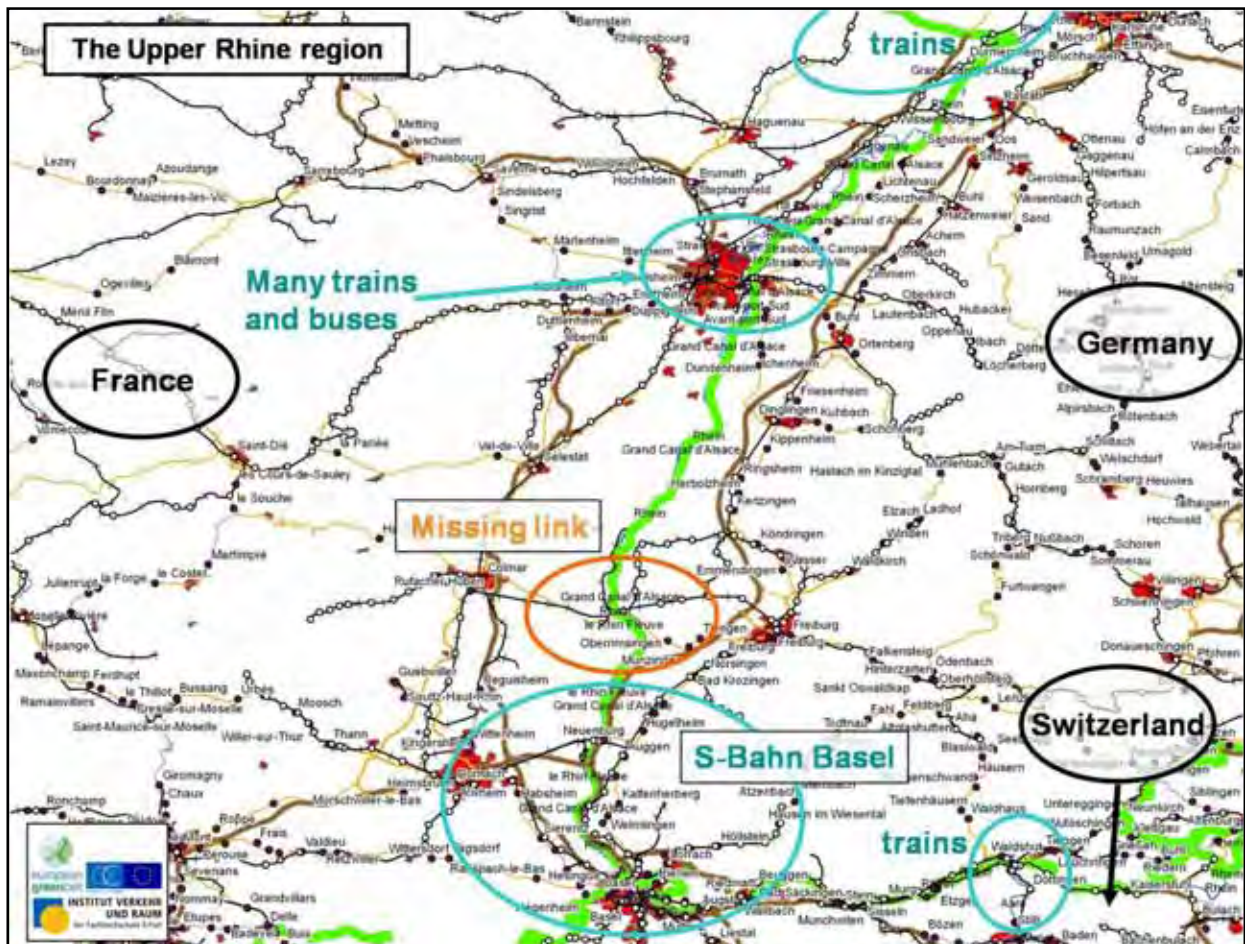
**Accessibility for all (-)**

Not mentioned on the homepages.

**Intermodality to bike paths and hiking trails (-)**

No.

### 5.3.8 The Upper Rhine Region (DE-FR-CH)



Map 24: The Upper Rhine Region (Euroglobal Map 2003 and own design)

#### Criteria of good public transport and its valuation in this region

<b>Transferability to the Green Belt</b>	<b>+</b>
Public transport network adequate to the local and touristic demand	+
Transborder public transport lines/network	+
Good frequency of trains, buses and/or ferries	+
Special touristic tickets	-
Special transborder tickets	+/o
Good marketing and web presence	o
Accessibility for All	-
Intermodality to bike paths and hiking trails	-

#### Transferability to the Green Belt (+)

In general:

This is an example region. The international public transport network around Basel is very well integrated.

Also further north, the German town of Kehl is well integrated in the network of Strasbourg in France.

To specific regions:

#### *Centrope*

This area is especially a good example for the Centrope/Twin-City region, as both are densely populated metropolitan areas and both are flown through by an important river.

### **General description**

The region has two sub-regions. Firstly, the wider area around Strasbourg in the north stretching over France and Germany. Secondly, the metropolitan area around Swiss Basel reaching over to France and Germany. The whole region is marked by the river valley of the Rhine and nearby mid range mountains. No nature protection area is located in the region.

Cities and places worth a visit are Wissembourg, Ottmarsheim, Mulhouse, Strasbourg, Colmar and Soufflenheim in France; Bad Bergzabern, Breisach, Bad Bellingen and Schopfheim in Germany; Basel, Augusta Raurica, Bad Säcklingen in Switzerland as well as Laufenburg, a city being partly in Germany and partly in Switzerland.

Web presence: [www.oberrheinkonferenz.org](http://www.oberrheinkonferenz.org) (de, fr)

#### *Criteria of good public transport*

### **Public transport network density adequate to the local and touristic demand (+)**

Three train and two bus lines are going from Germany to France, as well as a urban bus link from Kehl to Strasbourg.

Between Switzerland, Germany and France – in the region around Basel – there is a dense network of regional trains, commuter trains (*S-Bahn*) and buses. *S-Bahn* from Basel runs to French Mulhouse and German Zell, Freiburg and Waldhut. Further east one more rail crossing between Germany and Switzerland does exist in the region.

This situation is very exemplary.

### **Transborder public transport lines and network (+)**

Regional trains from Wissembourg to Schweighofen as well as from Lauterbourg to Berg (both FR-DE). Long distance and regional trains as well as buses are departing from Kehl to Strasbourg. Additional buses from Mulhouse to Müllheim.

Commuter trains exist between Basel on the one side and Mulhouse, Zell, Freiburg and Waldshut on the other side. Further regional and long distance trains are offered between Basel and Germany. Additionally there is a dense network of international metropolitan buses around Basel, too.

Finally, trains pass from Swiss Koblenz to Waldhut in Germany.

### **Good frequency of trains, buses and/or ferries (+)**

Wissembourg-Schweighofen and Lauterbourg-Berg is served by hourly trains.

From Strasbourg to Kehl trains are running every 30 min as well as one Intercity per day. Four TGV also cross here but do not stop before Karlsruhe. Urban buses connect the neighbouring

cities every 15 min, aided by regional buses twice daily.

The Müllheim-Mulhouse bus runs five times per day.

Between Basel and Germany trains are passing every 10 to 15 min, being a part of a commuter network with high frequencies.

Finally, trains from Koblenz to Waldhüt pass every 30 min.

This situation is very good.

### **Special touristic tickets (-)**

No.

### **Special transborder tickets (+/o)**

The Strasbourg urban tickets are valid in the French buses to Kehl in Germany.

In the Basel region exists the TicketTriRegio for 10 SFR (6 €) and various other commuting tickets.

The German *Baden-Württemberg-Ticket* is valid across the border to Strasbourg, Mulhouse (FR) and Koblenz (CH) and just since June 2007 also to Basel SBB.

### **Good marketing and web presence (o)**

Relevant transport homepages are:

- Basler Verkehrsbetriebe ([www.bvb.ch](http://www.bvb.ch))
- Urban transport Strasbourg (CTS, [www.cts-strasbourg.fr](http://www.cts-strasbourg.fr))
- French Railways, SNCF ([www.sncf.fr](http://www.sncf.fr))
- German Railways, DB ([www.bahn.de](http://www.bahn.de))
- Swiss Railways, SBB-CFF-FFS ([www.sbb.ch](http://www.sbb.ch))

### **Accessibility for all (-)**

Not mentioned on the homepages.

### **Intermodality to bike paths and hiking trails (-)**

No.



## 5.4 Overview public transport

Finally an overview of the results is shown to see where strengths and weaknesses exist in the Green Belt and where are good examples regarding certain criteria outside the Green Belt.

Table 2: Overview of the analysis of the public transport

Criteria	Public transport network density adequate to the local and touristic demand	Transborder public lines/network	Good frequency of trains/buses/ferries	Special touristic tickets	Special trans-border tickets	Good marketing/ homepage	Accessibility for All	Intermodality to bike paths and hiking trails	Transferability to Green Belt
<b>Green Belt</b>									
NI-HE-TH (DE)	+	o	o	o	-	-	-	o	
Rhön	o	o	o	o/-	-	-	o/-	o	
Egrensis	+/o	+	+/o	-	+	+	-	+	
Bay.Wald-Šum.-Mühlv.	o	o	o	o	+	o	-	o	
Silva Nortica	-	-	o	-	+	o	o	-	
Weinviertel- s. Mar.- e. SK	-	o	o	-	+	-	o	-	
Centrope	-	o	o	-	o	o	o	-	
West Pannonia	+	+/o	+	+	+	+/o	+	o	
Styria/NE-Slovenia	-	o	o/-	-	o	o	-	o/-	
Carinthia/NW-Slovenia	-	-	-	-	o	-	-	-	
SI-HU	-	o	-	-	-	-	-	-	
Mura-Drava	-	-	-	-	-	-	-	-	
Danube-Drava	o	-	-	-	-	-	-	-	
<b>Other regions</b>									
Pomerania	+	+	o	-	+	-	-	-	+/o
Sønderjylland-Schleswig	o	o	+	-	-	o	-	-	o
Viadrina	-	o	o	-	-	-	-	-	o/-
Neiße-Nisa-Nysa	+	+	+	-	+	+	-	o	+
Ems-Dollart	-	o	o	-	-	o/-	-	-	o
The „Euregio“ (DE-NL)	+	+	+	-	o	o	-	-	+
Saar-Lor-Lux	+	+	+/o	-	+/o	-	-	-	+/o
Upper Rhine Region	+	+	+	-	+/o	o	-	-	+

## 5.5 Conclusions and suggestions for further steps

The general problems are in many cases the very sporadic bus or train service. As mentioned in various regions a reactivation of the numerous railway lines could be a possibility, although it needs relatively high financial input. But various examples from other regions showed possible ways to manage this binationally (see 5.3.5). Altogether the situation along the Green Belt is not always significantly worse than along borders between old EU member states, although they had up to 50 years of possible cooperation. A good public transport exists in the Euregio Egrensis and in the northern part of West Pannonia. Lamentably very weak are the transport systems along the Slovenian-Austrian and the Slovenian/Croatian-Hungarian border regions.

An important weakness is that only few regions have a real common transborder transport planning or marketing, a point which should be improved, too. Crossborder transport strongly depends on local initiatives, because these regions are often considered as periphery by the nation states and so could lack the needed attention. Due to this the local politicians and citizens should start initiatives and act after the slogan "Don't comply, be active!"

## 6 Hiking trails *(Annett Zeigerer)*

### 6.1 Task

The task within work package 2 “Sensitive traffic development: Feasibility study and pilot projects” is to carry out an internet investigation about the hiking trail offer in the subspaces of the Green Belt as well as about the progress of the hiking tourism in general. As a result good solutions for the sensitive implementation of hiking paths should be presented on the basis of examples. The investigation area extends over the recreation areas with natural touristic orientation along the former “Iron Curtain”. It begins at the inner German border between the federal states Thuringia and Lower Saxony and reaches as a coherent belt to the Adriatic Sea. At the border triangle of Austria, Slovenia and Hungary another branch splits up, that goes along the border between Croatia and Hungary. In the following there is presented an abstract of this study. The long text will be available on the Green Belt website within next time.

### 6.2 Tourism regions in the Green Belt-Project Area

Table 3 contains an overview of regions with natural touristic suitability located in the direct nearness to the Green Belt. For that the map in illustration 25 outlines the location of these regions along the Green Belt. In the long text (see Green Belt homepage) all named regions are described and analysed.

Table 3: Overview of Tourism Regions in the Green Belt

No. in map	Tourism Region	Country	Boundary	Types of protected area <sup>1</sup>
1	Harz and forelands	DE	–	NLP, NRP, WHS, FFH, GeoP, (BR)
2	Meißner and Kaufunger Wald	DE	–	NRP, FFH
3	Eichsfeld, Hainich and Werratal	DE	–	NRP, NLP, FFH, (WHS)
4	Rhön	DE	–	BR, NRP, FFH
5	Thüringer Wald, Thüringer Schiefergebirge and Obere Saale	DE	–	NRP, BR, FFH, WHS, (GeoP)
6	Vogtland	DE	–	NRP

<sup>1</sup>The enumeration raises no claim to completeness and topicality.

7	Haßberge and Rodachtal	DE	–	NRP, WHS
8	Frankenwald	DE	–	NRP
9	Fichtelgebirge	DE	DE–CZ	NRP, (GeoP)
10	Oberpfälzer Wald and Steinwald	DE	DE–CZ	NRP, (GeoP)
11	Český les	CZ	CZ–DE	NRP, FFH, (GeoP)
12	Bayerischer Wald	DE	DE–CZ–AT	NRP, NLP, BR, FFH
13	Šumava	CZ	CZ–DE–AT	NLP, NRP, BR, FFH, WHS
14	Upper Austrian Böhmerwald and Mühlviertler Kernland	AT	AT–CZ–DE	–
15	Novohradské hory and Třeboňsko	CZ	CZ–AT	NRP, BR, FFH, WHS
16	North-western Waldviertel and river valley of Thaya	AT/CZ	AT–CZ	NRP, NLP, FFH
17	Dolní Morava, Pálava and Lednicko-valtický areál	CZ	CZ–AT–SK	BR, FFH, WHS, NRP
18	Floodplains of Danub and Morava and Záhorie	AT/SK	AT–SK	NLP, BR, NRP, FFH, WHS
19	Malé Karpaty	SK	SK–AT	NRP, FFH, (WHS)
20	Dunajské luhy and Szigetköz	SK/HU	SK–HU–AT	FFH, NRP, (NLP), (WHS)
21	Fertő – Hanság/ Neusiedler See – Seewinkel and Leithagebirge	AT/HU	AT–HU	NLP, BR, WHS, FFH, NRP
22	Sopron Hills, Rosalia Hills and Landsee Hills	AT/HU	AT–HU	NRP
23	Geschriebenstein/ Irottkő	AT/HU	AT–HU	NRP, FFH
24	Wine idyll South Burgenland	AT	AT–HU	FFH, NRP
25	Raab – Őrség – Goričko	HU/SI/ AT	HU–AT–SI– HR	NLP, NRP, FFH

26	Mura-Dráva and Duna and Kopački rit	SI/ HU/HR	AT-SI-HU- HR-SRB	NRP, NLP, FFH, (BR), (WHS)
27	South West Styria and South Styrian Wineland	AT	AT-SI	NRP
28	Pohorje, Kozlak and Slovenske gorice	SI	SI-AT	FFH, (NRP)
29	Karavanke/ Karawanken and Kamniško - Savinjske Alpe	SI/AT	SI-AT	FFH, (NRP)
30	Jiljske Alpe and Triglav	SI/IT	SI-IT	NLP, NRP, BR, FFH, (WHS)
31	Kras and Trnovski gozd	SI/IT	AT-IT	NRP, FFH, BR, WHS

NLP National parks

BR Biosphere reserves

FFH Large-scale areas of European ecological network "Natura 2000" (Habitats Directive inclusive Special Protection Areas of Birds Directive)

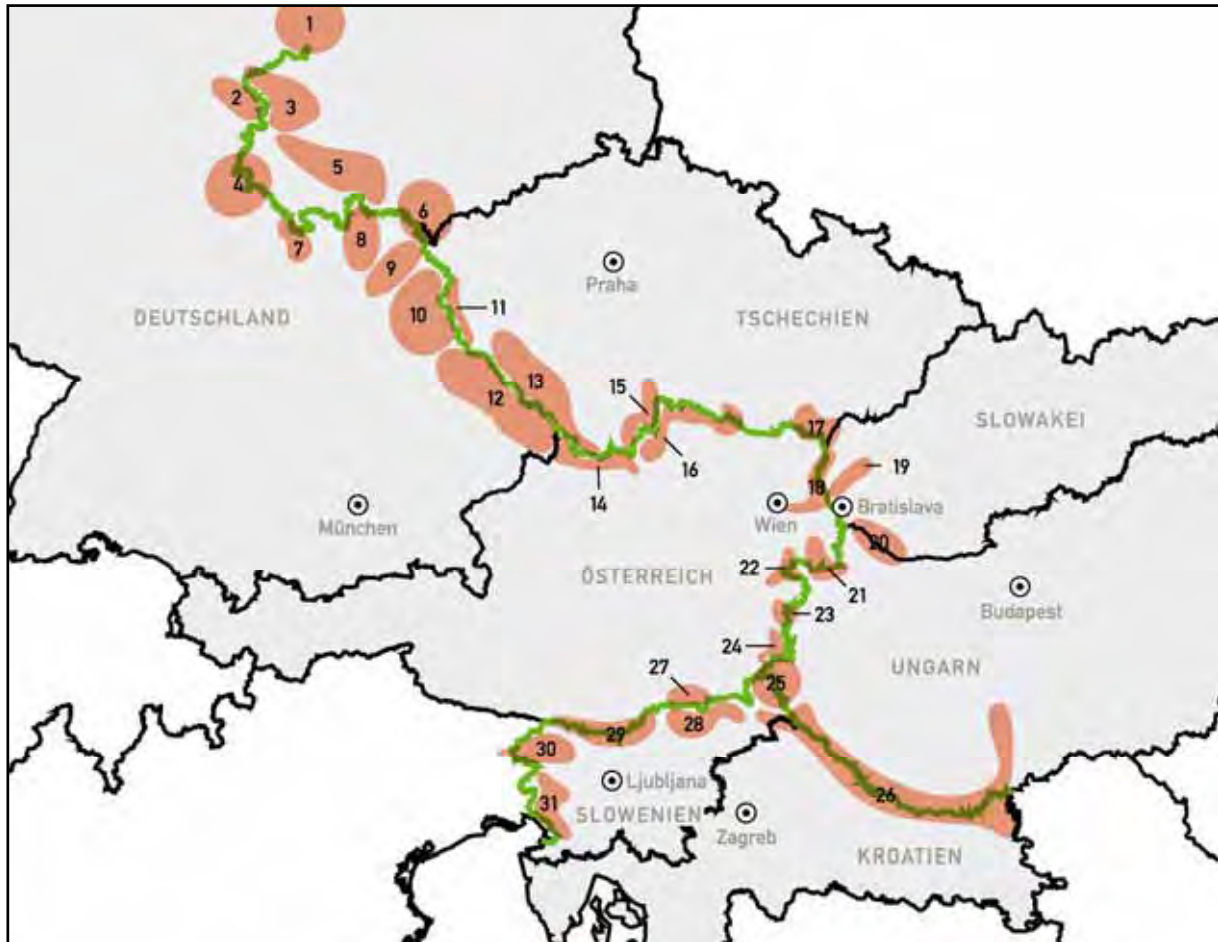
WHS UNESCO World Heritage Sites (culture/ nature)

GeoP Member of International Network of Geoparks (UNESCO)

NRP Other large-scale Protected Landscape Areas, which are registered with different protection categories in the various European countries

(...) Nomination or formation status





Map 25: Hiking regions in the Green Belt

### 6.3 Guidance of visitors

With guidance of visitors is meant a pointed management that combines the partly opposed demands of nature protection and recreational use especially in protected areas by means of conflict avoiding solutions. Thereby the impact of recreational use should be taken off the sensitive areas by keeping away touristic or recreational activities from endangered areas and guiding the visitor streams to less sensitive subspaces. The guidance measures are based on national legal foundations. The German Federal Nature Conservation Act<sup>2</sup> (BnatSchG) is picked out and set as an example for demonstration. According to the BnatSchG German major protection areas seek a double function, on the one hand protecting the endangered animal and plant species and on the other hand making the attractive landforms disposably to the population for recreational intentions in the nature. In particular in national parks, whose predominant parts are in a less influenced condition, the undisturbed course of natural processes in their natural dynamic should be ensured. As far as the protection aim allows it, they should also serve the environmental education and the visitors' nature experience.

<sup>2</sup> BnatSchG 2002, § 24 (National Parks), § 26 (Protected Landscape Areas, they are Part of Biosphere Reserves, Nature Parks), § 27 (Nature Parks)

In nearly every recreation area with natural touristic orientation there exist implementations that aim at coexistence or interaction of nature protection and recreation. Often such measures aren't explicitly named as visitor guidance concept. In most of the new management plans and path concepts for protection areas, as far as they already have been finally worked out and have been published, concrete strategies and measures for the guidance of visitors are integrated. As a result of the investigation there are examples of concrete measures put together. You can see and read them in the long text (see homepage). In the following these examples are summarised to criteria:

- Zones for accessibility depending on threat and sensitiveness of landscape
- Gradual restrictions for recreational activities
- (Re)arrangement an "construction" of an attractive hiking path network
- Attractive offers and service for hikers
- Information and publicity
- Environmental education and raising of environmental awareness
- Traffic regulation and calming

## 6.4 Hiking path system and hiking path networks

The hiking path network is build up hierarchically. It consists on the one hand of long distance hiking paths, which overcome greater distances and can cross national boundaries and on the other hand of numerous regional networks in the tourism regions. The long distance hiking paths are subdivided according to their connection function in European (European long distance paths<sup>3</sup>), trans-national (e.g. Via Alpina<sup>4</sup>), national (The 10 greatest Austrian hiking trails<sup>5</sup>) and nationwide sub-networks. The regional networks distinguish between regional and local hiking paths. Regional hiking paths connect the subspaces of the tourism region whereas local hiking paths make the landscape around the touristic places accessible to hikers. The ideal situation is when the regional networks and the high-order sub-network are linked. The nations or regions focus on hierarchical levels, responsibilities and arrangement of network in different ways, that based on (historical) political situation, administration and tourism traditions – the long text gives an overview.

In map 25 and table 4 are all passages of long distance paths listed, which overlap respectively cross the Green-Belt-Region. They link the Green Belt with whole Europa as well as neighbouring Green Belt regions among themselves. All in table 4 named passages come together to a nearly complete belt of hiking paths, which runs along the Green Belt. But the path is mostly located on one national side. Therefore in the future they should be enlarged with border crossing variants. Greater gaps are in the region Northern of Vienna as well as in the Hungarian-

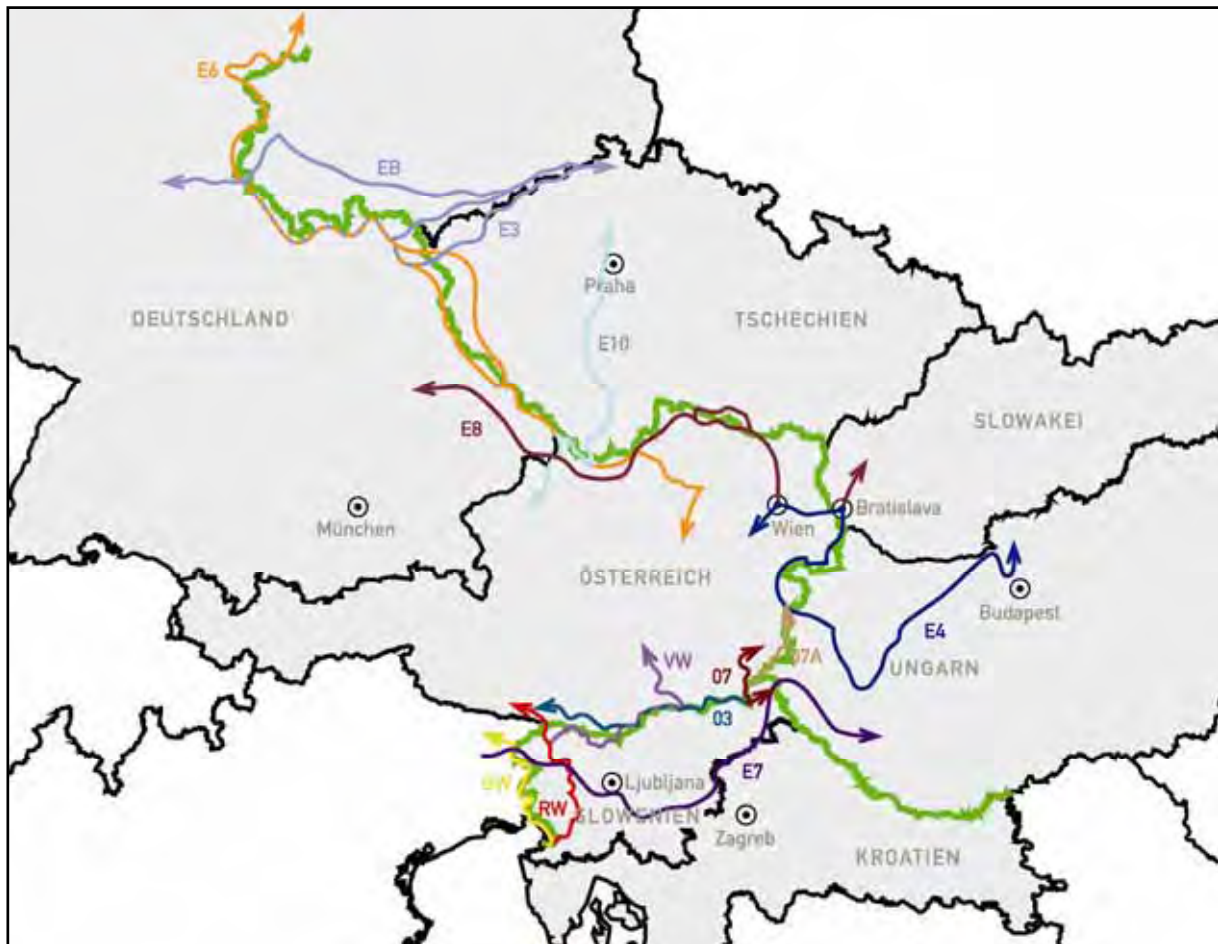
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<sup>3</sup> See European Ramblers' Association ([www.era-ewv-ferp.org](http://www.era-ewv-ferp.org))

<sup>4</sup> See trans-national project "Die Via Alpina – Von Triest bis nach Monaco. Eine Entdeckungsreise auf Wanderwegen durch acht Alpenstaaten" ([www.via-alpina.com](http://www.via-alpina.com))

<sup>5</sup> See Austrian Alpine Association ([www.alpenverein.at/weitwanderer/](http://www.alpenverein.at/weitwanderer/))

Croatian frontier. At the Slovene-Italian border the hiking paths are nearly exclusively carried of the Italian side.



Map 26: Long distance hiking paths

Table 4: Long distance hiking paths in the Green Belt

Name in map	Name of the long distance path
EB	Long distance path Eisenach – Budapest EB
E3	European long distance path E 3
E4	European long distance path E 4
E6	European long distance path E 6
E7	European long distance path E 7
E8	European long distance path E 8
E10	European long distance path E 10

03	Austrian long distance path 03
07	Austrian long distance path 07
07A	Austrian long distance path 07 A
VW	Via Alpina Violet path
RW	Via Alpina Red path
GW	Via Alpina Yellow path

In the numerous tourism regions (see chapter 5.2), which overlap the Green-Belt-region, there exist lots of hiking routes or regional hiking path networks. To enumerate and analyse them in detail would break up the borders of this study.

## 6.5 Quality of the hiking path offer

The quality of the numerous hiking paths in all tourism regions of the Green Belt as well as the path conceptions can't be analysed in the bounds of an internet investigation. To still set up the quality criteria for hiking paths, we have to fall back to the two in Germany practised certification procedures. On the one hand the institution "Deutsches Wanderinstitut e. V."<sup>6</sup> awards the quality mark "Deutsches Wandersiegel Premiumweg" with the two brands "Traumrouten" in trails of duration of several days as well as the as daily trips designed "Extratouren". The German Hiking Federation awards the cachet "Qualitätsweg Wanderbares Deutschland"<sup>7</sup>.

Within the bounds of the trans-national Via-Alpina-Project<sup>8</sup> a quality guide has been worked out that describes the quality standards of hiking paths among alpine conditions with regard to different levels of difficulty and safety arrangements. But it includes only a relatively short valuation of the landscape scenery. Furthermore it emphasises information, service and sustainability. The higher aim of the Via-Alpina-Project is the realization of the Alpine convention<sup>9</sup> in the field of tourism.

It can be proceed that all hiking paths, which have been declared in the above named projects respectively certification procedures, have an at least good hiking quality. In the Green-Belt-Region. They are especially that hiking routes, which are listed in the following table 5 as well as in illustration 26:

<sup>6</sup> See <http://www.deutscheswanderinstitut.de/> - here also download of the criterion list

<sup>7</sup> See <http://www.wanderbares-deutschland.de/> - here also download of the criterion list

<sup>8</sup> " See <http://www.via-alpina.org/> - here also download of the document "Via Alpina Qualitätsleitfaden"

<sup>9</sup> See <http://www.convenzionedellealpi.org/> - here also Download of the protocols of implementation



Map 27: Certificated hiking paths in the Green Belt

Table 5: Certificated hiking paths in the Green Belt

name/ no. in map	name of hiking path	quality standard	Green Belt region (nation)
HR	Hochrhöner	DWI	Rhön (DE)
BW	Burgenweg - der kulturhistorische Wanderweg	DWV	Frankenwald (DE)
FW	Frankenweg	DWV	Frankenwald (DE)
FG	Fränkischer Gebirgsweg	DWV	Frankenwald, Fichtelgebirge, Steinwald (DE)
VP	Vogtland Panorama Weg ©	DWV	Vogtland (DE)
GS	Goldsteig	DWV	Bayerischer Wald, Oberpfälzer Wald, Steinwald (DE)



GW	Yellow path	Via Alpina	Jiljske Alpe, Kras (IT/ SI)
RW	Red path	Via Alpina	Jiljske Alpe and Triglav, Kras (SI)
VW	Violet path	Via Alpina	Karawanken/ Karavanke, Jiljske Alpe and Triglav (AT/ SI)
1	Extratour Liebesbankweg	DWI	Harz (DE)
2	Extratour Über den Hohen Meißner	DWI	Meißner and Kaufunger Wald (DE)
3	Extratour Hessische Schweiz	DWI	Meißner and Kaufunger Wald (DE)
4	Extratour Keltenpfad	DWI	Rhön (DE)
5	Extratour Point-Alpha-Weg	DWI	Rhön (DE)
6	Extratour Vorderrhönweg	DWI	Rhön (DE)
7	Extratour Gebaweg	DWI	Rhön (DE)
8	Extratour Hilderser	DWI	Rhön (DE)
9	Extratour Hochrhöntour	DWI	Rhön (DE)
10	Extratour Kreuzbergtour	DWI	Rhön (DE)
11	Extratour Basaltweg	DWI	Rhön (DE)
12	Gipfeltour	DWV	Thüringer Wald (DE)
13	Gothewanderung	DWV	Thüringer Wald (DE)
14	Goldpfad from Goldisthal to Almerswind	DWV	Thüringer Schiefergebirge (DE)
15	Talsperrenweg near Zeulenroda	DWV	Vogtland (DE)

In the long text is made a survey of criteria and appendant quality measures for hiking offers that are mainly based on the above named sources and completed with the DWI's basic rules for markings and signposting<sup>10</sup> as well as with the DWV's criteria for the certification of hiking-

<sup>10</sup> "Markierung von Wanderwegen, die wichtigsten Grundregeln" – Download under <http://www.deutscheswanderinstitut.de/>. The "Markierungsrichtlinie Qualitätswege Wanderbares Deutschland" of the DWV couldn't be considered, because there is no download in the Internet available.

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friendly accommodations labelled "Qualitätsgastgeber Wanderbares Deutschland"<sup>11</sup>. In the following all relevant criteria exclusive of concrete measures are listed:

- Attractiveness of the landscape (nature, culture)
- Path network (e. g. line, surface and width of the paths, maintenance)
- Orientation and signposting (guidance system)
- Light meal and refreshment possibilities
- Furniture at rest areas
- Accommodation
- Networking and accessibility (e. g. cross-links to public transport)
- Other services
- Information

## 6.6 Thematic paths

Thanks to a good commercial exploitation by tourism sector the installation of thematic paths booms in many regions. Thematic paths are leisure respectively education offers, in which natural or cultural themes specific for this region are prepared for the visitors` experience. Regional sights and other places of touristic interest are combined with a hiking or walking route. Mostly there are information boards or other installations at important places for visitors` attention. The following shows theme groups, which are relevant in the Green Belt regions. In the long text (see homepage) examples for each group are additionally given.

- "Iron Curtain"
- Border region and neighbourhood
- Nature and nature conservation
- Cultivated landscape and traditional cultivation
- Mining and historical industry
- Traditional craftwork
- Regional history and culture
- Historical ways of transportation and historical routes for commerce
- Folk art and regional legends
- Regional personalities
- Pilgrimage

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<sup>11</sup> See <http://www.wanderbares-deutschland.de/> - here also download of the criterion list.

## 6.7 Nature Experience for All

In the year 2002 the German "*Behindertengleichstellungsgesetz*" (equality law for disabled persons) came into force. Thereby legal basics were created which should allow the equal right of participation of people with handicaps in the social life and give equal opportunities for all in all created areas of everyday life. The landforms outside the urban areas, as far as they are developed by paths or other constructions, belong also to the created areas. The creation in terms of the "Universal Design" is aspirated as the basic principle, that should preferably eliminate no-one and should be used likewise of all.

The development of the outdoor area in recreation areas by a network of barrier-free ways, which connects the attractions with relevant starting points, would be the consequence to transform the lawful guidelines into reality. The arrangement of a barrier-free network has mostly to be justified to security and a sufficient comfort. For people with disabilities of movement there are set high demands to the pavement parameters. Therefore the use of constructed ways is expected. Wheelchair users need a continuous safely passable route with a relatively low-vibration surface and less gradient. On the other hand for people with disabilities of cognition it is necessary an equipment with information and guiding structures. For example blind persons have to be pointed to all danger areas, sights, resting areas, path turns and other by ground-floor indicators an information carriers. The Transport and Spatial Planning Institute in Erfurt has worked out requirement lists for barrier-free ways<sup>12</sup>.

A comparison with the quality demands of hiking paths makes it possible to recognize that a common path line of quality hiking paths and barrier-free ways seems to be excluded. The majority of hikers prefers even no constructed paths which are on the other hand one of the requirements for passing with wheelchairs. Therefore a possible agreement would be parallel lines of quality hiking paths and barrier-free ways, which meet the requirements of both target groups in one recreation area.

For the arrangement of a barrier-free network it should aimed an overlapping usage and thereby mainly be referred to existing main hiking paths, footpaths, cycle ways, forestry tracks or other constructed ways in the landscape. The network of the Flaeming-Skate<sup>13</sup> is an example for a good working common use by skaters, cyclists and wheelchair users respectively hand bikers.

Firstly new or re-constructions would be necessary for the integration of natural paths in the barrier-free network. But that measures implicate significant impacts and threats to sensitive ecosystems. For this reason it would be well advised to let off a further densification of the path network by integration of new constructed ways in sensitive landscape areas.

The National parks Eifel<sup>14</sup> and Saxon Switzerland<sup>15</sup> give first approaches for an implementation. In the Saxon Switzerland an active and well-conditioned wheelchair user, who knows the local facilities, has worked out recommendations for wheelchair or handbike routes. In the Eifel they

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<sup>12</sup> "FreiRaum – Entwicklung und Erprobung eines EDV-gestützten Planungshandbuchs - Ermittlung, Bewertung und Konzeption freiraumbezogener barrierefreier Tourismusangebote " – Download of the requirement lists under [http://www.verkehr-und-raum.de/projekte/freiraum/freiraum\\_service.htm](http://www.verkehr-und-raum.de/projekte/freiraum/freiraum_service.htm)

<sup>13</sup> See [http://www.reiseregion-flaeming.de/index\\_117\\_de.html](http://www.reiseregion-flaeming.de/index_117_de.html), <http://www.flaeming-skate.de/>

<sup>14</sup> See [www.eifel-barrierefrei.de](http://www.eifel-barrierefrei.de)

<sup>15</sup> See "barrierefrei reisen" on the website [www.saechsische-schweiz.de](http://www.saechsische-schweiz.de)

have listed all sights and leisure time facilities with barrier-free access. Among them there are some wheelchair routes. For blind people there are quite

limited possibilities such as some single, less kilometre long barrier-free educational paths or educational points.

In both examples were mostly made partial barrier-free solutions which allow the access to the free zone at least for wheelchair user by the use of the existing constructed ways. In the Saxon Switzerland a rugged region with steep climbs in many places, they follow the strategy of including paths, which could more or less diverge from recommendations and normal standards. But in this case they always give a detailed description of path and ground conditions. So the well informed wheelchair user has the opportunity to decide before the start if he dares himself to do the tour alone or with an assistant or not at all.

Summarizing it could be noticed that there are presently still no really satisfactory solutions. In all tourism areas is a lack of a continuous barrier-free network with access to the (most) important places of interest. The existing barrier-free ways respectively educational paths aren't mostly linked together and their length is often limited to less kilometres. The following conclusions could be formulated:

- Arrangement of a (wide meshed) gapless network of barrier-free ways with access to important touristic places in the region
- Two separate and sparsely overlapping networks of quality hiking paths as well as barrier-free ways in one recreation area
- Because of ecological reasons reduction of the way constructions to a minimum
- If possible overlapping of barrier-free ways with main paths of the hiking network, foot-paths, cycle ways, forestry tracks or other constructed paths
- The requirements of barrier-free way construction are published, but could often not be adopted in some areas, particularly in mountain ranges. Therefore alternative solutions should also be considered, e. g.:
- Realisation of partial barrier-free solutions
- Exceeding the recommended limits und standards of a barrier-free construction together with a good information about the path and ground conditions

## 6.8 Marketing

Within the internet investigation marketing activities for hiking tourism were analysed and concrete marketing measures were listed (see Green Belt homepage). Two different procedures have emerged, on one hand the direct marketing of a specific hiking trail or hiking network or the integration of hiking offers within the regional touristic marketing on the other hand. In both cases the touristic marketing has to focus on the following steps:

- Coordination, co-operation and financing
- Touristic market analysis and strategy

- Target groups
- Appearance and brandmarking
- Information media and information exchange
- Service and quality offers
- Visitors care
- All-inclusive hiking offers
- Public relations, events and campaigns



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## 7 Cycling *(Peter Leischner)*

### **Background**

Cycle tourism is now growing rapidly in many countries in the EU, in parallel with renewed interest in personal health and fitness, and with mounting concern over the environmental damage caused by road traffic. The benefits of cycle tourism include reductions in pollution and traffic congestion, economic regeneration and better health. The development of the National Cycle Networks provides both a catalyst and an opportunity for local authorities, tourism promoters and other agencies to define coherent route development and marketing strategies so as to benefit from cycle tourism.

Cycle tourism is developing rapidly in most of Europe, National Cycle Networks have opened or are being developed in Austria, Hungary, Czech Republic, Germany and elsewhere, and flagship routes already have impressively high levels of use.

The market for European cycle tourism is now forecast to reach € 14 billion within 20 years. With potential economic benefits at this scale it is not surprising that there is keen interest in how to develop routes to attract visitors and tourists, and how to market these effectively. One critical development will be the EuroVelo scheme to create a network of routes reaching into all the European Union countries.

### ***The European cycle tourism market***

Cycling Holidays - where cycling is the main pursuit and the main form of travel - now account for 2-4 % of total holiday trips in some European countries, and this is predicted to double or treble within the next decade to 6-12 % of all European holidays. This is the dedicated cycling market, on short breaks or longer cycling holidays.

An even larger market is Holiday Cycling, cycling as an extra pursuit whilst on holiday. This is estimated to be twice the size of the dedicated cycling market. For Germany it is estimated that already 7 % of visitors cycle during holiday.

Where public authorities and private sector suppliers establish an attractive cycle tourism offering, this can generate substantial demand within a very short space of time. This suggests that those parts of Europe which successfully offer cycling as an additional holiday option will be able to attract a substantial market.

Cycle tourists represent a growing and valuable tourist market, particularly for rural areas. Cycle tourists will spend at least as much in a rural area as other types of tourist and play an important role in visitor and traffic management. Cycle tourism is good at generating local trade and offers particular opportunities for rural businesses and services. Spending by cycle tourists can help to support rural pubs, village shops, small-scale rural attractions, and rurally-based providers of accommodation. Cycle tourism also offers opportunities for the development of cycle hire and cycling holiday operations in rural areas. As cycle tourists will use local businesses, there is a greater likelihood that the money they spend will stay in the local economy.

### ***The European cycle tourist***

Dedicated cycle tourists are likely to be aged 40 - 55, travelling as a couple or in small groups, staying on average 3-4 nights. The second-largest age range for the dedicated cyclists is 20-29. For both age groups, most will arrange their travel and accommodation themselves, and do not book in advance. A small minority will be interested in the inclusive cycle touring package. Cycle tourists spend as much as (and some studies indicate more than) other kinds of tourist.

The same-day cyclist visitor market is far more wide-ranging, including more families and groups of young people. Cycle routes which encourage a high proportion of same-day visits will tend to attract a higher proportion of children as users. Motivations for cycle tourism across all groups are healthy living, relaxation and an attractive countryside.

### ***Critical success factors***

- Secure traffic-free routes, or networks of very quiet rural lanes
- Signage for the routes, and publicity material such as mapping
- Accommodation - a genuine welcome, and facilities for cyclists
- Collective promotional activity stressing the benefits and quality of provision.

The European experience also demonstrates that whilst cycle tourism is normally understood to refer to the dedicated cyclist and the holiday cyclists, in fact same-day visitors, especially on sections near to major cities, will be the largest numerical market segment.

### ***Implications for the green belt***

The growth of cycle tourism is evident all over Europe. All countries along of the Green Belt, already have large and growing numbers of people interested in cycle tourism, who can be attracted to the Green Belt by the unique features of our landscape, culture and heritage. Holiday cyclists - those who may be attracted by the option of cycling - are a particularly large market. They may choose to visit areas of the Green Belt where cycling is safe and convenient and can be integrated into their holiday.

## 7.1 Criteria for a good cycling system

Products and services in the cycle touring sector are only successful when the federal states, local authorities, tourism organisations, hotel and catering trade, transport companies and cycle associations work hand-in-hand.

### **Cycle routes**

In keeping with their purpose, long-distance cycle routes ought to feature a greater degree of safety, comfort and charm for cyclists. A major criterion for a long-distance cycle route is road safety, which precludes their being routed along roads with heavy traffic without special cycling facilities.

Routes should

- be made family-friendly so that children can also ride them easily and safely;
- be wide enough to allow cyclists to ride alongside and overtake one another, and to ride in both directions with no danger;
- be transitable along their whole length;
- be based, as far as possible, in attractive parts of the country and lead cyclists to sights that are of interest to tourists;
- ensure the best possible connections to public transport systems that allow cycles to be carried. This means, in particular, that there should be improved options for cycle carriage on buses in rural areas.

### **Signposting**

In future, signposting that is easy to spot, non-ambiguous and self-explanatory ought to be the very minimum facility provided by any cycle touring route.

Sense and meaning of sign posts for the bicycle traffic

- Protection of the bicycle traffic
- via a signposting an authorizing and a proclamation of certain way connections for the bicycle traffic take place
- Easy orientation and line
- Point out from alternative routes to roads with strong car traffic
- Point out of (so far) „unknown one “
- Relief for the wheel driving generally

Signposts/guides are to exhibit the following contents:

- Indication of direction by arrows
- An indication of goal by a recurring long-term goal and short-term objectives per module
- Range reading in km
- Bicycle pictogram as recognition element
- Signets and/or route name as additional wheel-tourist information

### ***Service, hotel and catering businesses***

A long-distance cycle route becomes more attractive when it can offer cycle-friendly cafes, restaurants and accommodation. Within the hotel and catering sector, extending the range of options to include businesses that are labelled "cycle-friendly " will help improve a region's or route's cycle tourism climate. Today's cycle tourists are becoming an increasingly significant target group for the hotel and catering trade, because they usually have a relatively high income and are demonstrably prepared to spend their money on good quality services.

Amongst the services on offer, there should also be resting areas with a table and seats, children's play areas, places to repair bikes, etc. A centralised cyclist hotline with information and a reservation service could also be provided.

The range of services offered to cycle tourists can be extremely broad. Apart from signposts indicating the route, there could be information boards along the way which provide details of - the region's cycle touring routes,

- tourist infrastructure,
- public transport connections (e.g. rail, buses which accept cycles, boat jetties).

### ***Cycle parking facilities***

Long-distance cycle routes should also be equipped with good quality facilities to park cycles. They should enable cycle tourists to leave their bikes without worrying, and where they will be safe from theft and bad weather. To safeguard bikes with panniers, secure facilities (e.g. cycle stations) or cycle lockers could be considered. Suitable locations for cycle parks are stations, information offices, popular tourist attractions and other recreational sites. Operators of these types of facility need to be persuaded to provide suitable parking areas for cycle tourists.

### ***Marketing cycle touring***

The marketing of cycle touring options should include advertising products (long-distance cycle routes, regional cycle routes, mountain bike trails and urban tourism), publishing and marketing cycle touring guides and maps, adverts in magazines, and appearances at tourist fairs and other events where the cycle touring target group can be reached. The Internet's role in planning cycle holidays will become increasingly important. At regional level, the options for cycle touring can be presented nationally, and offer large-scale and more detailed maps showing the course each route takes, what sort of route it is, the condition of the surface, gradients, sights, links to public transport, etc.

Other links can be provided, e.g. to cycle-friendly accommodation and dining facilities, timetable information and temporary detours from the normal route (due to high water, roadworks, etc.). These have already been done on some longdistance Routes. This type of service can help cycle tourists to properly plan their itinerary. High monthly access figures prove how important the Internet is for marketing cycle touring services.

Table 6: Cycling tourist market segment – key interests and products requirements

<b>MARKET SEGMENT</b>	<b>TYPES OF CYCLING TOURISM ACTIVITY INTERESTED IN</b>	<b>PRODUCT REQUIREMENTS</b>
<b>a. Infrequent Leisure Cyclists</b>	<ul style="list-style-type: none"> <li>• Traffic-free Cycling</li> <li>• Packaged Cycle Touring Holidays</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic-free cycle paths</li> <li>• Cycle Hire</li> <li>• Packaged cycling holidays</li> </ul>
<b>b. Occasional Leisure Cyclists</b>	<ul style="list-style-type: none"> <li>• Day Cycle Rides (20-25 miles on quiet country roads and traffic-free paths)</li> <li>• Centre-based Cycling Short Breaks</li> <li>• Access to countryside from town and home</li> </ul>	<ul style="list-style-type: none"> <li>• Circular day cycle routes with maps and information</li> <li>• Traffic-free cycle paths</li> <li>• Safe places to leave the car while cycling</li> <li>• Ideas for cycling short breaks</li> <li>• Cycle friendly accommodation</li> <li>• Cycle parking and storage</li> <li>• Cycle repair/rescue</li> </ul>
<b>c. Frequent Leisure Cyclists</b>	<ul style="list-style-type: none"> <li>• Day Cycle Rides (30-35 miles on quiet country roads and traffic-free paths)</li> <li>• Centre-based Cycling Short Breaks</li> <li>• Access to countryside from town and home</li> </ul>	<ul style="list-style-type: none"> <li>• Circular day cycle routes with maps</li> <li>• Safe places to leave the car while cycling</li> <li>• Cycle access by train (for some)</li> <li>• Ideas for cycling short breaks and cycle touring holidays</li> <li>• Cycle friendly accommodation</li> <li>• Cycle parking and storage</li> <li>• Cycle repair/rescue</li> </ul>
<b>d. Cycling Enthusiasts</b>	<ul style="list-style-type: none"> <li>• Day Cycle Rides (up to 40-50 miles primarily on quiet country roads)</li> </ul>	<ul style="list-style-type: none"> <li>• Ideas for day cycle rides - Cycling Enthusiasts will tend to plan their own rides, using cycle</li> </ul>



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	<ul style="list-style-type: none"><li>• Independent Cycle Touring Holidays and Short Breaks</li><li>• Access to countryside from town and home</li></ul>	<p>route</p> <p>leaflets for ideas and information</p> <ul style="list-style-type: none"><li>• Cycle access by train (generally more important for Cycling Enthusiasts than for other market segments)</li><li>• Cycle friendly accommodation</li><li>• Cycle parking and storage</li><li>• Cycle repair</li></ul>
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## 7.2 Regions of the Green Belt

### 7.2.1 Lower-Saxony/Hesse/Thuringia

Criteria	Strengths	Weaknesses	Recommendations for action
<b>(dense) network of bike paths</b>	<ul style="list-style-type: none"> <li>- in Lower Saxony close network exists</li> <li>- various route planning possible</li> </ul>	<ul style="list-style-type: none"> <li>- in Thuringia and Hesse close network do not exist</li> </ul>	<ul style="list-style-type: none"> <li>- landspreading network planning</li> </ul>
<b>transborder bike paths</b>	<ul style="list-style-type: none"> <li>- only the Harz-round way and the Leine long distance track lead over county borders away</li> </ul>	<ul style="list-style-type: none"> <li>- Only few landspreading bicycle connections exist</li> </ul>	<ul style="list-style-type: none"> <li>- landspreading network planning and vote to the connection points</li> </ul>
<b>information media</b>	<ul style="list-style-type: none"> <li>- very good Internet presence</li> <li>- Internet cycle route planners for Hessen and Lower Saxony exists</li> <li>- different cycling guide books and wheel route maps</li> <li>- GPS tracks for Hessen and Lower Saxony</li> <li>-different information brochures, leaflet in the tourist information</li> </ul>	<ul style="list-style-type: none"> <li>- in Thuringia still no cycle route planner in Internet</li> <li>- no common marketing of the region</li> </ul>	<ul style="list-style-type: none"> <li>- Umbrella organization (see Rhön) to form, over together to marked out (Internet appearance, leaflet,...)</li> </ul>
<b>accessibility by public transport</b>	<ul style="list-style-type: none"> <li>- Hessen: predominantly free bicycle taking along in all traffic networks</li> <li>- Lower Saxony and Thuringia: in traffic networks partial free bicycle taking along</li> <li>- in the Internet cycle route planner all stations and stops marks</li> <li>- in Thuringia free bicycle taking along in the suburban traffic (railways)</li> </ul>	<ul style="list-style-type: none"> <li>- liable to pay the costs bicycle taking along in suburban traffic (railways) into Lower Saxony</li> <li>-different regulations in the traffic networks</li> </ul>	<ul style="list-style-type: none"> <li>- uniform, understandable and visible regulations</li> </ul>
<b>infrastructure for bike tourists</b>	<ul style="list-style-type: none"> <li>- bicycle-friendly restaurants and enterprise - in the Hessian and Lower Saxony cycle route planner are better &amp; bike enterprises and objects of interest marked</li> <li>- lay-by, protection hut exists</li> <li>- different cycle events</li> <li>- Bicycle storage plants</li> </ul>	<ul style="list-style-type: none"> <li>- altogether still another too small offer (particularly in Thuringia)</li> </ul>	<ul style="list-style-type: none"> <li>- Networking of the overall offers, information and events</li> </ul>

<b>signing and orientation</b>	- self-describing sign posts after FGSV in Lower Saxony	- partly no sign-posting in Hessen and Thuringia - became outdated sign-posting systems	- New from description of cycle routes - renewal of old sign-posts - regular maintenance and control
<b>organisational structures</b>	- Quality improvement and protection of the long distance cycle paths in Hessen by ADFC - bicycle traffic concept Thuringia, Hessen and Lower Saxony still exists	- no superordinate working group - different structure in the Federal state - competencies on circle and regional level not always regularly, - missing partners	- Coordination, information exchange, co-operation beyond national borders - cooperative relationship - uniform quality assurance and - control

## 7.2.2

<b>Iron Curtain Trail/Deutsch-Deutscher Radweg</b>	
customer	unknown
adaption	unknown
advancement	unknown
internet	unknown
project status	-2 guides for cycling
„Green Belt“ region	yes
transborder region	yes
project area	-along the Green Belt (Baltic Sea to Czech border)
nature protection	-nature parks -project „Green Belt“
landscape of the borderregion	-rivers, mountains, lakes
touristic development	
existing projects - ecotourism	
point of departure	-,„Vom Todesstreifen zum Lebensraum“
short description	
special feature	-connection from European history, policy and sensitive tourism
special touristic offers (z.B. Radwanderbus, Events)	-European Union project, member and non-member states of the EU
up to date	-no sign-posting
information material	-guide for cycling
evolution	-expansion from Finland to Greece (6.800 km)

suggestion for development	-sign-posting
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### 7.2.3 Rhön region

Criteria	Strengths	Weaknesses	Recommendations for action
<b>(dense) network of bike paths</b>	<ul style="list-style-type: none"> <li>- over 1.000 km large MTB net,</li> <li>- all main and goal routes are with one another possible for connection,</li> <li>- cycle tracks for tourists and racing</li> <li>- cycle-various route planning</li> <li>- Offers for cycle tourists, Mountainbiker and racing cycle drivers</li> </ul>	<ul style="list-style-type: none"> <li>- in Hessen and Thuringia develops less - construction of roads</li> <li>- in Thuringia still developable</li> </ul>	<ul style="list-style-type: none"> <li>- strengthen cooperation and vote</li> <li>- exchange of experience between all regions and on all levels</li> </ul>
<b>transborder bike paths</b>	<ul style="list-style-type: none"> <li>- Triborder region Hessen, Thuringia, Bavaria</li> </ul>	<ul style="list-style-type: none"> <li>- in particular the binding is still unsatisfactory to Thuringia</li> </ul>	<ul style="list-style-type: none"> <li>- close the gap to Thuringia</li> </ul>
<b>information media</b>	<ul style="list-style-type: none"> <li>- very good Internet presence</li> <li>- Internet wheel route planner Hessen</li> <li>- cycle route planners for Bavaria in the Internet</li> <li>- different guide books and cycle route maps for cyclist, MTB and racing cycle (e.g. „With bicycle and luggage from the Main to the Rhön“, ADFC route map „Thüringer forest Rhön“)</li> <li>- GPS tracks for MTB, tourist cyclist and racing cycle</li> <li>- different information brochures, leaflets in the tourist information</li> </ul>	<ul style="list-style-type: none"> <li>- in Thuringia still no wheel route planner in the Internet</li> <li>- altogether still too few borderspreading media</li> </ul>	<ul style="list-style-type: none"> <li>- Production of common and landspreading information media</li> </ul>
<b>accessibility by public transport</b>	<ul style="list-style-type: none"> <li>- RhönRadBus, Rhönbahn, Hochrhönbus</li> <li>- in Thuringia free bicycle taking along in public transport (Railway (DB), partly free of charge in traffic net-</li> </ul>	<ul style="list-style-type: none"> <li>- in Bavaria partial liable to pay the costs bicycle taking along in the public transport</li> <li>- different regulations in the traffic networks</li> </ul>	<ul style="list-style-type: none"> <li>- uniform, understandable and visible price regulations</li> <li>- improvement services (for example: Bicycle taking along)</li> </ul>

	<p>works</p> <ul style="list-style-type: none"> <li>- Hessen: predominantly free bicycle taking along in all traffic networks</li> <li>- in the Internet cycle route planner marks all stations and stops</li> </ul>		
<b>infrastructure for bike tourists</b>	<ul style="list-style-type: none"> <li>- bicycle-friendly restaurants and enterprises</li> <li>- in the Hessian cycle route planner bett&amp;bike enterprises and objects of interest are marked</li> <li>- different events</li> <li>- Quality bicycle routes (certified)</li> <li>- Lay-by, protection huts, mountain huts with overnight accommodations</li> <li>- Bicycle storage plants</li> </ul>	<ul style="list-style-type: none"> <li>- altogether still another too small offer (particularly in Thuringia)</li> </ul>	<ul style="list-style-type: none"> <li>- Networking of the overall offers, information and events</li> </ul>
<b>signing and orientation</b>	<ul style="list-style-type: none"> <li>- MTB Routennetz after MTB sign posts guideline</li> <li>- self-describing sign posts after FGSV</li> </ul>	<ul style="list-style-type: none"> <li>- partly no sign-posting after FGSV (in Thuringia and Bavaria)</li> </ul>	<ul style="list-style-type: none"> <li>- uniform sign-posting in the entire region Rhön</li> <li>- regular control and maintenance</li> </ul>
<b>organisational structures</b>	<ul style="list-style-type: none"> <li>- Marketing under a roof mark</li> <li>- Quality improvement and protection of the long distance ways in Hessen by ADFC</li> <li>- Bavarian net for cyclist: round table bicycle traffic (Bavaria)</li> <li>- Bicycle traffic concept Thuringia, bicycle-assigned (TMBV)</li> <li>- MTB net: Working group consisting of ADFC, higher nature protection authority, Bavarian administration of the biosphere reservation Rhön, nature park Bavarian Rhön, Rhönklub, Owner of forest and the hunt federations</li> </ul>	<ul style="list-style-type: none"> <li>- different structure in the Lands of the Federal Republic</li> <li>- Competencies on circle and regional level not always regulated,</li> <li>- missing partners</li> </ul>	<ul style="list-style-type: none"> <li>- uniform quality assurance and - control</li> <li>- cooperative relations develop</li> </ul>



## 7.2.4 Euregio Egrensis

Criteria	Strengths	Weaknesses	Recommendations for action
<b>(dense) network of bike paths</b>	- cycle network long distance cycle paths, regional routes and thematically routes	- differently fully removed cycle track net in the regions	- Co-operation, communication, coordination, exchange of experience between all regions and on all levels
<b>transborder bike paths</b>	- Euregio Egrensis-cycle path, „Grünes-Dach cycle paths“, Bockl-cycle path, Wondreb-cycle path - borderspreading working groups	- altogether still too few transnational connections	- Conception of further transnational connections - common project development
<b>information media</b>	-internet - Map material, route books, travel guides → German, English, Czech	- only European projects in several languages	- all information should be manufactured into German, English and Czech
<b>accessibility by public transport</b>	- EgroNet – transborder public service - in Thuringia free bicycle taking along in public transport (Railway) (DB), partly free of charge in traffic networks	- in Bavaria and Czech partial liable to pay the costs bicycle taking along in the public transport - different regulations in the traffic networks	- Advancement of the EgroNet and compression and improvement services (for example: Bicycle taking along)
<b>infrastructure for bike tourists</b>	- bicycle-friendly restaurants and enterprises - public traffic lay-by - different Radlerevents - storage plants	- altogether still another too small offer	- Networking of the overall offers, information and events
<b>signing and orientation</b>	- predominantly uniform sign posts with logos on german side (after FGSV) - on czech side uniform numbering and signposting, no logos	- different kind of sign posts	- transborder uniform sign posts (europ. sign posting system) - regular control and maintenance
<b>organisational structures</b>	- Working group Euregio Egrensis (AG Bavaria, AG Thuringia/Saxonia, AG Böhmen) - members are districts and cities of the entire Euregio Egrensis region - transnational working groups become project related - Bavarian network for cyclist - round table bicycle traffic (Bavaria)	- different structure in the Federal state - competencies on circle and regional level not always regularly, - missing partners has to do with cycling	- more transborder working groups - uniform quality assurance and - control

	- bicycle traffic concept Thuringia, - bicycle-assigned (TMBV)		
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<b>Radroute „Euregio Egrensis“ (D/CZ)</b>	
customer	EUREGIO EGRENSIS Joint venture Bayern e.V.
adaption	counties, towns, ADFC
advancement	Interreg
internet	<a href="http://www.euregio-egrensis.de/tourismus/radfernweg_nord.php">http://www.euregio-egrensis.de/tourismus/radfernweg_nord.php</a> <a href="http://www.bayernbike.de/touren/egrensis/radfernweg.shtml">http://www.bayernbike.de/touren/egrensis/radfernweg.shtml</a>
project status	opening in July 2007
„Green Belt“ region	in parts
transborder region	Germany/ Czech Republic
project area	connects the Czech Republic with Bavaria, Thuringia and Saxonia
nature protection	unknown
landscape of the borderregion	Fichtelgebirge, Frankenwald, Thüringer Schiefergebirge, Thüringisches und Sächsisches Vogtland, Erzgebirge, Falkenauer Becken, Kaiserwald
touristic development	
existing projects - ecotourism	unknown
point of departure	-new impulses for sensitive/environmentally tourism -advancement of transborder cooperation
short description	-distance: over 500km
special feature	-networking with therapeutic baths
special touristic offers (z.B. Radwanderbus, Events)	-health resorts, therapeutic baths, mining areas -EgroNet (transborder time-table and fare system)
up to date	-incomplete sign posting -particular bad ways
information material	-booklet biking excursion
evolution	
suggestion for development	-update the sign posting

touristic bike path on a former railway line: „ <b>Bocklradweg</b> “	
customer	EUREGIO EGRENSIS Joint venture Bayern e.V.
adaption	joint venture (counties and communities along the bike path) Mr. Rupert Troppmann Landkreis Neustadt a.d. Waldnaab Amt für Wirtschaftsförderung/Büro des Landrats phone: 049(0)9602/79101 email: RTroppmann@Neustadt.de
advancement	-Interreg III A, finish 5b -"Programm zur Förderung von Erholungseinrichtungen in der freien Natur und von Gartenschauen" -combined advancement (EU, state, communities)
internet	<a href="http://www.nationaler-radverkehrsplan.de/praxisbeispiele/anzeige.phtml?id=2050">http://www.nationaler-radverkehrsplan.de/praxisbeispiele/anzeige.phtml?id=2050</a> <a href="http://www.bocklweg.de/">http://www.bocklweg.de/</a>
project status	finished in July 2005
„Green Belt“ region	no
transborder region	Germany/ Czech Republic
project area	parallel to state road, bike path connects different towns in Bavaria and Czech Republic, checkpoint Tillyschanz
nature protection	unknown
landscape of the borderregion	nature park Northern Upper Palatinate Forrest, Bohemian Forrest
touristic development	-development and merchandising → "premium-bike path" -regional tours -guided tours
existing projects - ecotourism	unknown
point of departure	-closed railway line (ca. 50 km) from Neustadt a.d. Waldnaab to Eslarn
short description	- regional and bavarian bike path net were completed and were extended to Pilsen (Czech Republic)
special feature	- cooperation with czech authorities -active marketing
special touristic offers (z.B. Radwanderbus, Events)	-break station in Floß -shuttle service, cycle/bike bus -tri-lingual information board
up to date	integrated in „Panneuropa“ bike path since May 2007 ( <a href="http://www.panneuropa-radweg-de">http://www.panneuropa-radweg-de</a> )
information material	touristic centre Upper Palatinate Forrest
evolution	unknown

suggestion for development	break stations, service for inline skater
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### 7.2.5 Bavarian Forest-Šumava-Mühlviertel

<b>Nationalpark-bike path (D/CZ)</b>	
customer	touristic organisation East Bavaria network for cycling in Bavaria
adaption	
advancement	Interreg III A
internet	<a href="http://www.bayernbike.de/touren/roadbooks/rb_nationalpark_hin.pdf">http://www.bayernbike.de/touren/roadbooks/rb_nationalpark_hin.pdf</a>
project status	finished in July 2005
„Green Belt“ region	yes
transborder region	Germany/Czech Republic
project area	-from Haidmühle to Ferdinandsthal/Debrnik (108 km) -national park Bavarian Forrest und Sumava
nature protection	-protected area
landscape of the borderregion	-rivers, mountains, lakes -Eldo Rado (UNESCO)
touristic development	
existing projects - ecotourism	unknown
point of departure	-in 1990 after the border opening, the areas would be reconnected
short description	-adventure nature -able for mountainbiking
special feature	
special touristic offers (z.B. Radwanderbus, Events)	traffic concept → transborder traffic, Igelbus, Waldbahn
up to date	unknown
information material	-maps, books, flyer
evolution	unknown
suggestion for development	unknown

<b>Freundschafts-Radweg (friendship path) (DE/CZ)</b>	
customer	-network for cycling in Bavaria
adaption	
advancement	Interreg III A
internet	
project status	-opening 2005
„Green Belt“ region	yes
transborder region	Germany, Czech Republic
project area	-from Nabburg to Horšovský Týu -90 km
nature protection	national park
landscape of the borderregion	-river valley, Bohemian Forrest, closed railway lines
touristic development	-roundtours
existing projects - ecotourism	unknown
point of departure	- in 1990 after the border opening, the areas would be reconnected
short description	-passage way between France, Germany and Czech Republic -part of the long distance bike path Paris - Straßburg – Prag -connected history and culture
special feature	
special touristic offers (z.B. Radwanderbus, Events)	traffic concept → transborder traffic, Igelbus, Waldbahn
up to date	-spring 2008: opening a new part with break station in Schneeberg
information material	Oberpfälzer touristic centre
evolution	-binding to the long distance bike path to Prague
suggestion for development	nothing

<b>Regental-bike path (D/CZ)</b>	
customer	network for cycling in Bavaria
adaption	



advancement	Interreg III A
internet	<a href="http://www.bayernbike.de/touren/roadbooks/rb_nationalpark_hin.pdf">http://www.bayernbike.de/touren/roadbooks/rb_nationalpark_hin.pdf</a>
project status	finished
„Green Belt“ region	yes
transborder region	Germany/Czech Republic
project area	-transborder bike path between East Bavaria to Bohemia (171 km)
nature protection	-national park
landscape of the borderregion	-rivers, mountains, lakes -closed railway lines
touristic development	
existing projects - ecotourism	unknown
point of departure	-in 1990 after the border opening, the areas would be reconnected
short description	-river bike path, even tours
special feature	-integrated both and bike tours -guidance for long distance bike paths
special touristic offers (z.B. Radwanderbus, Events)	-cycle busses
up to date	unknown
information material	-maps, books, flyer
evolution	unknown
suggestion for development	unknown

## 7.2.6 Region Styria-North East Slovenia

<b>Long distance bike path „Mur-Radweg“</b>	
customer	
adaption	different tourism organisations
advancement	Interreg III A
internet	<a href="http://www.mur-radweg.at/">http://www.mur-radweg.at/</a>
project status	finished in July 2005
„Green Belt“ region	yes
transborder region	Austria/Slovenia
project area	-from Muhr till Bad Radkersburg, 365 km into the styrian "land of spas"
nature protection	-nature reserve Murauen
landscape of the borderregion	- woods, rivulets, mountain lakes
touristic development	-able for children
existing projects - ecotourism	unknown
point of departure	„Tour de Mur“ as demonstration for building a bike path from Mur to Bad Radkersburg for the first time in 1990
short description	-begin: river head Mur -end: Bad Radkersburg
special feature	-by this time: charity tour <a href="http://www.tour-de-mour.at/">http://www.tour-de-mour.at/</a>
special touristic offers (z.B. Radwanderbus, Events)	-cycle bus -cycle ticket for bus and trains (local public transport)
up to date	-unknown
information material	-Mur bike path-catalogue
evolution	open for wheelchair user
suggestion for development	transborder connections transborder merchandising

### 7.3 Regions outside the Green Belt

<b>Grenzroute (DK/D)</b>	
customer	Arbeiten für die Umwelt e.V. Turist Marketing Sønderjylland
adaption	
advancement	Interreg III A
internet	<a href="http://www.grenzroute.com">http://www.grenzroute.com</a>
project status	finished in May 2005
„Green Belt“ region	no
transborder region	Germany/Denmark
project area	- thematical bike path between Nordseedeich and Flensburger Förde (130 km)
nature protection	unknown
landscape of the borderregion	sights in nature and culture
touristic development	parallel cycle tours (DK-Nationalroute 8 and nord-ostsee-radweg) along the border created many possibilities for roundtours
existing projects - ecotourism	unknown
point of departure	-in 1920 the German/Denmark border was built for the next 80 years -since 2001 the border would be invisible
short description	-130 km along the German/Denmark border
special feature	-adventure trails -education concepts
special touristic offers (z.B. Radwanderbus, Events)	-40 informationpoints with maps and information about the border history (in German and Danish)
up to date	construction of break points
information material	-books about cycle tours -internet
evolution	
suggestion for development	-projects for pupils

<b>Via Pomerania – Radfernweg „Eberswalde - Kolobrzeg“ (DE/PL)</b>	
customer	
adaption	County Barnim Amt für Wirtschaftsentwicklung, Planen und Bauen Hegermühler Straße 75 16225 Eberwalde  IS.RADWEG Informationsservice Detlef Kaden Elbestraße 64 16341 Panketal/Barnim
advancement	Interreg III A
internet	<a href="http://www.via-pomerania.de/">http://www.via-pomerania.de/</a>
project status	planning
„Green Belt“ region	no
transborder region	Germany/Poland
project area	-connected to counties in Germany and Poland (Kolobrzeg and Barnim) - Euroregion Pomerania
nature protection	unknown
landscape of the borderregion	-varied: rivers, mountains, lakes,...
touristic development	
existing projects - ecotourism	unknown
point of departure	-connecting transborder regions
short description	
special feature	-cooperation between german and polish organisations -merchandising Euroregion „Pomerania“
special touristic offers (z.B. Radwanderbus, Events)	
up to date	-planning
information material	unknown
evolution	-connection to Sweden
suggestion for development	nothing

<b>Oder-Neiße-Radweg</b>	
customer	Bundesministerium für Wirtschaft und Arbeit (BMWA) Ostdeutscher Sparkassen- und Giroverband (OSGV) ADFC German touristic organisation
adaption	
advancement	Interreg IIIA, funded by BMWA and OGSV
internet	<a href="http://www.neisse-nisa-nysa.com/">http://www.neisse-nisa-nysa.com/</a> <a href="http://www.oderneisse-radweg.de">http://www.oderneisse-radweg.de</a>
project status	-complete in the end of 2008
„Green Belt“ region	-no
transborder region	yes
project area	-connected Czech, Poland and Germany
nature protection	-unknown
landscape of the borderregion	-alongside the border river Oder and Neiße -euroregion “Neiße-Nisa-Nysa”
touristic development	
existing projects - ecotourism	
point of departure	
short description	-630km alongside the German-Poland borderline -entlang des Flusslaufes von Oder und Neiße
special feature	-pilotprojekt D-Netz
special touristic offers (z.B. Radwanderbus, Events)	-multilanguage internetportal
up to date	
information material	-flyer, book about cycle tours
evolution	-example for other regions
suggestion for development	-sign-posting, roadconstruction



<b>Fahrradparadies Belgisch Limburg(D/B/N)</b>	
customer	network for cycling in Bavaria
adaption	
advancement	Interreg III A
internet	<a href="http://www.radflandern.com/limburg">http://www.radflandern.com/limburg</a>
project status	finished
„Green Belt“ region	no
transborder region	yes
project area	-bike path network with more than 1.000 km
nature protection	-unknown
landscape of the borderregion	
touristic development	
existing projects - ecotourism	unknown
point of departure	-most of the ways are crossed, so they need a standardize sign posting system
short description	-bike path network with numbered crosspoints → flexible and individual planning
special feature	-service team for the cycle net
special touristic offers (z.B. Radwanderbus, Events)	-cycle busses, gps-tours, bike renting agency, bett&bike, ferry
up to date	-in the end of 2008 the crosspoint-system will be transfer in the total bike path network in Belgium
information material	-maps, books, flyer
evolution	example for german bike net
suggestion for development	unknown

## 8 The focus regions

### 8.1 Bavaria-Thuringia (*Peter Leischner*)

#### 8.1.1 Description of the initial situation and tasks



After the reunification of Germany the region between the Thuringian Forest, Vogtland and Upper Franconia has moved from the disadvantageous position on the edge of the internal border to the centre of Germany. This opened completely new perspectives of regional development and tourism to all three federal states of Thuringia, Bavaria and Saxony. For example, the “Rennsteig” footpath that had been closed by the division of Germany over the last decades can now be used again. The creation of a continuous accessibility of this now most popular German footpath was one of the first measures of the tourism support after the year of 1990.

Beside the hiking tourism, the bicycle tourism gains a growing popularity too, at least in the subareas of the region. Nowadays the bicycle tourism develops itself throughout Europe to an important economic factor. In Germany alone every second domestic vacationer travels on a bike.

Linked up and wide offers are of importance to bicycle tourists, and they prefer long-distance routes and/ or circuits. (Re)discovering of the region along the Green Belt could provide an especially attractive target area. This passage had been protected for years to a great extent from external influence, and even today boasts an astonishing nature and scenery variety. At the same time the region provides an interesting insight into a history of the unlike East-West German development, especially for the younger generation.

Cycling between nature and history – a bicycle trip can offer the tourists and locals a detailed sustainable and healthy way of discovering the border region and beyond. The present study is to help collect and analyze the necessary facts and to find ways of solution to the following themes:

- Establishment of a coherent bicycle network
- Accessibility of the region between Thuringian Forest, Vogtland and Upper Franconia
- Creation of area-covering bicycle connection
- Connection of the natural and historical places of interest along the former border region
- Establishment of the combined bicycle-tourist products (rallies, bicycle tours offers)
- Development of general coordination structures and networks
- Demonstration of the best-practice examples

Furthermore the principal objectives of the European Green Belt project should be considered:

- Development and strengthening of the mild (cultural) tourism
- Environmental-friendly traffic development of the natural and cultural areas along the Green Belt
- Development of the public awareness for this part of European German history
- Economic strengthening of the involved regions
- Connection of the formerly separated regions on both sides of the border
- Development of the European long distance cycle track from the Antarctic Ocean up to the Adriatic Sea



### 8.1.2 Specification and description of the investigation area

Europe's longest biotope, the Green Band is a valuable biotope chain along the former border between East and West Germany. The Green Band is the first all-German nature protection project, boasting a 1,380-km length. It runs in the investigation area along the inner border of South Thuringia, North-East Bavaria and Saxony. Thuringian side includes the administrative districts of Sonneberg, Saalfeld-Rudolstadt and Saale-Orla district, which border on Upper Franconian Bavarian districts of Coburg, Kronach and Hof as well as Vogtland in Saxony. The project area is viewed geographically, economically and socially as a homogeneous unity, the local and rural character of which is warranted by the thin settlement.

The "Rennsteig", a historic borderline runs along the administrative border of Thuringia and Bavaria, at the ridge of the Thuringian Forest, Thuringian Slate Mountains and the Franconian Forest. The Franconian Forest is a low mountain range crossed by numerous rivers and streams. Thuringian Forest and Thuringian Slate Mountains stretch from the Werra River to the Franconian Forest. In the Saale Valley in Thuringian Slate Mountains are located two Germany's largest river dams (Bleiloch and Hohenwarte). The landscape of Vogtland stretches over the territory of Bavaria, Saxony, Thuringia and the Czech Republic. It features forests, fields, pastures and forested hills. In some areas it rises to the uplands and is crossed by several river valleys.

The region between the Franconian Forest nature park, Vogtland and the Thuringian Forest is a real paradise for cyclists of every performance level. Its varying landscapes are still undiscovered by the masses and provide secret places to be discovered personally. The relief of the uplands is a real challenge for mountainbikers and racing cyclists. A rapid change of ascents and descents across the valleys provides a possibility of a very intensive training. Riding is at best along the river and stream courses. Areas along the water ways, the plateaus and the cycle tracks are places most suitable for touring cyclists and families.

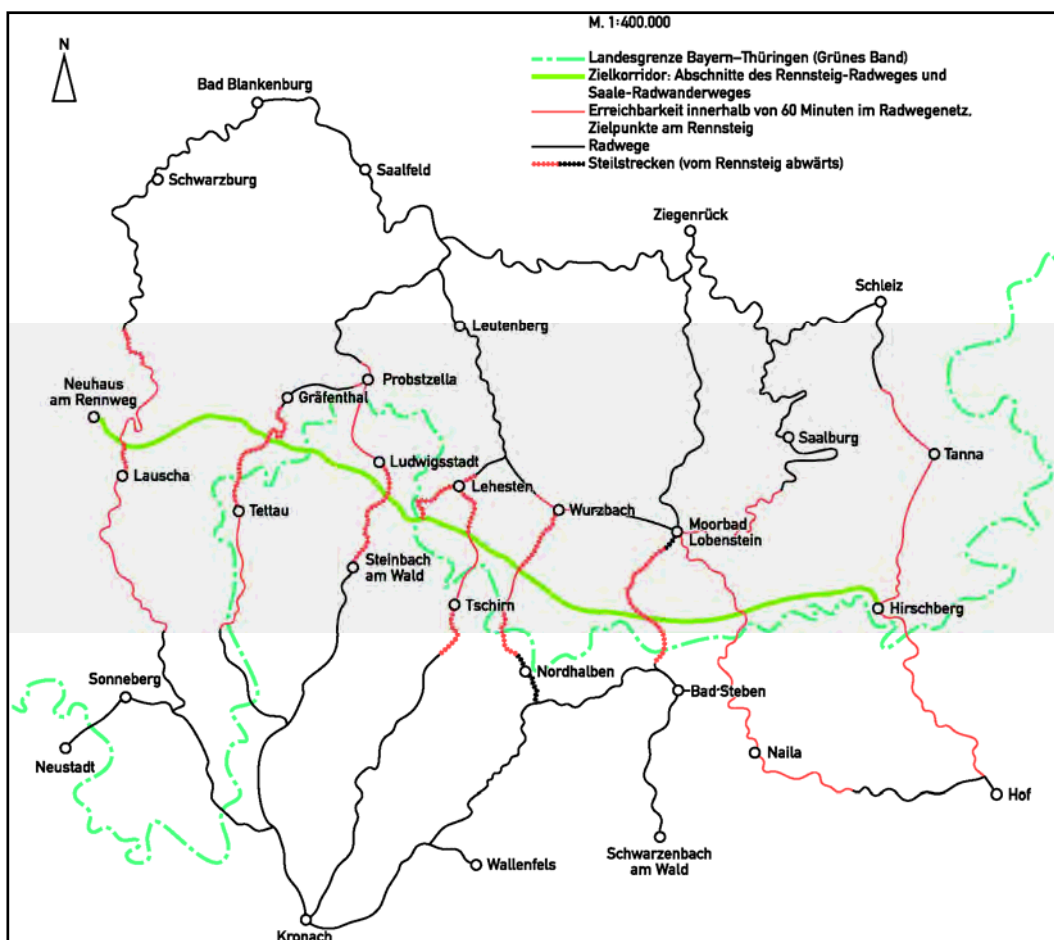
The Rennsteig cycling track runs in the East-West direction from Blankenstein an der Saale till Hirschel bei Eisenach in Thuringia 191 km along the ridge of the Franconian and Thuringian Forests. It crosses the region at the altitudes of 600 to 700 m and is an ideal dispenser as well as an excellent connection between the river valleys of the Franconian Forest and the mountain streams running north.

## Accessibility by bicycle

The Green Band encloses to a great extent the Rennsteig region in the investigation area and can be reached by bicycle only by coping with approx. 200 to 400 metres height. The accessibility analysis (60 min) is hence based on the following assumptions:

Even and slightly rising sections: 15 km/h, steep rises: 5 km/h

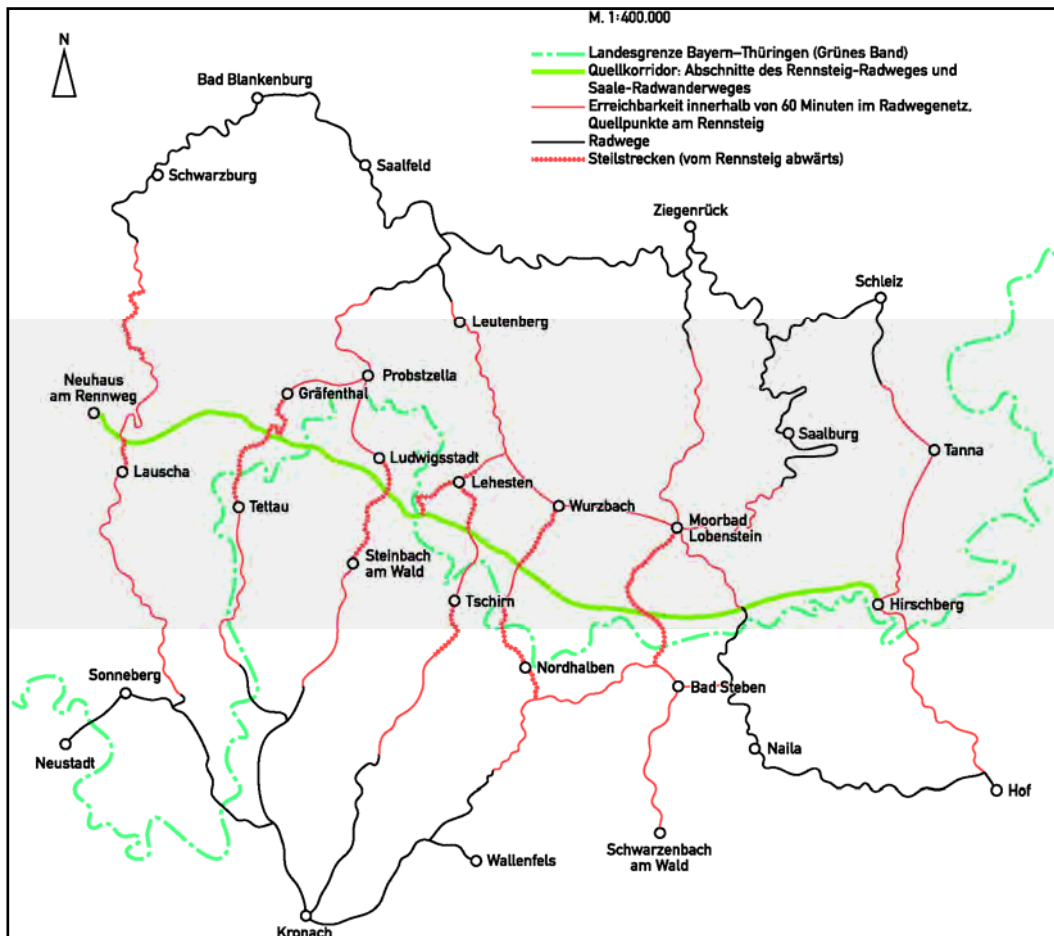
From the following diagram the action area in the topographically difficult regions with a running time of 60 min. can be clearly recognized as small. Nevertheless there are numerous towns and larger settlements at the brink of Bavarian and Thuringian mountain ridge from where the Rennsteig region or the Green Belt can be reached in approx. 1 hour.



Map 28: Accessibility to the Green Belt (Rennsteig Region and Saale cycling track)

Starting from the Rennsteig region even larger action areas can be certainly reached downhill. The accessibility analysis (60 min) starting from the Rennsteig region is hence based on the following assumptions:

Average speed: Even and slightly sloping sections: 15 km/h, steep slopes: 25 km/h



Map 29: Accessibility from the Green Belt (Rennsteig Region and Saale cycling track)

### **Accessibility by train**

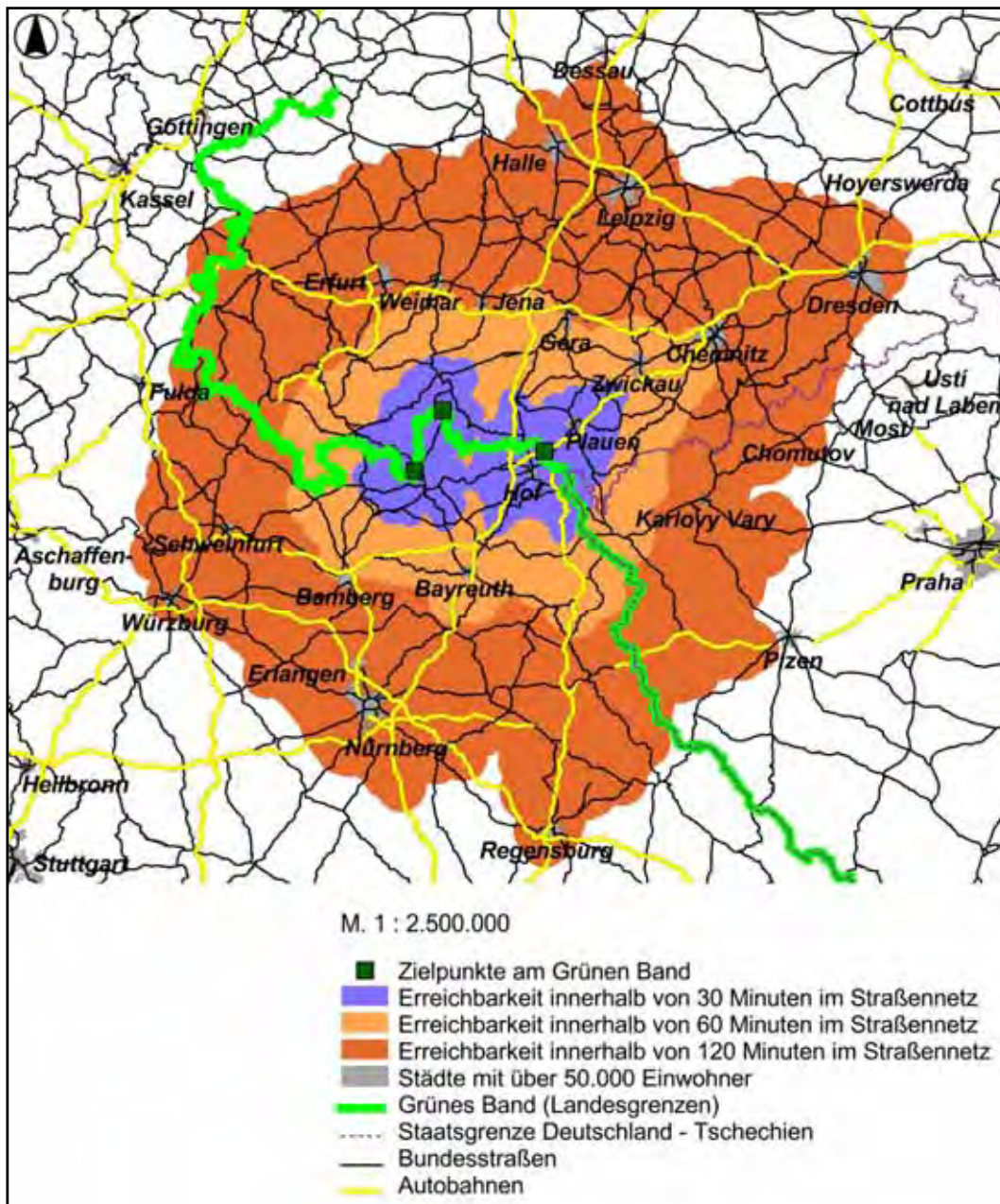
The accessibility of the region by train is possible only at the limited locations such as Sonneberg, Neuhaus/ Rwg., Probstzella, Ludwigstadt, Steinach a. Wald, Wurzbach, Lehesten and Blankenstein. By means of the Südthüringenbahn (South Thuringian Railways, stations Ernstthal and Neuhaus/ Rwg.), the Oberweißbacher Bergbahn (the mountain railway, station Oberweißbach) as well as the rail route Saalfeld – Lichtenfels (station Steinach a. Wald) one has an excellent connection to the ridge of Thuringian Forest.

There's no direct connection to the national long-distance traffic, hence the target groups are limited to weekenders and daily visitors. The bicycle entrainment in the local traffic is free of charge in Thuringia and Bavaria (in the Frankenwald-Mobil-Network und EgroNet sphere of traffic).

### **Accessibility by car**

As can be clearly seen from the accessibility analysis below, the target area of the Green Belt can be easily and quickly reached by car from the large and densely populated action area (further analyses of accessibility along the "European Green Belt" showed similar results only in the region of Vienna). The region can be quickly reached due to its central location and especially to its connection to the motorway A9, so that daily and short trips are possible as well.





Map 30: Accessibility of the regions around Sonneberg, Neuhaus/ Rwg. and Mödlareuth



### 8.1.3 Target groups

#### Target groups according to regions:

- Population of the region: administrative districts of Sonneberg, Saalfeld-Rudolstadt and Saale-Orla district in Thuringia; administrative districts of Coburg, Kronach and Hof in Bavaria
- Daily visitors and weekenders in the commuting area up to Erfurt, Halle/Leipzig, Nürnberg
- Vacationers in Thuringian Forest, Vogtland and Franconian Forest.

#### Target groups according to activities:

- single travellers, family groups and groups of bicycle tourists
- long-distance bicycle tourists traveling along the Saale River (D 11), Rennsteig, Euregio-Eggenis
- in the future: long-distance bicycle tourists traveling along the Green Belt/ European Green-Belt
- history and nature-oriented cyclists
- mountainbikers



Why into the distance curve?

*At the Saale cycle path near Hof!*

Why Venice, Rome, Paris?

I want to praise my homeland that?

The Auenthal is also a Paradies!

### 8.1.3.1 Evaluation of the situation in the investigation area

Cyclists prefer (regardless of the travelled territorial entities and regions) coherent and universal connections with a possibly constantly good quality and equipment. Hence, the development of a bicycle traffic network in the area of the Green Belt is to be built up basically in a close coordination with the neighbouring administrative districts and territorial entities.

The following overview shows the current state of affairs in the neighbouring districts of the Green Belt:

Region	Planning principles	Resolution of	Developed by	Brief evaluation	Connection to the Green Belt
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#### Thuringia

<b>Administrative district office of Greiz</b>	Bicycle tours in the district area and surroundings	none	District administration	No bicycle traffic network available at the district level. Available bicycle tours are bicycle tourist offers	None except for the Euregio-Egensis
<b>Saale-Orla district</b>	Bicycle track network "Orlasenke" (Orla River Plain)	Developed in the regional development concept "Orlasenke"	Regional development concept "Orlasenke"	No bicycle traffic network available at the district level. (except for Saale cycling track and Euregio-Egensis)	None except for Saale cycling track and Euregio-Egensis
<b>Administrative district of Saalfeld-Rudolstadt</b>	Planning principles and planning concept of the district Saalfeld-Rudolstadt	none	Planning office	Saale cycling track and single connections are being gradually developed, yet no comprehensive planning available on the district level	Connections via Probstzella and Schwarzsatal are being developed

Region	Planning principles	Resolution of	Developed by	Brief evaluation	Connection to the Green Belt
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## Bavaria

<b>Administrative district of Hof</b>	<p>"Radlspaß" (Cycling Fun, 13 on-topic tours) and routes of the region Upper Franconia</p>	none	District administration/ partially by ADFC (German Bicycle Club)	No bicycle traffic network available at the district level. Available bicycle tours are bicycle tourist offers	Circle routes available in district of Hof only/ connection only via Saale cycling track/ Euregio-Egrensis
<b>Administrative district of Kronach</b>	<p>Planning: Bicycle network in the district of Kronach and routes of the region Upper Franconia</p>	none	District administration/ partially by ADFC (German Bicycle Club)	Cycling routes preferably in the district valleys	Cycling routes are not connected to Rennsteig
<b>Administrative district of Coburg</b>	<p>Cycling track concept for cycling routes and touring offers</p>	available	District administration	2-way cycling network (routes and touring offers)	Circle routes available in district of Coburg only/ cycling routes overlap the district area only partially

### 8.1.3.2 Bicycle route network

#### *Network levels and density*

In the Upper Franconian regions an extensive cycle track network in the administrative districts of Hof, Kronach and Coburg is already available. However, on the Thuringian side in the Saale-Orla district, in the administrative district Saalfeld-Rudolstadt and in the administrative district Sonneberg the cycle tracks are hardly developed and signposted so far. The network on the Bavarian side consists of D-Network routes, long-distance cycling tracks (Bavarian cyclists' network), of district cycle tracks and circle routes, local routes, touring offers and mountainbike tracks. In Thuringia only one German route (D-route) and long-distance tracks has been developed so far. At the district or local level there is no infrastructure for cycling tourists and hikers available yet.

➔ The cycling route concepts are developed and implemented in the administrative districts mainly on the local level. There is no common network planning concerning the Green Belt. The regional network planning therefore is to be coordinated comprehensively and to be developed according to connections.

Track length:

<b>Cycle route</b>	<b>Network level</b>	<b>Overall length (km)</b>	<b>Length in the area of Green Belt (km, approx.)</b>
Euregio Egrensis	Long-distance cycling track	525	75
Saale River cycling track	D-route/ l.d. - cycling track	427	35
Rennsteig cycling track	Long-distance cycling track	210	20
Werra River cycling track	Long-distance cycling track	320	15
Coburg – Eisfeld route	District route	22	12
Coburg-Froschgrund cycling track	District route	23	10
Coburg-Sonneberg route	District route	22	6
Röthengrund route	District route	20	5
Steinachtal cycling track	District route	45	8
Rennsteig-Main-Lions cycling track	District route	50	22
Loquitztal cycling track	District route	17	3
Haßlach cycling track	District route	37	3
Rodach cycling track	District route	40	3
Selbitztal cycling track	District route	26	3

## Radrundtouren

Bicycle round tours are based in the best case on the existing bicycle route network or run on other suitable streets and ways. In the administrative districts of Hof and Coburg different thematic round tours were developed with the centrally situated district towns in mind.

→ The cycling route concepts are developed and implemented in the administrative districts mainly on the local level. There is no common network planning concerning the Green Belt. The regional network planning therefore is to be coordinated comprehensively and to be developed according to connections.



## Mountainbike Network

In one of the most attractive regions (due to its challenging and appealing landscape nature) on both sides of the Rennsteig there are no mountainbike offers available. Well-signposted routes exist only in the administrative district of Kronach and around Bad Steben.

→ Mountainbike routes can be identified in the more precipitous areas with a connection to bicycle tourist routes, therefore exploiting the topographically very vivid region around the Green Belt. Mountainbike networks can be developed as round tours or route tours.



### 8.1.3.3 Transboundary connections



The accessibility of the Green Belt by bicycle can basically occur at different bicycle tourist network levels: D-Network, federal network, district network and local networks. The routes can cross the Green Belt (e.g. Saale River cycling track), run alongside it (e.g. Rennsteig route) or represent a round route thematically (e.g. "border route").

Of course the distances to/ through the Green Belt should mainly present the topographically most favorable routing, because most of the average cyclists tend to avoid the climbs although being on the road for sport's sake.

The following chart gives a brief introduction of the topically practicable tracks in the area of the Green Belt and estimates their level of development:

Route	District/ state- over- lapping	Team	Sign- posting	Website	Maps	Evaluation/develop- ment status
	Available/ not avail- able	Available/ not available				++/+/0/--

### Long-distance cycling route

Euregio Egren- sis (Th, Sa, By)	yes/ yes	no	yes	yes	yes	0
Saale River cycling track (Th/ By)	yes/ yes	yes	yes	yes	yes	0
Rennsteig cy- cling track (Th/ By)	yes/ yes	no	yes	no	yes	0
Werra River cycling track (Th/ He)	yes/ yes	yes	yes	yes	yes	+
East- West German cycling track (Th, Sa, By)	yes/ yes	no	no	no	yes	-

### District routes

Coburg – Eis- feld route (Th/ By)	yes/ yes	no	yes	no	yes	0
Coburg- Froschgrund cycling track (Th/ By)	yes/ yes	no	yes	no	yes	+
Coburg- Sonneberg route (Th/ By)	yes/ yes	no	yes	Nein	yes	+



Röthengrund route	no / no	yes	no	no	no	--
Steinachtal-cycling track (Th/ By)	yes/ yes	yes	no	no	no	--
Schwarza- cycling track	yes / no	no	no	no	no	--
Rennsteig-Main-Lions-cycling track (Th/ By)	yes / yes	no	yes	no	yes	-
Loquitztal- cycling track	no / no	yes	no	no	no	--
Haßlach- cycling track	no / no	no	yes	no	yes	+
Rodach- cycling track	no / no	no	yes	no	yes	0
Selbitzta- cycling track	no / no	no	yes	no	Ja	+

### Bicycle tours

Tour to the Puppet Paradise	yes / no	yes	yes	yes	yes	+
Tour of the Castle Romance	yes / no	yes	yes	yes	yes	+
Main-Coburg-Tour (ADFC/ Forum Zukunft)	yes / no	yes	yes	yes	yes	+
Upper Main-Franconian Forest-Tour (ADFC/ Forum Zukunft)	yes / no	yes	yes	yes	yes	+
Across Bavaria's Richness (ADFC/ Forum Zukunft)	yes / no	yes	yes	yes	yes	+

Saale-Selbitz Tour (HO 3)	no / no	no	yes	no	yes	0
Stony Tour (HO 6)	no / no	no	yes	no	yes	0
Border Tour 2 (HO 8) (Th, Sa, By)	no/ yes	no	yes	no	yes	0

#### Lokale Route

Bike Netz Bad Steben	no / no	yes	yes	yes	yes	+
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#### Mountainbike

MTB im Frankenwald	no / no	yes	yes	yes	yes	+
Bike Fun Trails am Döbraberg	no / no	yes	yes	yes	yes	+

#### 8.1.3.4 Connection to the public transport

An excellent connection to the public transport is provided by the network of the bicycle-friendly coaches and railroads in the Franconian Forest region. The Franconian Mobile Network encloses 200 kilometres of bicycle coach lines and 200 kilometres of railway lines between Coburg, Kronach, Bad Steben, Hof and Kulmbach. Three bicycle coach lines operate on Saturdays, Sundays and holidays in the Franconian Forest region from May till October.



In the administrative district of Hof the bicycle entrainment in the local traffic is free of charge. In addition to that the ErgoNet provides a transboundary local traffic system in the heart of Central Europe. It offers the transport connection by streetcars, coaches and trains of the 4-land region of the free states of Bavaria, Thuringia and Saxony as well as the district of Karlovy Vary (Karlsbad) in the Czech Republic. A passenger needs only one ticket per day – the so-called EgreNet-Ticket - to use the Euregio Egrensis transport system. The bicycle entrainment in the all means of transport is free of charge.

The abovementioned linked transport systems operate on only one part of the investigation area.

Crossing of the Thuringian Forest's ridge is possible only on the railway line Saalfeld – Lichtenfels, all other lines end before the Green Belt or directly at the ridge of the Thuringian Forest. In addi-



tion to that the available commuter trains are relatively slow and therefore unattractive. Because of the topographic peculiarities the offers of the public transport system are based mainly on connections of the mountain regions of the Thuringian Forest, Vogtland and North Franconia with the adjoining urbane regions in the north and the south (1 h to 2 h hourly intervals). However, along the Green Belt only insufficient local traffic offers are available.

→ A good transboundary bicycle traffic offer distinguishes itself by possible combination with other means of transportation (Intermodality). Bicycle entrainment in the public transport goes here without saying. This makes long-distance and high-altitude travelling possible, which otherwise would be too long or difficult for a cyclist. By cooperation with the public transport the region around the Green Belt can provide attractive offers in spite of its bicycle-unfriendly topographic profile. A bicycle coach, arranged for the needs of bicycle tourists and the bicycle routes can greatly contribute to the customer friendliness.

### 8.1.3.5 Infrastructure for bicycle tourists

#### Bicycle-friendly catering

The bicycle-friendly catering establishments offer storage sidings in the field of vision or a lockable space for the free storage of bicycles with luggage based on the German Bicycle Club criteria.

Among other things they offer following services:

- bicycle tourists-oriented offer of drinks and at least one warm meal during the opening hours
- information about the region, its bicycle tracks, train and bus timetables inclusive
- supply of a bicycle-repair set for small emergency repair.

→ The today's bicycle tourists become more and more an interesting target group for hotels and catering trade because they have proved their willingness to pay more for a good offer - the yet not very well-known fact in the Green Belt region. A special bicycle-oriented offers can therefore be found only along the Saale River cycling track.



#### Bicycle-friendly accommodation facilities

Bicycle-friendly accommodation facilities (hotels, inns, boarding houses, holiday homes and apartments, private apartments, youth hostels and camping places) are called "Bicyclists welcome" and offer following services based on the German Bicycle Club criteria:

- information about the region, its bicycle tracks, train and bus timetables
- accommodation (one night stay also possible) as well as a substantial breakfast
- a lockable room for storage of bicycles
- supply of a bicycle-repair set for small emergency repair
- information about the next bicycle repair facility
- information about the region, its bicycle tracks, train and bus connections

→ The today's bicycle tourists become more and more an interesting target group for hotels and catering trade because they have proved their willingness to pay more for a good offer - the yet not very well-known fact in the Green Belt region. A special bicycle-oriented offers can therefore be found only along the Saale River cycling track.

### **Bike rental and service**

A vital component of the support of the bicycle tourism is the organised bicycle rental provided by bicycle traders, hotels and central rental facilities at the railway station. Many tourists travel without the bicycle, yet find a possibility of (a spontaneous) bicycle tour very attractive. The availability of bike rental is also necessary along with all-inclusive offers.



→ A sufficient and offensively promoted offer is available only in the health resort Bad Steben. Some bigger hotels and also private renters offer service of the bicycle rental; however, a suitable marketing of this offer is still insufficient. In particular in the sphere of mountainbike tourism the offer should be considerably improved and suitable tour recommendations should be offered to the cyclists.

### **Maps and flyers**

Special maps and good bicycle guidebooks come quite handy for the preparation at home and are indispensable for a route planning suitable to own wishes and possibilities. They inform not only of quiet and attractive bicycle routes and tour suggestions, but also suggest leisure activities, places of interest, overnight stay and care possibilities.

→ Especially in Bavaria a broad variety of cycling maps, guidebooks, flyers and handouts is available, yet they vary in quality and accuracy. The huge number of the suppliers (local authority districts, administrative districts, associations, private initiatives, projects, etc.) leads to the fact that the offered information is not accorded with other releases, and partially does opposite statements or recommendations. In Thuringia and Saxony the available information is limited to the long-distance tracks.



### **8.1.3.6 Sign-posting and information boards**

Suitable bicycle-friendly infrastructures should be made available along the bicycle routes in the future. These include bicycle-tourist signposts, orientation boards, local signs, resting places and storage sidings. Chapter 8.1.3.3 shows which routes in the investigation area are already signposted. It must however be noted that the regions use different systems of signposting. In addition to that numerous signposts are obsolete or missing.

The following photos give an overview of the state of the signposting along the Green Belt in the investigation area:

## Main signposts



near Lauscha



near Windheim



in Tschirn



in Bad Steben



on the Mauthaus dam



near Joditz

## Secondary signposts



near Lauscha



„Kalte Küche“ near Spechtsbrunn





near Rothenkirchen



into the Kronach valley near Effelter



on the Mauthaus dam



near Bad Steben



in Bad Steben



in Hölle



near Rudolphstein



in Mödlareuth



near Schleiz

As can be seen on the photos, the available signposting is mostly non-uniform on many cycle tracks and often limits itself to the area of a municipality, an administrative district or a tourist



region. This does not meet the demands of the cyclists. Different forms, colours and contents of the cycle track signposts are less user-friendly. Hence, the cycle track sign-postings are to be standardized.

### Information boards

Information boards at the selected locations serve the purpose of an overview and poster-like guidance. They are an important supplement to the sign-posting and offer alongside of maps, brochures and websites an essential instrument to the marketing of the bicycle routes. Information boards are essential bearers of the corporate design, because unlike the cycle track sign-postings they are not standardized.



„Kalte Küche“ near Spechtsbrunn



near Tanna



„Kalte Küche“ near Spechtsbrunn



in Bad Steben



in Marxgrün

### **Recommendations for signposting**

Different signposting systems characterise (and impair) the bicycle-tourist developments in the whole Germany, so that the "Leaflet on Signposting for the Bicycle Traffic" was presented in 1998 for the first time as a nationwide recommendation. The recommended sign-posting classification of this leaflet was taken into consideration meanwhile by all federal states, so that also Bavaria and Thuringia have received the prerequisites for a continuous and standardized sign-

posting for cyclists (Bavaria's "Wegweisende Beschilderung im Bayernnetz für Radler" and the die „Richtlinie zur Radverkehrswegweisung im Freistaat Thüringen“ for Thuringia).

This background suggests the implementation of the mentioned sign-posting classification on the routes in the area of the Green Belt as well. The regional isolated applications should therefore be avoided and a transboundary standardized compatible signposting for cyclists should be created, which would be easy to understand. Hence, the existing signposting should be complemented with a (federal standard) aim- and route-oriented one or be completely renewed; town entrance signs and information boards for cyclists should be put up as well.

The signposting described below shows a combination of two information systems, namely the aim- and the route-oriented signposting. It offers an optimal signposting for all target groups in the tourist bicycle traffic.

Arrows and table signposts contain information about the destination, distance and directions. They are planned for traffic junctions where two bicycle connections cross each other, branch out or cross main thoroughfares. Intersignposts without any info on destination and distance are used where the routing is led on the roadside, but no important cyclist connections are crossed.

**Arrow signposts** stand in the junctions and are mounted at the side on a post. They should be marked on both sides and offer the possibility to arrange single signposts for all directions in one place. The information provided: destination (possibly supplemented by a pictogram), distance in km (without the abbreviation "km"), a bicycle symbol and a green frame with integrated arrow head.



**Table signposts** are placed as preliminary signposts in big traffic junctions. They need less clearance, because they are mounted in the centre. However they are visible only from one direction. Hence, they must be put up on every bicycle-relevant drive. Contents and dimensions correspond to those of the arrow signposts with destination, distance, direction information or bicycle symbol and binding. Nevertheless, the direction arrows are drawn as ISO arrows.



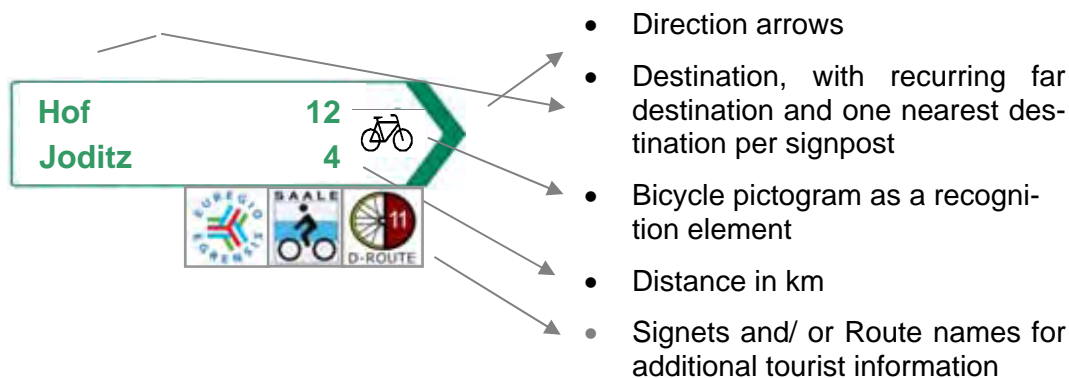
**Intersignposts** without any info on destination and distance are vital components of the whole bicycle signpost system. As mentioned above, they are used everywhere where the routing is led on the roadside, but no important cyclist connections are crossed. They can also be used for confirmation of the right route on the long sections without the roadside.



## Route signposts

A large part of the previously installed cycle tracks signposting systems is route-oriented. It involves thematic trails with bicycle travelling sign in the form of symbols or route names (e.g. Salle, D 11, Selbitz). The identification of other similar thematic trails will play an important role as a component of the bicycle tourist offer in the future as well. Nevertheless, theme symbols should be attached to the destination signposts as an additional badge, because the information of destinations and distances is also important for the bicycle tourists; by means of this a more flexible route planning is made possible.

Signposts must contain the following information:



### 8.1.3.7 Strengths and weaknesses analysis

#### Strengths

- Bicycle tourism is available in the administrative districts of Hof, Kronach and Coburg
- Along the Green Belt there are varying landscape forms (river valleys, mountain ridges, open landscapes, small settlements)
- A large choice in cultural and regional attractive sighting
- The accessibility of the Green Belt in the investigation area is good compared to other regions of the European Green Belt. The location is quickly accessible from the urban areas as well
- The connection to the public transport system is available – even if bicycle entrainment in the Thuringian transport systems is not yet provided (except for the German Railways)
- In the former border region there are numerous old country and forestry roads, as well as minor roads that are being used again; additionally there appeared some new cycle tracks, that are suitable for use as marked routes.
- Long-distance cycling tracks in the investigation area (Euregio- Egrensis, Rennsteig, Saale) are practicable even if some local improvement measures could be desirable.
- Within the scope of different single measures, numerous infrastructure tasks were already implemented (road construction, bridges, resting places, protective huts, information boards, parking sites) - in Thuringia, however, mostly for hikers

- Single asphalted track sections are used (especially on the territory of the older federal states in the investigation area) by inline-skaters
- Cycling along the Green Belt is already possible for independent cyclists, whereby the route does not run directly along the former border due to the numerous cultural-historical and regional places of interest as well as because of the territory's topography.

### Weaknesses

- Bicycle tourism is not yet fully set up in the administrative districts of Saale-Orla, Saalfeld-Rudolstadt and Sonneberg; however, the responsible persons recognize the developing potentials and provide an increasing support for bicycle tourism
- The Green Belt is still not a distinct developing area
- There is no coherent bicycle-tourist infrastructure offer in the area and between the regions
- There is no consistent and area-covering co-ordinated working basis
- Planning approaches are partly different and partly nonexistent. Territorial bodies sometimes set different priorities.
- Available routes partly end at the Green Belt or within the territorial entity, are partly not linked up with each other and are marked on topographically unfavorable sections
- Available bicycle-friendly connections are not known (there're no signposts)
- Usage of the outdated (not expressive) signposting system, signposts partly missing
- Several sections have an urgent need for action (intensive vehicle traffic, bad surface quality)
- There are few reliable and bicycle-friendly connections between the urban and rural areas
- Insufficient calibration of the priorities for the construction of streets-accompanying cycle tracks in federal routes and land routes with the development objectives in the bicycle tourism
- Only limited bicycle-tourist offers (all-inclusive tours, guided bicycle tours, bicycle parties, family tours, cycling sport offers for everyone etc.)



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## 8.1.4 Action planning and priorities

### 8.1.4.1 Principles of development

Factors of success for the effective creation of bicycle tourism offers on both sides of the Green Belt in the area between Thuringian Forest, Vogtland and Upper Franconia:

- co-ordinated and regionally adjusted construction of a general networked and well developed route network as a component of the overall traffic concept of the administrative districts
- the discernible shaping of these bicycle routes, in particular of the thematic bicycle routes to the Green Belt
- a coherent signposting,
- attractive maps and information brochures,
- a high identification of the local population with cycling and the region
- the singularization of striking specific features as a marketing requirement („Topic beats Destination!“),
- „honest advertising is worthwhile“,
- linking of regional events with cycling,
- bicycle tourism offers specific for target groups,
- comprehensive cooperation and professional marketing,
- the active collaboration of the achievement bearers and decision bearers,
- quality control,
- in this subject general and interdependent investigations and concepts in the spheres of Infrastructure, service, marketing and public relations

### 8.1.4.2 Action planning

The launch and development of the bicycle tourism along and on both sides the Green Belt may not be seen as an infrastructure affair for which merely signposts are put up and flyers are distributed. Bicycle traffic and bicycle tourism should be seen rather as an operational organisation in which different varying components and institutions should interact.

#### Short-term measures

- Contacting and cooperation with with the neighbouring regions
- Development of the „ Bicycle Traffic Network “/ joint-stock company Bicycle Traffic „Green Belt“ (decision maker, service provider, population, state agency etc.) under the direction of a coordinator's project developer
- Development of communication structures in the local authority districts (e.g., workshops, round tables, usage of bicycle routes , etc.)

- Appointment of a main contact person (bicycle representative of the federal state) for all subordinated administrative levels as well as administrative-external partners
- Creation of a budgetary position "bicycle traffic"
- Compilation of an inventory of the bicycle transport infrastructure (GIS/GPS database) – e.g. road condition, traffic allocation, bicycle traffic research, cycle tracks alongside roads, width, length
- Feasibility analysis of the possibilities and development chances of the bicycle tourism in the Green Belt region

### ***Middle-term measures***

- Development of a transboundary bicycle route concept
- Connecting the destinations to strengthen the bicycle traffic
- Coordination of the supraregional tourist routes planning including the connections to neighboring federal states and administrative districts
- Derivation of the consumption plans and investment programs from the concepts, together with the local authority districts (communes)
- Definition of the quality standards in grants conditions for bicycle traffic facilities
- common project grants applications of the local authorities and administrative districts
- Administrative districts are initiators for the cycle track construction on federal routes and land routes
- Coordination of the local routes planning
- Mediation between municipal representatives and technical authorities
- Support of local authorities with limited expertises and experiences in the bicycle traffic
- Elimination of the network gaps, in particular in the course of the bicycle long-distance routes and important bicycle routes in administrative districts
- Regular update of the digital road land register
- Construction of suitable signposts
- Feasibility analysis of the bicycle entrainment in the local traffic (trains and buses)
- Feasibility analysis of the possibilities and development chances of mountainbiking





### 8.1.4.3 Development of the transboundary bicycle route network

The definition of the bicycle route network on both sides of the Green Belt is based on the following assumptions and objectives:

- Definition of a transparent bicycle route network with reasonable expenditures
- multilevel network hierarchy (long-distance routes, administrative district routes, thematic routes)
- Definition of area-covering connection points to the neighbouring administrative districts and region-subordinate towns
- Connection to the available bicycle networks or planning approach
- Definition of an appropriate name, regionally or thematically specific and marketable
- Security of the bicycle traffic
- Definition of thematic routes based on the administrative district bicycle route network

Furthermore the following criteria for the choice of marked routes has been developed:

- Connection and integration of the Green Belt,
- Supplement and linking of the bicycle long-distance routes,
- Connection of the most important settlement centres within the region - internally and with the Green Belt,
- Linking and development of regional tourism and recreational spaces, places of interest, refreshment stop facilities,
- Road guidance in regional areas with attractive landscapes,
- Elimination of network gaps,
- Possibility of connection of the respective routes with the aim of making them more practicable
- Choice of the sections with possibly few slopes,
- Using the available connections (country and forestry roads, minor roads, single cycling tracks)
- Avoiding the roads with intensive car traffic
- Integration of railway stations and stops (public transportation systems, if necessary)

#### 8.1.4.4 Typical processes in bicycle tourism

Regional development of bicycle tourism	Development of a long-distance bicycle route
<p><b>Participants:</b></p> <ul style="list-style-type: none"> <li>- regional institutions</li> <li>- administrative districts</li> <li>- region-subordinate towns</li> <li>- administrative district communes</li> </ul> <p><b>Initiation:</b></p> <ul style="list-style-type: none"> <li>- show the advantages of the bicycle tourism</li> <li>- look for regional and local participants</li> </ul> <p><b>Development of concepts:</b></p> <ul style="list-style-type: none"> <li>- target groups definition</li> <li>- appointment of a main contact person</li> <li>- sharing experiences and specialist skills (workshops)</li> <li>- raising awareness for problems and potentials of the bicycle tourism</li> <li>- search for possible conflicts and their defusion</li> <li>- definition of the quality standards</li> <li>- examining issues of traffic security duties and public easement</li> </ul> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>- organize regularly meeting working committees</li> <li>- search ways of marketing improvement and connection to other offers</li> <li>- improve the possibilities of cooperation with other means of transportation</li> </ul> <p><b>Activity:</b></p> <ul style="list-style-type: none"> <li>- to provide long-lasting quality</li> <li>- further development of the offer</li> </ul>	<p><b>Participants:</b></p> <ul style="list-style-type: none"> <li>- several federal states</li> <li>- tourism industry</li> <li>- different state agencies</li> </ul> <p><b>Initiation:</b></p> <ul style="list-style-type: none"> <li>- to keep and further develop the available long-distance routes</li> </ul> <p><b>Development of concepts:</b></p> <ul style="list-style-type: none"> <li>- choose a form of organization</li> <li>- ensure marketing of the offers</li> </ul> <p><b>Implementation:</b></p> <ul style="list-style-type: none"> <li>- establish guaranteed quality and quality control</li> <li>- public relation and advertising</li> </ul> <p><b>Activity:</b></p> <ul style="list-style-type: none"> <li>- to maintain and extend cooperativer relations</li> </ul>

## 8.1.5 Best-practice examples

The following examples should indicate some exemplary solutions and measures with which local authority districts can promote the bicycle tourism on both sides of the Green Belt. Examples from and outside of the investigation area are shown below, starting with the impressions of the national monument "German Unity Sculpture Park" located between Mellrichstadt and Meiningen in the former border crossing Eußenhausen / Henneberg on the federal highway B 19:

### **Remembrance**



#### **A boy with flag**

national monument  
"German Unity Sculpture Park"



#### **Banishment**

national monument  
"German Unity Sculpture Park"



#### **One can banish a man from his motherland, but the motherland can be banished from him.**

national monument  
"German Unity Sculpture Park"



#### **A German shot by Germans**

national monument  
"German Unity Sculpture Park"

## Road infrastructure



### Cycle track alongside the road

near Hölle

Beside a sufficient width (min. 2.50 m) and good surface quality (always asphalted) there are particularly comfortable side street crossings and direct drives and exits of the cycle tracks.



### A separate cycling and walking track

near Obersteben

An asphalted coating should be preferred to water-bound and cobbled pavement coating. Minimum width 2,50 m.



### A separate cycling and walking track

near Bad Köstritz

Good coating and minor longitudinal slope attract the inline-skaters, too.



### Country- and forestry road

near Hirschberg

If a cyclist is confronted by an agricultural vehicle he is likely to wait at the road side or drive on the verge. Normally there are no safety concerns.



### A minor road with infrequent traffic

near Rudolphstein

Maintainable common usage of the road by bicycle and cars is up to 1500 vehicles per 24 hours

## Customized constructions



### A passage

Under the federal motorway A 9 by Eisenberg

The issues of the bicycle traffic can in most cases be integrated (and financed!) in higher infrastructure measures. A respective state agency is to be addressed with corresponding notions and information.



### Bicycle bridges

near Saalfeld

Separate bridges for cyclists and pedestrians increase the attractiveness of the environmental-friendly travelling and allow avoiding roads with dense traffic.



### Traffic bumps

near Kapellendorf

Ramps, "pillows", plateau bumps can be used to reduce the vehicle speed level on partial distances of tourist bicycle routes; they present no obstacle or inconvenience for cyclists in both directions.



### Water channels

near Eischleben

Technically the water derivation is also possible without the paved across channel (see example), which is very unpopular with cyclists.

## Safety



### Measures of vehicle speed limiting outside of town

(near Grümpel)

Mixing use of streets is less dangerous (for cyclists) if the speed level of the traffic participants is similar. Along the bicycle routes the speed limitation should be checked outside of towns on the roads without a separate bicycle traffic lane.

## Blocks and bollards



### Bollards (near Pößneck)

It has been proved that if the roads are closed for (potentially driving through) traffic via sign-posting, then approx. 70% of the "banned users" can be kept away, with regular police controls this number increases by approx. 90%. Even better are massive barriers and bollards against causes of illegal use.



### Barrier bypasses

near Blankenberg

On bicycle tourist routes barriers may not present any obstacle for cyclists (with luggage or a cart). The passage should occur for cyclists by means of separate road guidance at the side of the barriers. So-called "cycle barriers" are to be avoided if possible.



## Traffic signs, signposting and information



### Separate cycle traffic facilities

near Wilhelmsthal

Separate cycle traffic facilities (here VZ 240 – common walking and cycle path) are most suitable for cyclists outside of towns



### Free for cyclists

near Großlöbichau

On country roads the joint use by the bicycle traffic is to be checked thoroughly and labelled accordingly.



### Directive signposting

in Sparnberg

The common traffic signs do not provide the necessary information for the bicycle travellers, therefore bicycle routes are marked in addition by a directive signposting.



### Attractive stand-up displays

at Werra River cycling track

Information boards should be manufactured according to a common standard and supply information like general map, detailed map, information about the place, places of interest, catering trade and hotels, bicycle workshops, etc.



### **Cyclist-friendly catering**

in Rudolphstein

In Germany along the bicycle long-distance tracks there are numerous catering facilities to which cyclists are a special target group.



### **Integration of care facilities**

in Geisenheim

By the internal local signposting attention should be paid to the integration of care facilities, farms, etc. The cyclists can thus provide owners with an additional source of income.

**Welcome !**



### **Cyclists welcome**

at Saale River cycling track

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## 8.1.6 Concept of bicycle rallies

To promote the bicycle tourism in the Green Belt, a number of measures must be undertaken. Beside the development of a bicycle infrastructure specific public relations offer a possibility to draw the attention to the potentials and specific features of the region.

For many cyclists a journey in the nature, common pastime or the sporty exploration of known and unknown areas are motivating enough to use the bicycle in the spare time. However, many people are comfortable generally and are not ready to embark on a possibly tiresome bicycle tour.

The human mind expects an adequate reward for every strain. The "reward" here can be presented in the form of attractive components of a bicycle tour. These can include e.g. "health-conscious" tours, "education tours" (e.g. guided descriptive tours), "savourer tours" (good catering service on the way) or "experience tours" (e.g. searching for pictures or a scavenger hunt)

Another possibility lies in organization of "bicycle rallies". Cycling in groups can be unattractive for some cyclists, others need more participants for motivation and communication purposes. Examples of e.g. Thuringian Castle Rally (approx. 12 000 participants), the BUGA-Rally (German horticulture show; approx. 1.000 participating cyclists) or a Rally to Großbrembach Reservoir (approx. 500 participants) show an enormous charisma of such events.

To draw the attention of the cyclists to the region of the Green Belt, rallies to a prominent point on the former border should be organized. To strengthen the transboundary character of the events the accessibility of the destination from Thuringia and from Bavaria (if necessary also from Saxony) should be organized. To further strengthen the charisma it is favorable beside having an attractive destination, to connect the event with an existing public festival, reminiscent day and anniversary, opening of a memorial etc. The offered variety of the attractions (music, trade, catering, show, etc.), can in particular also present a necessary motivation for "not interested" target groups to join a corresponding bicycle tour.

The destinations are:

1. East-West German Historical Museum Mödlareuth
2. National Park Information Centre at the "Kalte Küche"
3. Border Peace Chapel between Burggrub and Neuhaus - Schierschnitz

The planned bicycle rallies have a length between 10 and 30 kilometers (plus individual return trip), are run on separate ways roads with poor traffic and normally have only low ascents. The sections are controlled prior to the event. Every event location should be accessed from 3-4 directions. The tour is conducted and escorted by experienced guides who will not only show directions but provide the participants with information about the landscape and peculiarities of the track. The tour finishes upon reaching the destination where beside the offered program (possibly also as children and family bicycle party) a proper catering is offered for the cyclists as well.

**Destination 1: East-West German Historical Museum Mödlareuth**



Starting points:  
Plauen, Schleiz, Hof  
Route 1:  
Plauen – Mödlareuth 30 km  
Route 2:  
Schleiz – Mödlareuth 22 km  
Route 3:  
Hof – Mödlareuth 17 km

**Destination 2: National Park Information Centre at the "Kalten Küche"**



Starting points:  
Neuhaus/ Rwg., Probstzella, Steinbach  
a. Wald, Kronach  
Route 1:  
Neuhaus/ Rwg., – "Kalten Küche"  
14 km  
Route 2:  
Probstzella – "Kalten Küche" 15 km  
Route 3:  
Steinbach a. Wald – "Kalten Küche"  
13 km  
Route 4:  
Kronach – "Kalten Küche" 37 km

**Destination 3:**

**Border Peace Chapel between Burggrub and Neuhaus - Schierschnitz**



Starting points:  
Ludwigstadt, Neustadt b. Coburg, Sonneberg, Mitwitz, Kronach, Walenfels  
Route 1:  
Ludwigstadt – Friedenskapelle 28 km  
Route 2:  
Neustadt b. Coburg – Friedenskapelle 19 km  
Sonneberg – Friedenskapelle 22 km  
Route 3:  
Mitwitz – Friedenskapelle 8 km  
Route 4:  
Walenfels – Friedenskapelle 24 km  
Kronach – Friedenskapelle 12 km

## **Organisation**

### ***Information and local partners acquisition***

- contacting and agreements with communes
- contacting and agreements with local „cycling experts“
- acquisition of societies and sponsors if necessary

### ***Preparation of the tours***

- development of an action plan
- preparation of event schedule
- definition of the tour course
- connection to a folk- and local festival
- thorough preparation of the events on the spot
- definition of partners and sponsors if necessary
- informing the cities and communes of the event
- public relations

### ***Implementation***

- coordination of the project partners
- escorting and safeguarding of the cycling tour
- public relations at the event
- evaluation

### 8.1.7 Transboundary tour offers for bicycle tourism

Already few years after Germany has lost the horrors of its inner border, only scarce remains are left which can hardly remind of the grief once caused by this border. In the meantime, a new generation is growing up who will in some time be able to gain knowledge about the life with the internal border only from books or the stories of the parents. Thus the pictures of this for decades terrifying border threaten to fade within a relatively short time. That's why it is important to preserve the location and make it accessible to visitors. This can be done among other things by means of offering a thematic cycling tours to the location.

The concept of thematic bicycle tours or routes has the purpose to emphasise the advantages and specific features of the region in the Green Belt area or a subterritory to gain it a competitive position on the market. The offer which is specific for routes stresses the uniqueness and specific features of the Green Belt in comparison to other bicycle travelling routes in other areas.

The profit for the region consists in the fact that an essential contribution to the support of the culture, historical tourism and nature-oriented tourism is done by the thematic routes. The wide spectrum of places of interest and offers used by the bicycle travellers improves the image of the region not only as of a regionally attractive, but also as a cultural-historically interesting area. At the same time the identification for the locals in the region should be improved and the regional added value be raised.



*Example: border walking way in the district Wartburgkreis*

A thematic bicycle route should be a durable, clearly defined bicycle travelling route which presents the cyclist with thematically separated special offers. Daily and weekend visitors, and also vacationers, can thus explore the region actively and sportily by bicycle.

Important infrastructure units in the course of the thematic cycle tracks are places of interest, railway stations, bicycle services, orientation boards, stops and if necessary ,overnight stay possibilities.

The following specific requirements and contents should be considered with the concept:

- Possible integration into the bicycle long distance route and the administrative district route networks and possible combinations with each other;



- Route connections and round trips as half day tours, in particular also around the former border
- Consideration of the core themes of the " European Green Belt Project", "Development of the awareness for this part of European German history "
- Good accessibility and spatial nearness of the thematic attractions to each other to guarantee the continuous subject relation;
- Adjustment of the thematic contents of the route on the needs of the bicycle travellers (length, road state, safety);
- Connection with the public transportation system and the available parking sites;
- Availability of the tourist infrastructure (e.g., catering service, hotels).


In the investigation area the following transboundary tour offers should be developed:

Title	Route
1. "Discovering Steinachtal"	Sonneberg – Fürth am Berg – Mitwitz – Burggrub – Sonneberg (26 km)
2. "A journey to Hölle"	Bad Steben – Hölle – Blankenstein – Schlegel – Bad Steben (20 km)
3. "Getting acquainted with the history"	(Hof) – Unterkotzau – Töpen – Mödlareuth – Grobau – Heinersgrün – Trogen – Unterkotzau – (Hof) (30 km)

The Green Belt forms the conceptual starting point for the development of the transboundary bicycle tours. The tours themselves are planned as round tours and integrate the nearby cities along the Green Belt. This provides the connection to the road system and if necessary to the train or bus network as well.

Each of the tour offers described below is based on an administrative district-related or (formerly) transboundary topic, from which the exact route course (following the existing (or planned) bicycle route network) was developed. We suggest a half-day stage's length of approx. 30 km, because beside the pure travel time enough time should remain for sightseeing and breaks.

**Round tour 1: „Discovering Steinachtal“**

	<p>Route course: Sonneberg – Heubisch – Mupperg – Fürth am Berg – Mitwitz – Kaltenbrunn – Burggrub – Neuhaus-Schierschnitz – Föritz – Sonneberg</p>
<p>Length</p>	<p>26 km</p>
<p>Duration</p>	<p>4 hrs</p>
<p>Level of difficulty</p>	<p>easy</p>
<p>Connection to the public transportation</p>	<p>Sonneberg, Mitwitz, Haßlach</p>
<p>Signposting</p>	<p>not available</p>
<p>Sightseeing at the Green Belt</p>	<ul style="list-style-type: none"> <li>• Border Peace Chapel between Burggrub and Neuhaus - Schierschnitz</li> <li>• Information board about the division of Germany in Neustadt by Coburg</li> <li>• Observation point Mount Mupperg</li> <li>• „Schmalzgrube“ of the Sonneberg Lowland</li> <li>• ABSP-Project: Locations „Föritzgrund“, „Rotheuler Wustungen“, „Liebauer Sack“</li> <li>• Granite border stones with one-sided inscription "GDR"</li> <li>• Lowland riparian forest between Unterlind and Ebersdorf</li> </ul>

**Round tour 2: „A journey to Hölle “**

	<p>Route course: Bad Steben – Marxgrün – Hölle – Blankenstein – Schlegel – Carlsgrün – Bad Steben</p>
<p>Length</p>	<p>20 km</p>
<p>Duration</p>	<p>3,5 hrs</p>
<p>Level of difficulty</p>	<p>difficult</p>
<p>Connection to the public transportation</p>	<p>Bad Steben, Marxgrün, Bad Blankenstein</p>
<p>Signposting</p>	<p>not available</p>
<p>Sightseeing at the Green Belt</p>	<ul style="list-style-type: none"> <li>• A former route Marxgrün – Bad Blankenstein</li> <li>• Beginning of the Rennsteig</li> <li>• Hölle valley with Teufelssteg</li> <li>• Show mine „Friedr.-Wilhelm-Stollen</li> <li>• Horse tram bei Bad Blankenstein</li> <li>• Information centre „Nature park Franconian Forest“ in the former railway station Lichtenberg</li> <li>• Toad mill</li> <li>• Observation point near Carlsgrün</li> </ul>

**Round tour 3: „Getting acquainted with the history“**

	<p>Route course: (Hof) – Unterkotzau – Saalenstein – Töpen – Mödlareuth – Münchenreuth – Grobau – Kandelhof – Heinersgrün – Ullitz – Trogen – Unterkotzau – (Hof) (30 km)</p>
<p>Length</p>	<p>30 km</p>
<p>Duration</p>	<p>5 hrs</p>
<p>Level of difficulty</p>	<p>difficult</p>
<p>Connection to the public transportation</p>	<p>Hof, Unterkotzau, Trogen</p>
<p>Signposting</p>	<p>available</p>
<p>Sightseeing at the Green Belt</p>	<ul style="list-style-type: none"> <li>• Kolonnenweg/ history educational trail by Mödlareuth</li> <li>• East- West German Historical Museum Mödlareuth</li> <li>• Tri-border region „Bavaria – Thuringia Saxony“ with „Three-Free State-Stone“</li> <li>• Former settlement „Stöckicht“</li> <li>• Gutenfürst (former border clearance train station)</li> <li>• Kandelhof (former GDR radio reconnaissance facility)</li> <li>• A razed Markusgrün manor with an observation tower</li> <li>• Blosenber (Agent smuggling-through the former border fence gate)</li> </ul>

## 8.2 Mura-Drava (*Boris Madjeric & Neven Trenc*)

### 8.2.1 Network of bike paths

The Croatian Green Belt section stretches from the three state corner SI-HU-HR along the Hungarian Croatian border to the three state corner HU-SRB-HR. The border follows mostly the flow of Mura and Drava. In these band there is at this moment only one marked cycling route in the region of Podravina, the „Drava Route“, and one of that branch is to be open quite soon, the “Bilodravaska route”. There are many more proposed cycling projects that are not a subject of this work since it concentrates only on existing cycling trails.



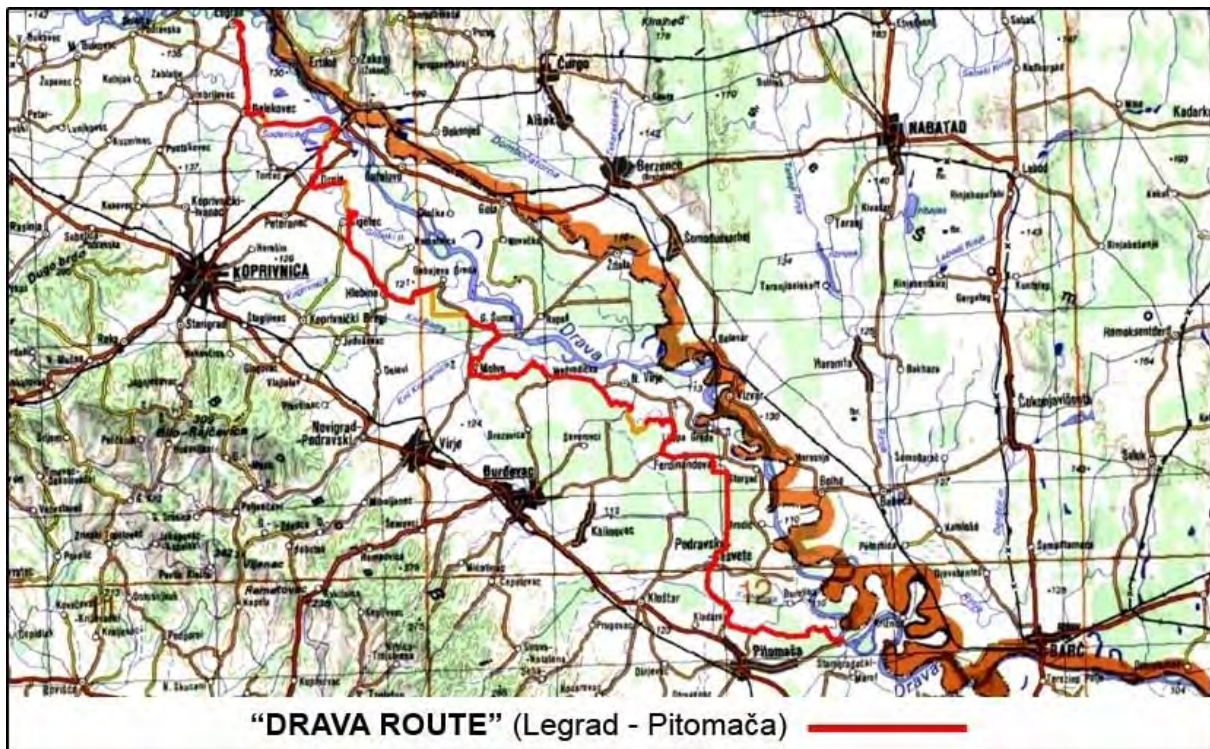
Map 31: Podravina (in the quadrangle)

a)

The area of Podravina has ideal topographic characteristics for the development of the cycling tourism. The region is situated between the border river of Drava in the north and the forest covered hills of Bilogora in the south stretching parallel to river. The hill slopes in the north-east are covered with wine yards and small vineyard houses. At the foot of the hills begins the flat land that stretches till the Drava. In a difference to the upper stretch of Drava that passes through the whole chain of hydropower plants, here the river has remained in the greater extent natural and offers many nice places for observation of nature, bathing and picnicking.

The „**DRAVA ROUTE**“ was opened in the summer of 2002. It is a 84 km long cycling route which stretches in the direction of south-east, along the Drava valley from the mouth of the River Mura to Drava (near Legrad) to Pitomača.





Map 32: „Drava Route“ from Legrad to Pitomača (MADJERIC, MATICA 2003)

The route is marked along the existing branched network of side roads with low traffic. It passes not only through villages on the main road but also through the hamlets on the back road where peasant life in the small yards takes place and so to say unfolds at the very eyes of the tourists. The route passes nearby many gravel extraction lakes (in which it is possible to bath), and through the village of Hlebine (cradle of Croatian school of naïve arts), as well as several protected areas. On certain places it is possible to pass directly to the banks of Drava (picnic and bathing possibility). The roads have no steep climbs and are the most suitable for the family and recreation cyclists. The route should become a main regional connection on which the visitors in an environmentally friendly and pleasant way will be able to reach the Podravina area and visit the tourist attractions in the vicinity by different local links.

Thanks to the favorable topography the route can be combined on many places with the Bilogora slopes that pass parallel to Drava creating an additional attraction of this route.

b)

The „**BILODRAVSKA**“ bicycle route passes over the Bilogora slopes connecting the city of Bjelovar lying south from Bilogora with the Podravina region lying north of Bilogora. At the top of Bilogora the route separates in a northern branch (that leads via Đurđevac and the border city of Gola to Hungary) and an eastern branch (via Pitomača to the border crossing point of Terezino polje). First section that was completed is the part of the north route between Bjelovar and Novo Virje, where the north branch connects with the Drava Route (the following description regards only this part).





Map 33: From Bilogora hills to Drava river (MADJERIC, MATICA 2006)

The total length of the marked cycling route is 34 km, of which only 8 km of the forest stretch on Bilogora have not been paved with asphalt. The climb to Bilogora ridge is short and only on two places somewhat harder (untrained cyclist can push the bike). The approach from Bjelovar to mountain lodge of Kamenitovac (222 m. above sea level) leads along an elongated side street. About 3 km further the route turns left and passes through the forested area of Bilogora ridge, before it drops down the north-eastern slopes in to the Podravina flatland reaching the city of Đurđevac.

From Đurđevac to the connection with the “Drave Route” the road is flat and passes through stretches of forests and meadows. On the one short segment of about 3 km both routes (“Drava route” and “Bilogora route”) pass together on the same road up to a point where “Bilodravaska” route turns right to the wire ferry across the river Drava. The extension of the route across Drava to the border crossing Gola is still in planning status.

At this moment none of the cycling routes (“Drava route” and “Bilodravaska route”) pass across the state border, however both of them were from the beginning envisioned as border crossing projects and should in that sense be further developed.

## 8.2.2 The concept of “Drava biking cross” - transborder bike paths

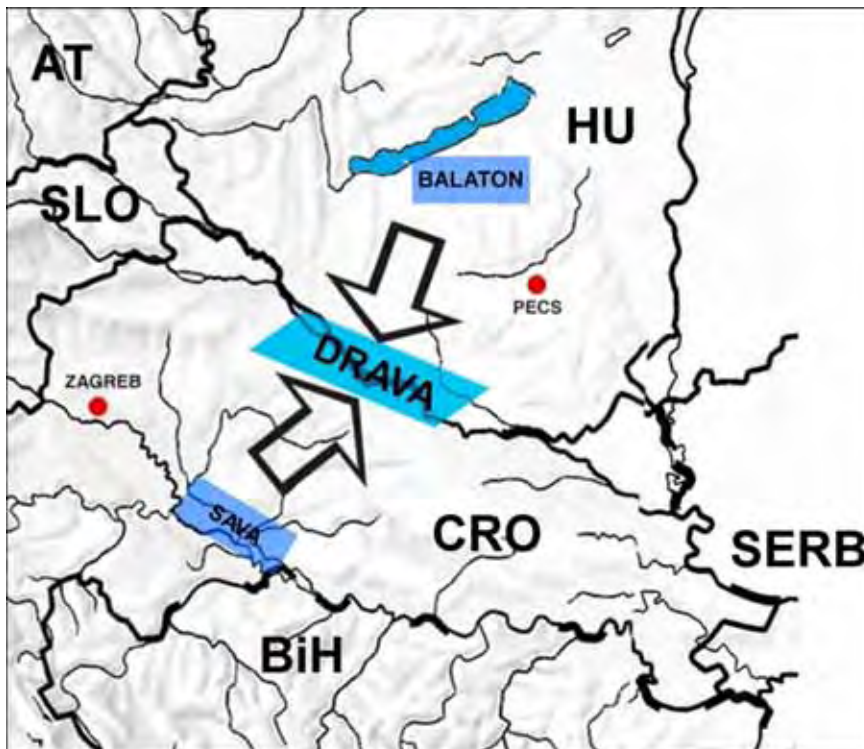
a)

The existing section of “Drava Route” between Legrad and Pitomaca is just the first Croatian portion of a larger international Drava cycling trail, that should lead from the spring of the river in Italy to the mouth of Drava to Danube at the Croatian-Serbian border, forming so a natural West-Ost connection between the EUROVELO-corridor Nr.9 und Nr. 6 in the area of the Pannonian flatland.



Map 34: Eurovelo with Mura & Drava Passage (DEUSTER, MADJERIC 2006)

To get a better access to places of regional attraction the connection should be developed not only in the direction West-East but also in the direction North-South. For this purpose was suggested an idea of a Croatian-Hungarian transboundary route in the line Balaton-Drava-Sava (BDS). The “Bilodravaska route” between Bjelovar and Đurđevac (described in the chapter 8.2.1) is just the first section on the Croatian side of this north-south axis (BDS).



Map 35: Drava crossing Passage between Balaton and Sava / plans for a cycling route Balaton-Drava-Sava (BDS) (MADJERIC 2006)



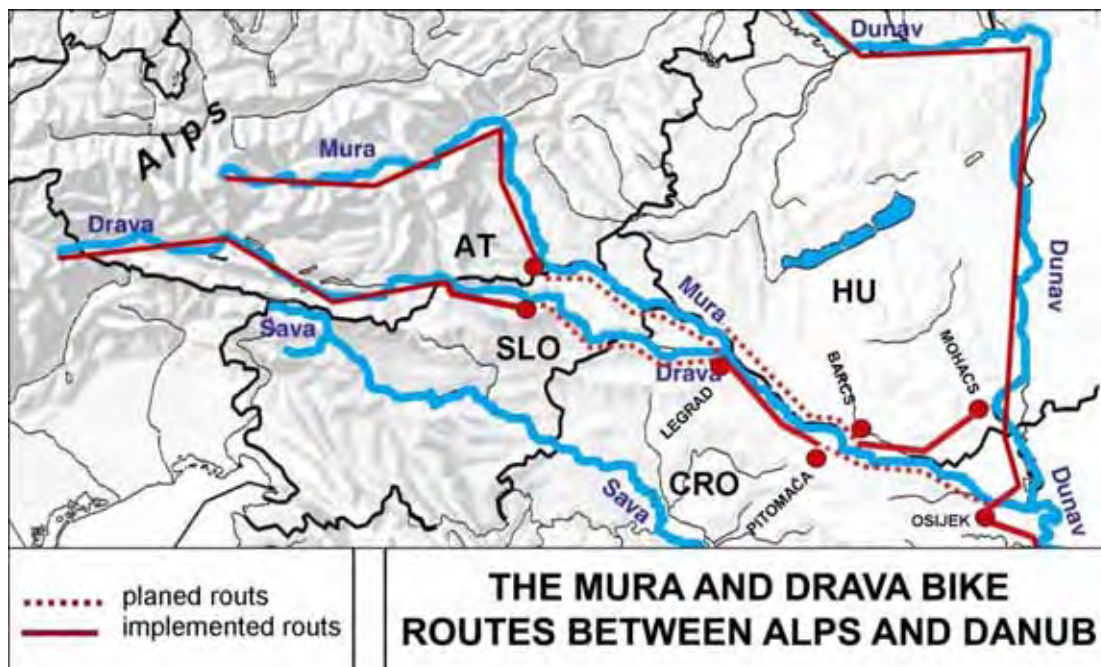
Map 36: Croatian part of the "BDS"-route (MADJERIC, MATICA 2006)



b)

These two cycling trails (the Drava cycling trail and the BDS cycling trail) cross each other in the middle part of the Croatian-Hungarian border area and create together the strategic **Drava cycling cross**, over which the local cycling trails of the South Hungary and North Croatia should be connected to the international cycling network.

On the Austrian side and through the biggest part of Slovenia there is already a Drava cycling route. Another cycling trail leads along Mura to Radkersburg at the Austrian-Slovenian border. In spring 2006 the Croatian “Danube route” has been put into service on the eastern end of the Drava valley. **Now the priority goal is the connection of our “Drava route” section to the existing European network in the North and East. In this way cycling tourists traveling from the Alps to the East could in the future continue their trip to Osijek and connect to the popular Danube cycling road.** Already now some cycling tourists travel further across Slovenia to the mouth of Mura into Drava at Legrad in Croatia.



Map 37: The Mura and Drava bike routes between Alps and Danube (MADJERIC, STILINOVIC 2006)

We would like to especially emphasize that with the realization of the stretch of only 19 km between Pitomača (HR) and Barcs (HU) a very attractive, uninterrupted marked cycling road from the mouth of Mura into Drava till Danube will be possible. The Pitomača-Barcs section would connect our “Drava route” with the corresponding Hungarian stretch from Barcs to Mohacs. That’s why we do think that this option should be given a priority in the further planning within the framework of the Green Belt project.

### 8.2.3 Information media and organizational structures

The most important regional institutions, which are responsible for the tourism and tourist information, are the tourist associations of the counties and the city tourist office in Koprivnica. In the organization scheme of the state tourism institutions there are also planned tourist offices in the municipalities but they were not formed in all municipalities and due to their volunteering character they are not always easy to get in the contact with.

County tourist offices as well as the city tourist office have published many qualitative tourist materials and thematic prospects. However, specifically in relation to cycling trails there are relatively few publications. A good example is the publication named „The cycling trails of the Koprivnica-Križevci County (in English and Croatian). The NGO „Drava Documentation Centre“ has printed a cycling guide for the Drava route. GPS map is also in preparation. The “Drava route” is also mentioned in joint promotional materials related to regional sights (CD-s, various materials with overview maps, brochures, DVD-s). As a new information media the websites are being developed by the districts and also by some municipalities which often contain cycling information too

However all these publications should be upgraded to the current tourist information standards and good cycling maps still has to be developed.

Unfortunately no agency at this moment offers a regional tourist product related to cycling.

## 8.2.4 Accessibility by public transport

Podravina region is easily reachable by bus and train. Geographic traffic position of the cycling trails are favourable and defined through the following main factors: vicinity to the cities of Koprivnica, Đurđevac and Bjelovar; the main connecting road „Podravska magistrala“ from Osijek to Varaždin; two railroad lines (Zagreb-Koprivnica and Osijek-Varaždin); relative closeness to the capital city of Zagreb; the vicinity of the border to Hungary .

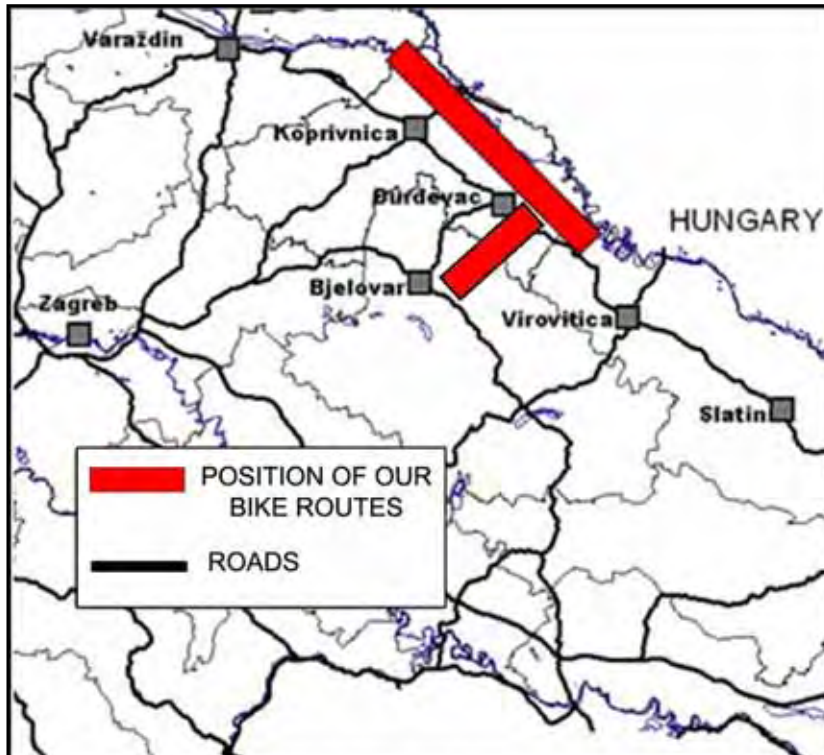
The main connection is related to „Podravska magistrala“ which lies in the flatland between Bilogora and Drava and connects regional centers such as Koprivnica, Đurđevac, Virovitica, Osijek and Varaždin. The distance to the city of Zagreb in regards to our “Drava route” is about 100 km and from Bjelovar only one half.



Map 38: Accessibility by train (MADJERIC 2007)

From the closest regional centers on the route almost fifteen trains travel daily to Zagreb. The train ride is about one hour. Good train connections exist also from Koprivnica to Budapest, with three daily train connections in both directions (though the travel lasts five hours).





Map 39: Accessibility by roads (MADJERIC 2007)

The connection of the local villages to the regional cities is mainly by local bus lines. The local network is well developed and all municipalities are reachable all year around.

Though general accessibility of the local destinations with public transportation is good, but for our project remains the central question of the transport of bicycles by public transportation unresolved. For the summer 2008 there are some good news. In accordance with the latest information from the Croatian rails management three railway lines with special cars having bike storing areas are planned. One of these lines will contact our area of "Drava Route". There is also a new internal guideline of the Croatian railways which regulates transport of bicycles in the „normal“ trains ("Fare regulation 103"). However such ticket cannot be bought at the booth but only from the conductor on the train. In the test we have made it turned that the conductor had no knowledge of such regulation, but this could change till summer season.

For bigger groups and on determined destinations a separate freight cart for bikes can be booked but on the basis of a special fare price.

It has to be mentioned that there are three wire-ferries trafficking on Drava at this moment mostly for agricultural purpose. They could in the future take over an important tourist function.

## 8.2.5 Infrastructure for cycling tourists

To enable cycling tourists to make good plans and realize them to their own satisfaction it is necessary (besides cycling trails, information and good accessibility) also to develop supporting infrastructure such as renting bicycles, cycling friendly lodgings (drying areas, locked storing areas, special menus), repair stations and service, possibility to travel with bike in the public transportation vehicles, shelters for protection from bad weather, resting places, marked of-trails etc.

At the moment we have three cycling shops in the region offering a very limited number of bicycles for rental. These shops also repair defects and one of them is ready to provide technical “first aid” for cycling tourists out in the field.

In regards to the lodging, along the described „Drava Route“ only four facilities exist (two in the village tourism, one in a hunting lodge and one in a fishers inn) with the total of 40 beds what is enough for the present small number and short time staying cycling visitors in the area. However in the regional centers there are at the distance of 10-15 km additional lodging facilities and hotels. None of these places have specific facilities for cyclists (like drying areas or special storing areas) but nevertheless there will be always some improvised solutions.

Shelters for protection from the bad weather or special resting places do not exist at this moment.

## 8.2.6 Signing and orientation

Both cycling routes are marked with signs on iron posts and marked without interruptions. The signs are made of aluminum with plastic foil. Unfortunately there are no info-tables with additional information in regards to interesting places (i.e. bathing possibility, monument, beautiful view etc.).



SIGNS FOR DIRECTION

(DEGONDA 2005)



SIGNS FOR DISTANCE

(TZ, KKZ, MADJERIC 2002)



GENERAL INFORMATION PANEL

(MATTÀ 2006)



(TZ, BBZ, IVANCEK 2006)



### 8.3 West-Pannonia (*Ádám Bodor*)

Due to its geographic position, natural, cultural heritage and settlement structure the West - Pannon Region provides unique conditions for biking, as a sport, tourism or recreation activity. In case if these excellent endowments are met with the realization of this large potential and the strategic development of biking, the West-Pannon Region may become a “region of biking”.

The goal of the program is that Western Transdanubia shall be a region of bicycling where the inhabitants, organisations, companies and tourists organise their recreational and producing activities in a sustainable way. Bicycles are more and more used as an environmental friendly way of transport, sport and tourism. The region should reflect the image of a „bicycling region” to attract investors, visitors and tourists.

In order to achieve these proposed goals, regionally co-ordinated and programmed developments have to be carried out.



(BODOR 2007)

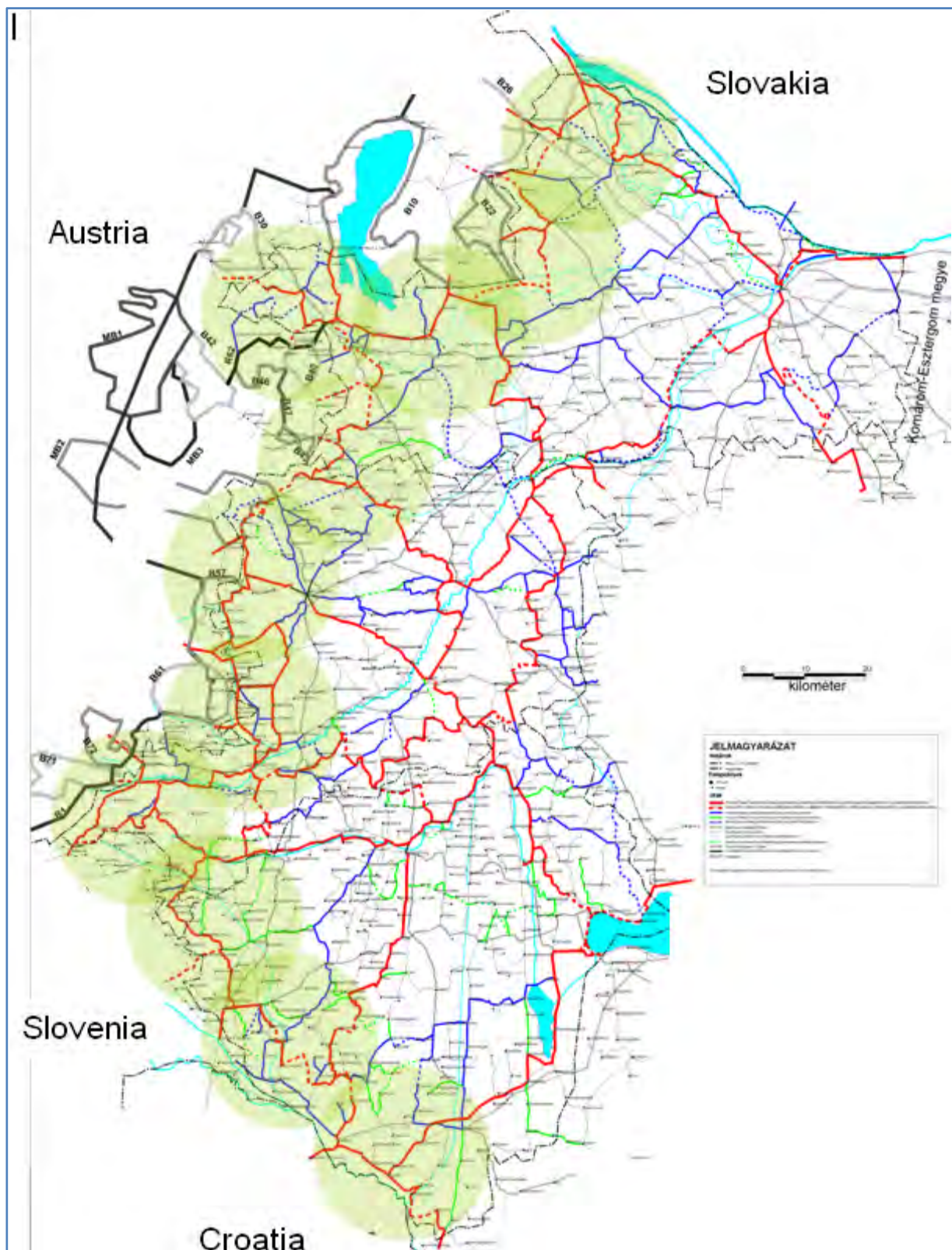
According to national and international scientific works, in the majority of developed countries, the social-economic circumstances enable the people to increase their time spent on recreation and leisure activities. The society leading an urban-style life tries to gain experiences, impressions and to do sport activities in their growing leisure time. Furthermore, it can also be claimed, that the self-conscious citizens' interests shift toward the environment-oriented means of transport. Based on background information it can be claimed that cycling as a way of tourism, sport and traffic becomes more and more popular in Hungary in the last few years, following the similar Western European trends.

### 8.3.1 Network of bike paths

The Hungarian Green Belt section stretches from the tri-state corner Slovakia-Austria-Hungary along the Austria–West-Pannonia border to the Slovenian and then the Croatian state border. Figure 1 shows the map of the region and its primary bicycle route network (with red lines) and the secondary bicycle route network (with blue lines). Existing bike paths and signed bicycle routes are partly available in the Green-Belt zone.

The network of the multi-faced bicycling region must link together the thematic biker's sub-regions, and their attractions.

The priority is that where it is possible only board marked roads should be designed, because this way of development is much more cost effective than building. In this first phase physical building of road (construction of new asphalt road surface) is reasonable only in those cases, when the basic bicycle road frame cannot be designated by signs on low-traffic public roads.



Map 40: West-Pannonia region and its primary (red lines) and secondary (blue lines) bicycle route network (BODOR 2007)



### 8.3.2 Transborder bike paths

The increasing international interest towards Hungary requires an improvement of the thematic bike routes. In the West-Pannonia Region cross border cooperation works relatively good compared to other areas of Hungary, owing to the existing economical connection with Burgenland. The quality and accessibility of the bike routes and bike paths is higher on the Austrian side, therefore it is even more important to fall into line with it.

The transborder sections of the Hungarian Greenbelt zone are the following, starting from the North:

#### Section 1

Place : from Bezenye to Hegyeshalom  
 Distance : 9 km  
 Road Surface : cycle path on public road  
 Difficulty : low  
 Border : at Austria's border – frontier station with limited crossing on road number 16, international border crossing on motor way (M1).

#### Section 2

Place : from Irénmajor to the direction of Albertkáz mérfuszta.  
 Distance : 4 km  
 Road Surface : cycle path on public road  
 Difficulty : low  
 Border : at Austria's border – preliminary border crossing.

#### Section 3

Place : from Albertkáz mérfuszta to Janossomorja through Várbalog  
 Distance : 10 km  
 Road Surface : cycle path on public road  
 Difficulty : low  
 Border : at Austria's border – frontier station with limited crossing.

#### Section 4

Place : from Tőzeggyár Major to Fertőd through Nyárliget.  
 Distance : 12,5 km  
 Road Surface : 5 km cycle path on public road, 7,5 km cycle path on dirty road  
 Difficulty : low to medium  
 Border : at Austria's border – frontier station with limited crossing.

### Section 5

Place : from Fertőd to Kópháza through Hegykő, Hidegség and Fertőboz..  
Distance : 15 km  
Road Surface : paved cycle path.  
Difficulty : low  
Border : at Austria's border – international border crossing.

### Section 6

Place : from Horvátzsidány to Kőszeg  
Distance : 6 km  
Road Surface : cycle path on public road  
Difficulty : low  
Border : at Austria's border – international border crossing.

### Section 7

Place : from Kőszeg to Kőszegszerdahely.  
Distance : 7,5 km  
Road Surface : cycle path on public road  
Difficulty : low  
Border : at Austria's border – preliminary border crossing.

### Section 8

Place : from Pornóapáti to Eberau (AT) through Höll, Oberbildein and Winten.  
Distance : 12 km  
Road Surface : 3 km connecting road, 9 km cycle path variant connecting road  
Difficulty : low  
Border : at Austria's border frontier station with limited crossing.

### Section 9

Place : from Eberau to Moschendoft (Austria).  
Distance : 5 km  
Road Surface : cycle path variant connecting road.  
Difficulty : low  
Border : at Hungarian's border frontier station with limited crossing.

### Section 10

Place	: from Rátót to Szengotthárd through Csörötnek.
Distance	: 12,5 km
Road Surface	: cycle path on public road
Difficulty	: low
Border	: at Austria's border – international border crossing.

### Section 11

Place	: from Öriszénpéter to Bajánsenye.
Distance	: 5 km
Road Surface	: connecting road (no cycling road yet)
Difficulty	: low
Border	: at Slovenia's border – international border crossing

### Section 12

Place	: from Bajánsenye to Magyarszombatfa .
Distance	: 5 km
Road Surface	: cycle path on public road
Difficulty	: low
Border	: at Slovenia's border – frontier station with limited crossing.

### Section 13

Place	: from Magyarszombatfa to Márokföld through Velemér and Szentgyörgyvölgy.
Distance	: 5 km
Road Surface	: cycle path on public road
Difficulty	: low
Border	: at Slovenia's border – frontier station with limited crossing.

### Section 14

Place	: from Márokföd to Lenti through Baglad, Resznek and Belsőárd
Distance	: 12 km
Road Surface	: 9 km Cycle path on public road and 3 kms paved cycling path
Difficulty	: low
Border	: at Slovenia's border – international border crossing.

## Section 15

Place : from Bázakerettye to Letenye.  
Distance : 10 km  
Road Surface : cycle path on public road  
Difficulty : low  
Border : at Croatia's Border – international border crossing.

### 8.3.3 Accessibility by public transport

The ecological and cultural assets as well as the vulnerable balance between land use and ecosystems make the West-Pannonia Region a sensitive area with extraordinary opportunities for creating sustainable living spaces and modes of economic activity.

#### Accessibility by bus

The connection of the local villages to the regional cities is mainly served by local bus lines. The local network is well developed and all municipalities are reachable all the year round. The bus services of the region operate mainly for commuters. The headway and overall level of service is acceptable, but there is almost no possibility for the traveller to carry a bike.

#### Accessibility by train

Typically the railway stations lie quite far from the centre of the settlements. In the case of bigger cities the railway stations are located near the city centre, but in the villages the distance of the station is between 1-4 km.



Map 41: Network of the Hungarian Railways in West-Pannonia (MÁV 2007)



### **Carriage offer of the Hungarian Railways MÁV**

- Conventional trains: ICR, IC, IP and Ex trains. None of these train categories allow bicycle carriage.
- High-speed trains: not operated.
- International connections: around 15% of long-distance direct connections allow bicycle carriage.

#### Ticket and reservation schemes

- National tickets are available only for local and regional transport.
- International ticket prices depend on the final destination of the trains: for trains to Slovenia and Slovakia the price is 5 Euro. For trains to Austria and Germany and to Italy (via Slovenia) the price is 10 Euro.
- Reservation is mandatory and included in the price.
- Charges for tandems are double.

#### Sales channels

- Bicycle tickets are available only at manned counters.

#### Website information

- Timetable search engine: available in Hungarian, German and English with a “bicycle carriage” query function.
- Information about ticket prices and reservations: information available only in Hungarian. Bicycle tickets and reservations are not available online.
- Link to Railpassenger.info: not available.

Bicycle carriage is possible only on some international long-distance trains, bicycle tickets are available only at manned counters. Online information is available only in Hungarian.

For the bicycle carriage on national trains the following possibilities are available:

- bicycle carriage on trains marked with a bicycle sign (carriage coaches for 12, 16 or 32 bikes or multi use passenger coaches for 4-8 bikes)
- bicycle carriage on trains without bicycle sign is permitted in the first and the last second class coach (1-4 bikes on both end of the train for safety reasons)

For bigger groups and one determined destination a separate bicycle carriage coach can be booked but on the basis of special fare price.

### 8.3.4 Infrastructure for bike tourists

International experiences proved that there are tourism-developing strategies, which contribute to the maintenance of local environment and the improvement of life-quality of the local society, following the principles of sustainable tourism. The regional, natural and cultural conditions of the least developed areas in the West-Transdanubian Region meet best the above-mentioned principles. The co-ordinated development of rural policy, tourism and conservation of nature may be the solution for the development of these areas.

Owing to the inappropriate development of physical infrastructure in the least developed areas the maximum utilisation of possibilities implied in bicycling seems to be impossible.

Conditions concerning bicycling infrastructure are the most favourable in the Danube Region and the Hungarian-Austrian borderland, however they are also characterised by the weak relationship with the regional network, occasionally even the cross-border relationships are stronger as they were before (Danube, Lake Fertő). Bicycling services can be found in the region only sparsely, they are not organised into a network and their proportion is low compared to the national average. There is no criterion-system concerning the “bicycle-friendly” character, so the classification of services is difficult.

#### **Current and former developments in connection with bicycling**

The most important documents concerning regional development like “The Regional Development Strategy of the West Pannon Region”, the “PHARE 2000 Program Document” and the “Tourist Conception and the Development Program of the West Pannon Region” take active tourism and bicycling as an important priority. The bicycling-oriented areas in the West Pannon Region participate by an appropriate emphasis in the international and national transport- and cycle path development documents. Regarding the particular developments, it seems that local self-governments decide where and when to build cycle routes on public areas possessed by the self-government. On the other hand, the network building on the district- county- and regional level is inferior, which is reflected by the building of cycle paths. “Útalap” (Fund for Roads) plays a crucial role in financing the construction of cycle paths, provides different amount of support to the development of the inner and external cycle paths, which disadvantageously influences the financial possibilities of building cycle path networks between the settlements.

### 8.3.5 Signing and orientation

The cycling routes in the region are marked with green-yellow coloured signs. Unfortunately there are no info-tables with additional information in regards to interesting places (i.e. bathing possibility, monument, beautiful view etc.)



(BODOR 2007)



(BODOR 2007)

### 8.3.6 Information media and organizational structures

County tourist offices as well as the city tourist offices have published many quality tourist materials and thematic prospects. For example the Pannon Pedál Association publishes its cycling calendar every year (see below).



The bicycle related services must be planned and developed in a way that ensures that they will fit to the image of the sub-regions.

The sub-region must be the relevant spatial level of co-operation network of related organisations (e.g. local governments, tourist enterprises, NGOs, umbrella organisations, etc.) because this is the level where the developments, interventions can be implemented in the most effective way.

The development of skills (by training, study tours, coaching, etc.) of organisations and tourism managers must be organised at sub-regional level, because some of the required skills depend on the target group and type of the exact product, which is different in each sub-region. These trainings are tools for creating networks within and between the sub-regions.

The following organisations work actively in promoting cycling in the West-Pannonia Region:

Sokoró Foundation Information and Development Centre

Pannon Pedál Association

Fertő-Hanság National Park

Castanea Environment Association

Heavy Tools Association – Mountain Bike Division

Írottkő Nature Park Association



active bicycle NGO-s in Győr, Zalaegerszeg and Kanizsa

several active Tourinform offices

several active self governments

micro-regional associations

Tourism small regions:

Szigetköz–Dunamente, Pannonhalma Sokoró, Fertő-Hanság, Sopron mountain and its surroundings, Répcesík–Rábaköz, Írottkő, Savaria, Kemenes, Őrség, Hegyhát, Göcsej–Hetés, Dél Zalai Erdőtáj, Zala valley, Keszthely mountain and Kis-Balaton, Muramente



(BODOR 2007)

### 8.3.7 Strengths and weaknesses of the West-Pannonian region

Concerning the international and national market trends, the capabilities of the region were estimated in this chapter from the cycling point of view. The bicycle and tourism marketing strategy of the West-Pannonia region (2003) has been taken as a basis.

<b>STRENGTHS</b>	<b>WEAKNESSES</b>
<b>Sources, development</b>	
High number of initiatives	Initiatives are partly isolated, sometimes lack of cooperation of the interested parties
Addition of the different sources in the bicycle developments	Lack of local contribution
<b>Infrastructure</b>	
Small local networks of bike paths	The length, the quality and the density of existing networks of bike paths are not convenient
	Insufficient bike services
Dense network of side-roads with low traffic	The quality of side-roads are poor
	Lack of accessibility by public transport
	The number of safe bicycle storage facilities is low
	The responsibility of maintenance of bike paths is not clear
	The number of border crossings is not enough
	Many parts of the region are hardly accessible
<b>Landscape</b>	
Diversified natural and cultivated landscape	The promotion of the landscape is not convenient
Traditional settlement network (small villages, historical towns)	Big areas of plough-lands in some parts of the Kisalföld
Thermal springs, rivers, lakes	Lack of big attractions
<b>Culture</b>	
Historical city centres	Bad condition of buildings compared to Western Europe
Diverse cultural heritage	Cultural life is not agile enough
Survival of rich folk culture (compared to Western Europe)	



<b>STRENGTHS</b>	<b>WEAKNESSES</b>
<b>Society, economy</b>	
The inhabitants are open towards the cyclists	
Progressive regional economy	Lack of education of highway code
Dynamic demand of bicycles and its side products and services	Small enterprises are not aware of the possibilities of the bicycle tourism
Cross border cooperation, existing economical connection with Burgenland	Lack of language and communication skills
<b>Organisations, cooperation, organisation structure</b>	
Open attitude of the development organisations in the region	Lack of cooperation among the organisations connected to the cycling improvement
Theoretical openness towards the common or coordinated solutions	Insufficient interest recognition
	The required approach and skills of the organisations are missing for the cooperation
Existing bicycle umbrella organisation in the region	Lack of marketing approach in the bicycle and tourism organisations
	Weak, incomplete civil sphere
The leading institutes are open for the international tourism trends	Lack of concerted regional promotional actions (brochures, maps)

## 9 Conclusions

This report provided a comprehensive analysis of the situation regarding transport by public transport, on hiking trails and cycling paths in the Green Belt. It resulted that this region is highly vital in terms of sensitive traffic, thus there are many biking and hiking concepts all over the region, which invites people to visit and traverse the former Iron Curtain by environmentally friendly and healthy means. Although there are existing some good concepts in the public transport system, the situation is not optimal and could be improved.

On the whole it can be stated that the Green Belt is a core ecological system in Central Europe and all efforts should be done to conserve or even strengthen this chain of nature protection areas.

## 10 Bibliography

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### **Pictures and maps from varios years from:**

Boris Madjeric, Peter Leischner, Mladen Matica, Wolfgang Deuster, Domagoj Stilinovic, Lucia Degonda, TZ KKZ, TZ BBZ, Kreso Invancek, Ádám Bodor, Institut Verkehr und Raum

Further web adresses which were used for the research are listed in the texts in the relevant chapters.

For more details about the Mura-Drava region see the master thesis:

DEUSTER, Wolfgang (2008): Promoting Conservation of the European Green Belt through Sustainable Tourism. Tourism Development Concept for the proposed transboundary Mura-Drava-Danube Biosphere Reserve in Slovenia, Hungary and Croatia as a Model-Region for the EU-INTERREG III B CADSES Project European Green Belt. Dessau

## 11 Annex

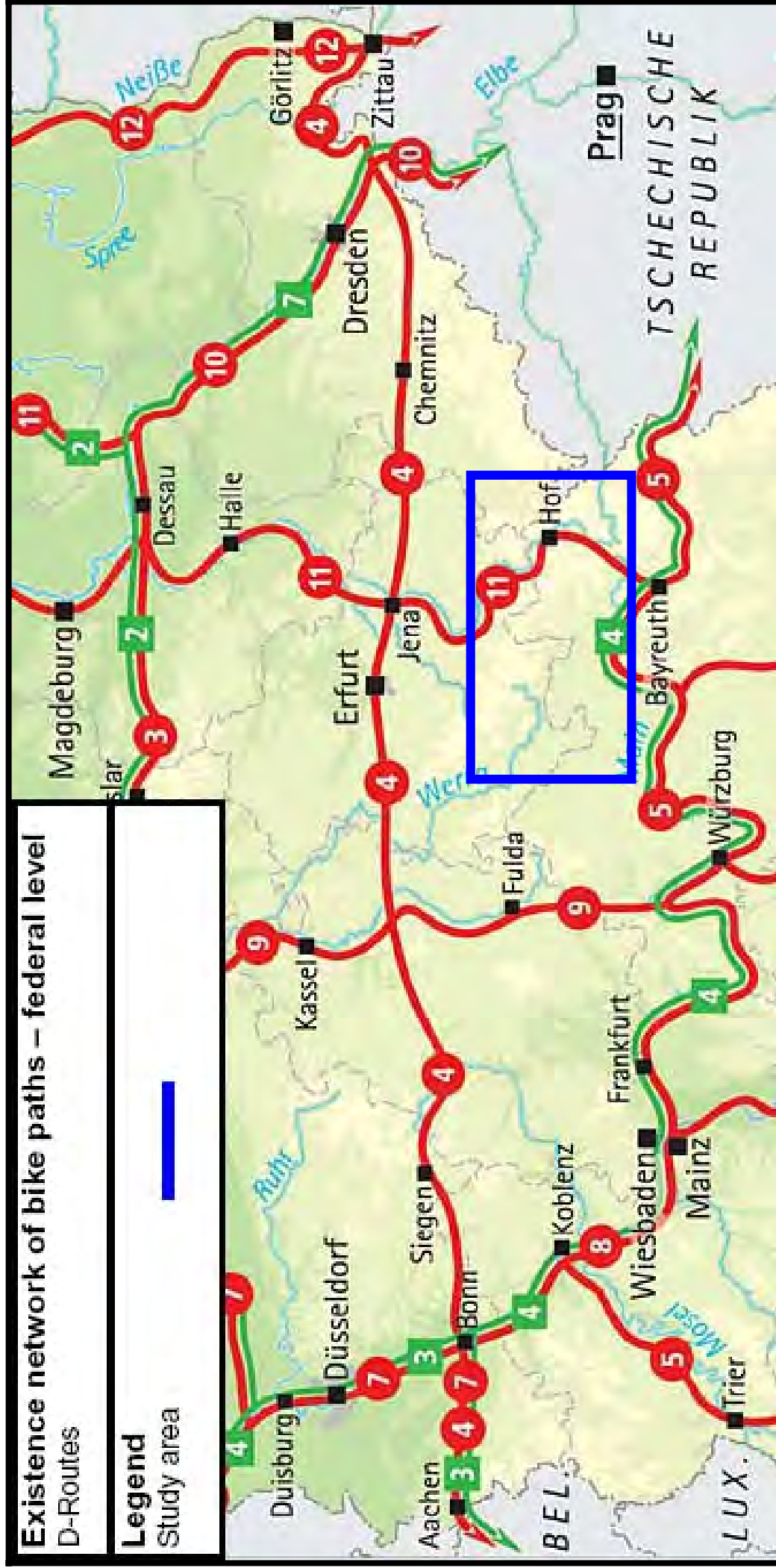
Annex for chapter 8.1.

### Existence network of bike paths – federal level

D-Routes

### Legend

Study area







Customer:

Adaption:

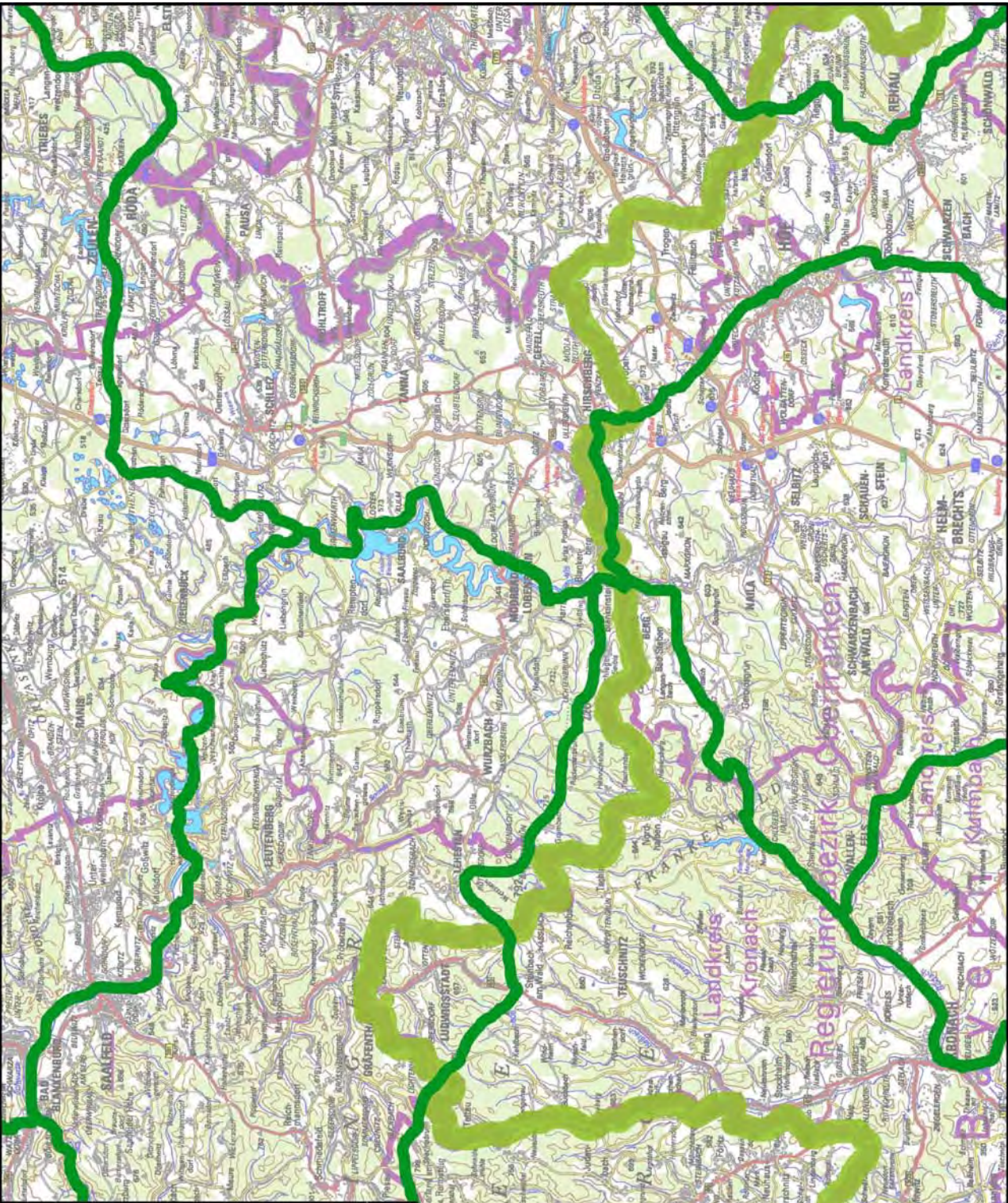


Project:	Date	Name
Development of bicycle tourism in the former border regions of the Green Belt Study area between Thüringer Wald, Vogtland, Oberfranken	28.02.2008	A. Hergemian
	28.02.2008	P. Leischner
Existence network of bike paths – federal level	map-nr: 26-2	map: 2

D-Routes, long distance cycle track

Legend

Travel routes:  
Long distance cycle track







Adaption:



Büro edition



INSTITUT WERBUNG  
FÜR REGIONALE MARKETING

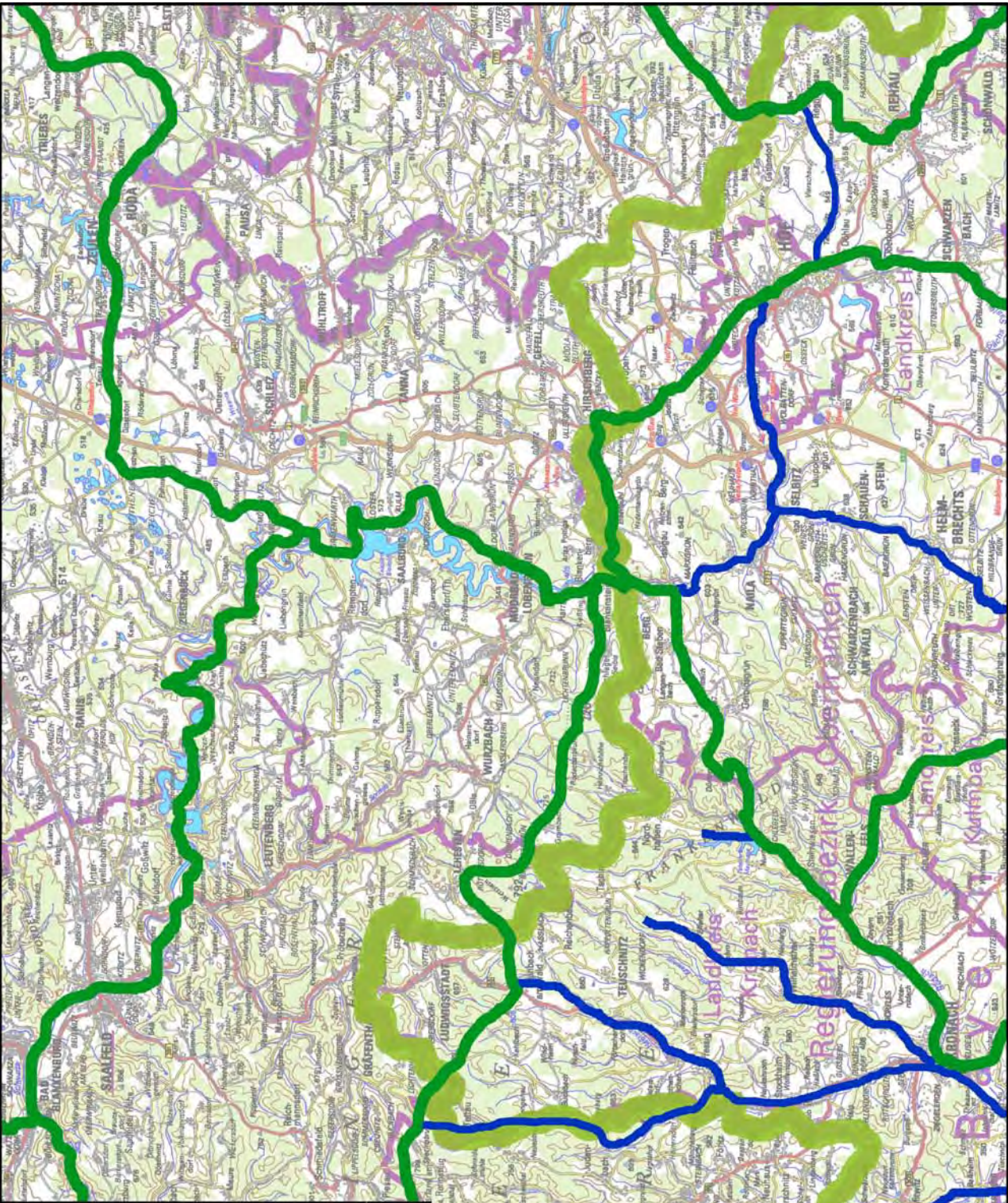
Project:	Name	Date
Development of bicycle tourism in the former border regions of the Green Belt Study area between Thüringer Wald, Vogtland, Oberfranken	A. Hergemhan	28.02.2008
	P. Leischner	28.02.2008
	map:	3
	project-nr.	26-2

**Existence network of bike paths – federal and regional level**

D-Routes, long distance cycle track, regional routes

**Legend**

- Travel routes:
- Long distance cycle track
- Regional routes







Customer:

Adaption:

	Büro edplan
	INSTITUT REGIONAL ENTWICKLUNG UND UMWELT

<b>Project:</b> Development of bicycle tourism in the former border regions of the Green Belt Study area between Thüringer Wald, Vogtland, Oberfranken	<b>Name</b>	A. Hergemhan
	<b>Date</b>	28.02.2008
	<b>adapted:</b>	28.02.2008
	<b>signed:</b>	P. Leischner
	<b>checked:</b>	
	<b>project-nr.</b>	26-2
	<b>map:</b>	4

**Finish concept network of bike paths – federal and regional level**

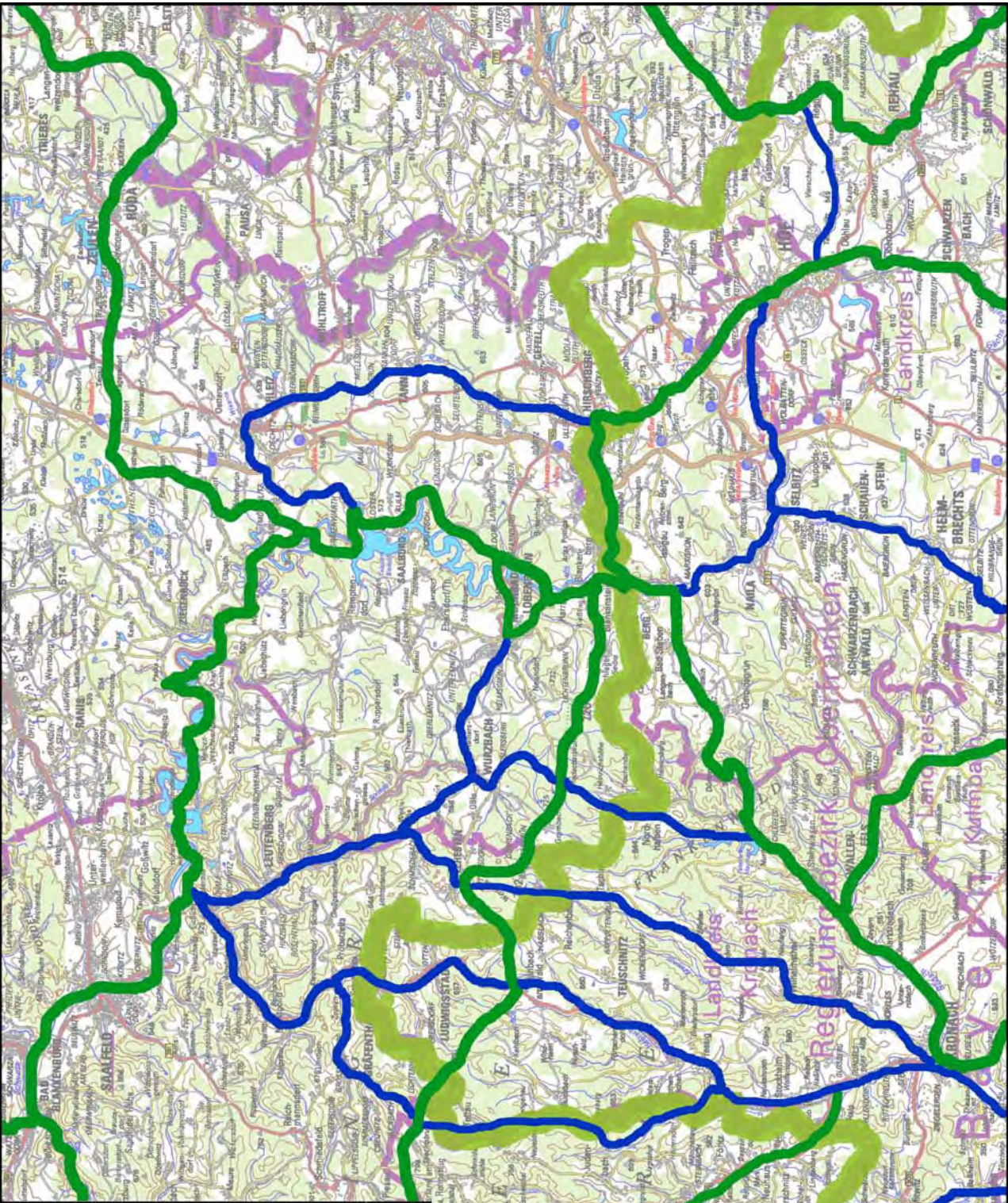
D-Routes, long distance cycle track, regional routes

**Legend**

Travel routes:

Long distance cycle track

Regional routes







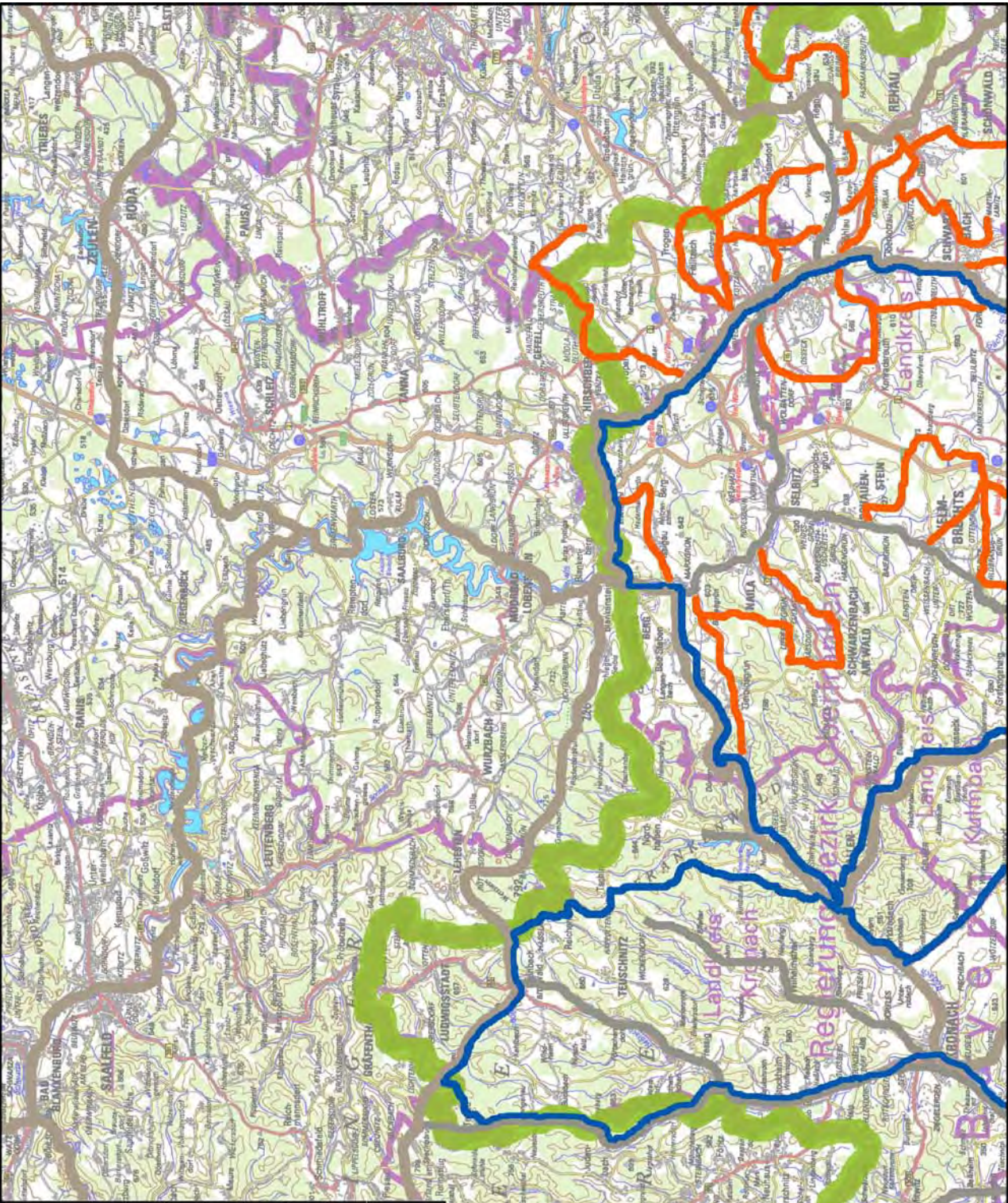
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<b>Customer:</b>	INTERREG IIB CADES		
<b>Project:</b>	Development of bicycle tourism in the former border regions of the Green Belt Study area between Thüringer Wald, Vogtland, Oberfranken		
<b>Adapted:</b>	<b>Name</b>	<b>Date</b>	<b>map:</b>
<b>signed:</b>	A. Hergemian	28.02.2008	5
<b>checked:</b>	P. Leischner	28.02.2008	
<b>project-nr.:</b>	26-2		

**Regional routes**  
Thematic routes/roundtrips in the study area

**Legend**  
Travel routes:  
Active region Oberfranken  
Coburg  
Hof







Customer:

Adaption:



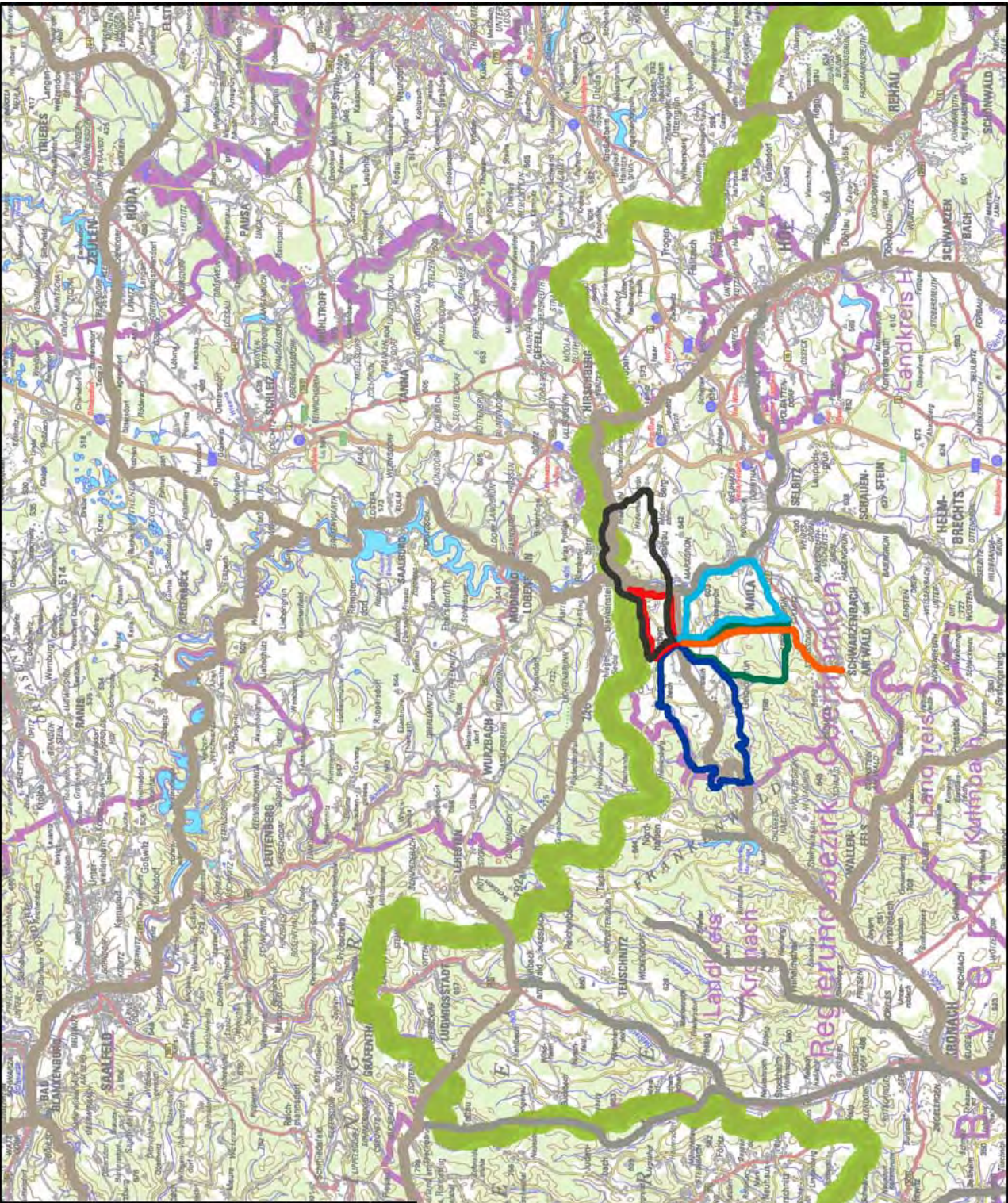
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Development of bicycle tourism in the former border regions of the Green Belt Study area between Thüringer Wald, Vogtland, Oberfranken	28.02.2008	A. Hergemhan
	28.02.2008	P. Leischer
	map:	6
	project-nr.	26-2

**Communal level**

Thematic routes/roundtrips in the study area

**Legend**

Travel routes – Bike-Netz Bad Steben





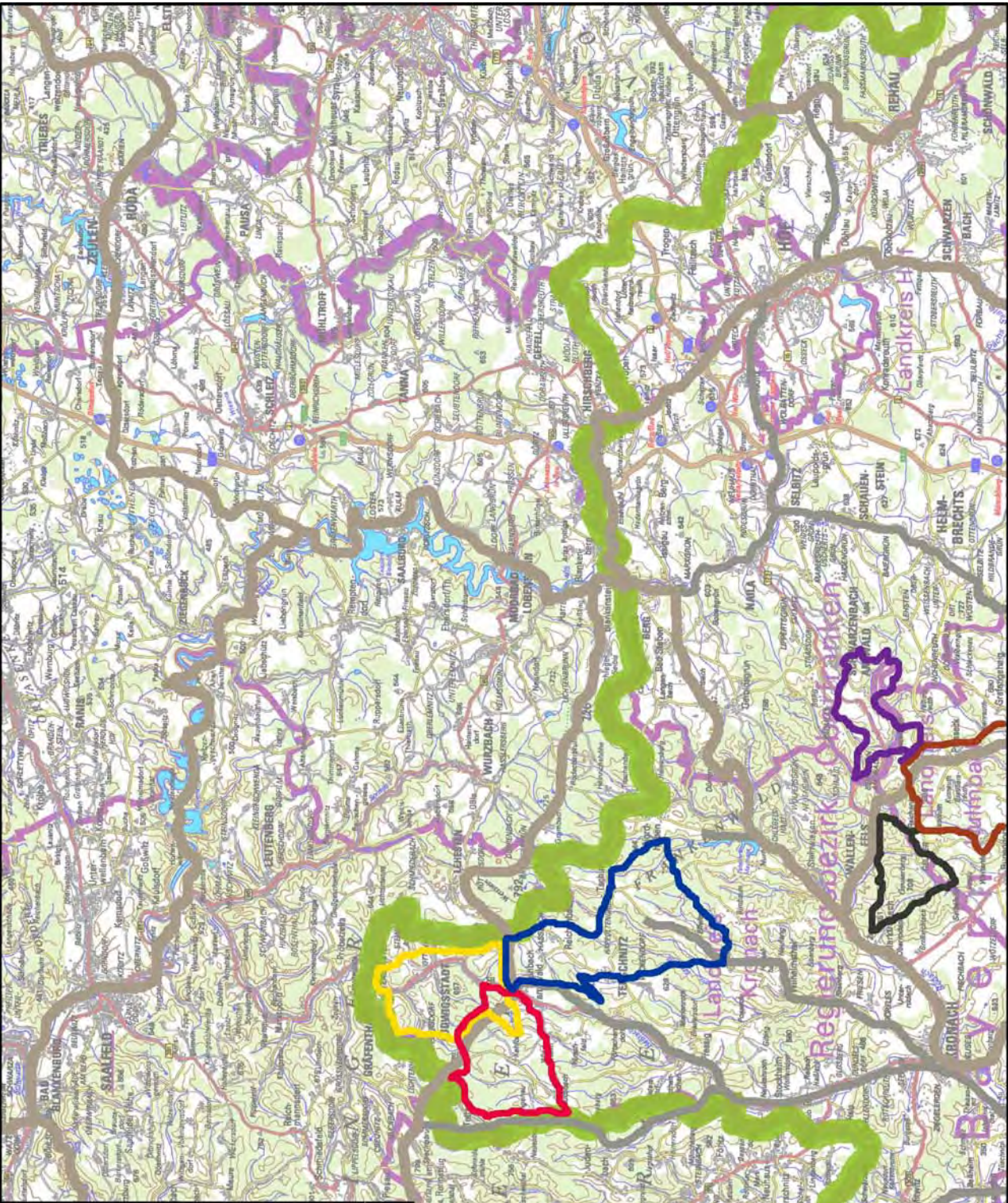


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Project:	Name	Date	map:
	A. Hergemian	28.02.2008	7
	P. Leischer	28.02.2008	
	checked:		project-nr. 26-2

**Project:**  
 Development of bicycle tourism in the former border regions of the Green Belt  
 Study area between Thüringer Wald, Vogtland, Oberfranken

**Communal level**  
 Mountbike routes in the study area

**Legend**  
 Travel routes – Mountbiking in the "Frankenwald"





Customer:



Adaption:



Project:

Development of bicycle tourism in the former border regions of the Green Belt  
Study area between Thüringer Wald, Vogtland, Oberfranken

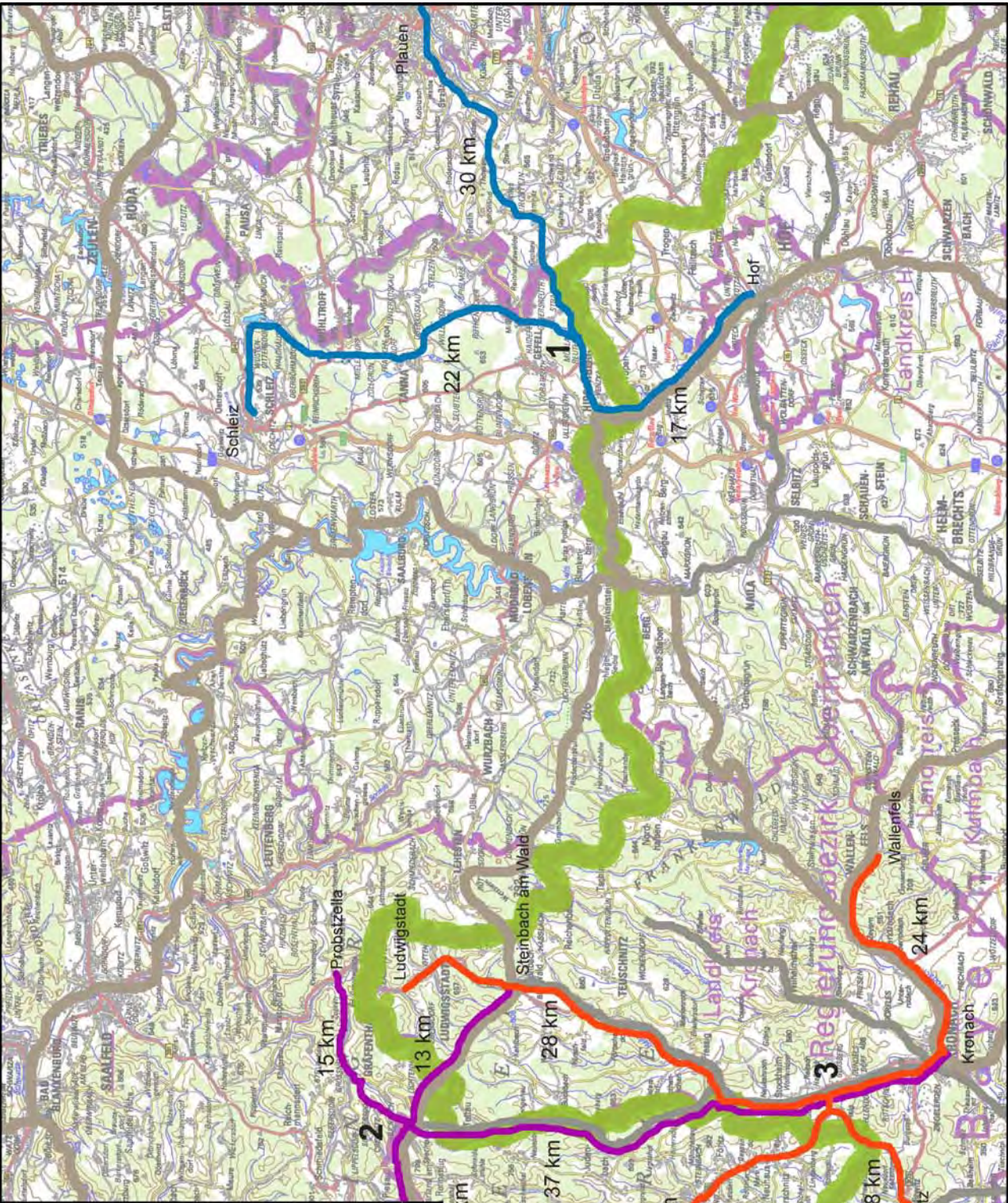
Date	Name
28.02.2008	A. Hergemhan
28.02.2008	P. Leischner
project-nr. 26-2	map: 8

Communal level – rally in the study area

- 1. Deutsch-Deutsches Museum Mühlarthuth\*
- 2. Nature park information center „Kalte Küche“
- 3. Border and peace chapel between Burggrub and Neuhaus-Schmelnitz

Legend

Travel routes - rally







Adaption:



Name	A. Hergemhan	
Date	28.02.2008	
adapted:	28.02.2008	
signed:	P. Leischner	
checked:		
project-nr.	26-2	
map:	9	

**Project:**  
 Development of bicycle tourism in the former border regions of the Green Belt  
 Study area between Thüringer Wald, Vogtland, Oberfranken

**Communal level – transborder bicycle tours in the study area**

1. Discoveries at the „Steinachtal“
2. Bike trip to the „Holle“
3. Experience history

**Legend**

Travel routes – transborder bicycle tours

