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Project MedCycleTour

Mediterranean route – EuroVelo 8

Action plan for the development of the Croatian route
for the period from 2018 to 2030



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1 Introduction and context

This **Action Plan for the development of the Mediterranean cycle tourist route – EuroVelo 8 through Croatia** has been set up as a part of the EU project MedCycleTour from the fund of ERDF program Interreg Mediterranean.

The project promotes the development of the Mediterranean cycle tourist route by series of measures, and its main goals are networking of stakeholders, determining of the exact conditions of the route and the need of its development, creation of the Action Plan, creation of websites for users, promotion activities, developing services and business undertakings, pilot action of putting up signposts along a section of the route and finally, continuation of the route development upon the project completion.

The Croatian project partners of this international program are The Croatian National Tourist Board Agency and Cluster for Eco Social Innovation and Development – CEDRA and the project covers the route through Croatia in its all 7 counties along the coast.

More information about the project:

<https://medcycletour.interreg-med.eu/>

<https://htz.hr/hr-HR/projekti-i-potpore/medcycletour>

<https://cikloturizam.hr/projekti/medcycletour/>

The Action Plan for the route development is based on current conditions along the route in Croatia. In the previous stages of the project, consulting with stakeholders in all counties have been made, together with an extensive research on the ground, after which the route course has been defined including a detailed analysis and evaluation of the route, using the ECS – European certification standard methodology. The essential results of the evaluation will be briefly presented here, but the detailed information can be seen in the document “Route Evaluation Report Croatia”, EuroVelo 8 – Mediterranean Route. https://www.htz.hr/sites/default/files/2018-07/Croatia_EuroVelo%208%20Route%20Evaluation%20Report.pdf

Seven workshops in all seven coastal counties, which the route goes through, were organized while making this Action Plan. The workshops were attended by representatives of the tourist boards (TZ), local authorities (JLS), entrepreneurs in the field of cycling tourism, county roads, traffic safety of the Ministry of the Internal Affairs (MUP), cycling associations and many others. The results of the route analysis were presented at the workshops and appropriate development activities were discussed, which all have been ultimately integrated into this Action Plan. Following the workshops, we have organized bilateral meetings and have had discussions with number of experts from different fields, in order to make this Plan as complete and high-quality as possible.

The goal of this Plan is to give structural overview of different activities needed for the development of the route with short explanations and the overview which parts of the 1123 km long route these activities are relevant for.

In the route research and definition phase, additional 600 km has been surveyed and evaluated. These sections are not part of EuroVelo 8 but are offered as possible detours. Action plan is focused on the main route.

The Plan envisages the development of the route for a relatively long period of time, till the year of 2030, which means that guidelines and recommendations for the later years are subject to changes and affected by new circumstances and new discoveries. The Action Plan for the development of the Mediterranean route EuroVelo 8 in Croatia needs to be a “living document”, which occasionally needs to be reviewed and updated.

The goal of this Plan with its catalogue of suggested activities is to be a specific manual and help for all stakeholders who will work on the development of the route in future. The structure of the Plan and catalogue of activities can be a good basis for creation of similar action plans for developments of other routes and the development of cycling tourism in Croatia in general.

In accordance with the project goals, the Plan is made in English, but for the needs of a wide range of local users, the identical version of the document is made in Croatian too.

2 Benefits and potential of the development of the Mediterranean route – EuroVelo 8 for Croatia

Cycling tourism as a way of type of active spending of leisure time is increasing by 10-15% a year and European market is currently estimated to around 60 billion €. ¹

Croatia has lately been developing its cycle tourist offer, but almost entirely as destination cycling tourism: development of shorter circular bike routes for daily trips at the destination itself.

Longer routes are popular in countries with developed cycling tourism and they are conceived as multiple-day trips with overnight stay in a different place every day. This segment takes a very important share of the world cycle tourist demand (according to the ADFC research, about 75% for German cycle tourists). ²

Recently taken steps for the development of destination cycling tourism in several Croatian coastal counties are a great foundation that enables development of cycling tourism on the attractive route along the Adriatic coast.

EuroVelo (www.eurovelo.com, www.eurovelo.org) is a project of European Cyclists' Federation (hereinafter the "ECF") (www.ecf.com) that has been developing Pan-European cycle tourist routes for about last twenty years. The most popular among the routes, EuroVelo 6, connects the Atlantic with the Black Sea, while its most developed part – 340 km through Austria from Passau to Vienna is annually travelled by more than 300.000 cycle tourists. The route EuroVelo 8 (www.eurovelo8.com), whose development is encouraged and promoted by the MedCycleTour project, connects the Mediterranean and is estimated to be of greatest potential and perspective.

Croatia can have a great use of both – the recognition of the name EuroVelo and the international momentum of this EU project in order to significantly increase traffic of cycle tourists. Cycling tourism prefers pre-season and post-season, which is a great opportunity for a better use of existing capacities and a great contribution to "Croatia 365". https://croatia.hr/en-GB/experiences/active/cycling/eurovelo_and_other_international_cycling_routes_in_croatia Cycle tourists are less of a burden for the destination itself than motorized tourists, as in average they spend more than other guests, while the income share of cycling tourism that stays in the destination itself is several times higher than in, for example, "all-inclusive" or cruising tourism. New services that cycling tourism generates demand for also bring new jobs opportunities.

The importance of the development of the EuroVelo 8 – Mediterranean route in Croatia is recognized by many stakeholders, while its priority is confirmed by the Action Plan for the development of cycling tourism' http://www.mint.hr/UserDocImages/arhiva/151014_AP_cikloturizam.pdf, which was enforced by the Ministry of Tourism and made by the Institute for Tourism Zagreb back in 2015. An important link of the two plans is that the Action Plan for the development of cycling tourism provides numerous pieces of information and recommendations for the development of cycling tourism in Croatia in general, while on the other hand, this Action Plan gives a detailed and specific elaboration of one of the important recommendations: the development of the Mediterranean route EuroVelo 8 in Croatia.

¹ Based on the last comprehensive European Parliament Study from 2012 <https://ecf.com/sites/ecf.com/files/EP%20study%20on%20EuroVelo%20network.pdf> and development trends from particular studies, see e.g. 2)

² <https://www.adfc.de/radreiseanalyse/die-adfc-radreiseanalyse-2018>

2.1 SWOT analysis

Current condition in Croatia as well as possibilities for further development are briefly shown according to the “SWOT analysis” model.

Strengths

- The Croatian Adriatic is well-established as an attractive and recognizable tourist destination
- Already existing tourist facilities and organizational structure
- Great part of services necessary for cycle tourists either exist or are being developed through the development of destination cycling tourism
- Network of side roads, with low traffic is already available along the most part of the route
- Competitive prices of services in comparison with other Mediterranean countries
- Croatia is an EU member state
- Croatia takes part in this project with the greatest length of the route
- Existence of the national coordination for the development of cycling tourism and the EuroVelo coordination

Weaknesses

- Current conditions of the route include short unavoidable sections with a very high traffic – suitable only for experienced cycle tourists
- Carrying bikes on public transport is not developed enough – for both access to route and riding along it
- Croatia is still not recognized as a “bike-friendly” country
- Croatia is still not recognized as a “bike-friendly” destination – additional cycle tourist infrastructure is not developed enough

Opportunities

- Extension of a tourist season for a period of at least from March to October
- Increase in tourist arrivals and nights spent in tourist accommodations within the segment of sustainable tourism
- Tourists are more equally dispersed over the area
- Supports development of Croatian areas which are currently less developed
- The development of the sustainable tourism that gives more to the destination than it burdens it
- Development of new tourist products and services, with new jobs opportunities

Threats

- Lack of understanding of the opportunities for development by important stakeholders
- Insufficient initiative to connect counties into larger entities
- Remediation process of essential deficiencies and further development is too slow
- Lack of carriers of the common development initiative
- Insufficient commitment to the issue of traffic safety for cyclists

3 Results of the route analysis

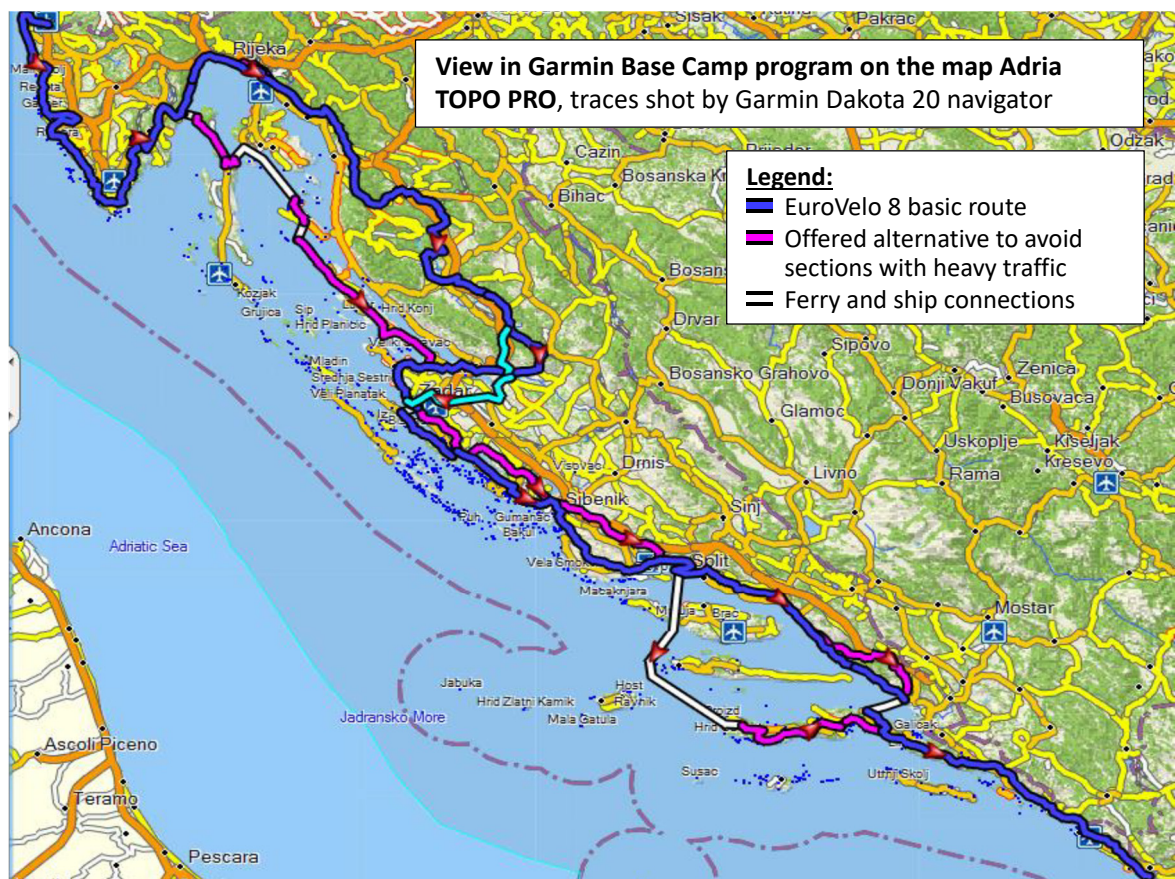
The analysis of the current condition of the route is done by the ECS European Certification Standard method <http://www.eurovelo.org/routes/european-certification-standard/#>. The method is developed by the European Cyclists' Federation for systematic evaluation of long distance cycling routes, by identifying key disadvantages and improving their quality. Among members of the Croatian project team of the MedCycleTour project we have authorised route inspectors using the ECS method.

The ECS method takes into consideration the route quality and gives its detailed analysis divided in three basic criteria: **infrastructure**, **services** and **promotion**. Certain aspects are analysed on the basis of daily sections and others on the basis of every ridden kilometre of the route.

Compliance with quality aspects of the ECS criteria is checked on three levels and, according to it, the route is defined as suitable for three groups of cycle tourists with different experience. The route which meets only **the essential criteria** is suitable for *experienced* cyclists, for *average* cyclists is recommended the route which mostly (at least 70%) and additionally meets **important criteria** too, while the route or its section which meets **additional criteria** can be recommended to *demanding* and *inexperienced* groups of cyclists (beginners, children, tandem bikes, trailers and similar). Such an analysis of the criteria suitability perfectly supports an evolutionary development of the route: we firstly tend to meet essential criteria in order to promote the route for the first (experienced) cycle tourists, and then the route is gradually developed for other, more demanding groups of cycle tourists.

Key results of the route:

- ♦ A very attractive route with beautiful landscape and many landmarks including the UNESCO locations, national parks, nature parks, cultural and historical heritage, authenticity and preserved tradition
- ♦ Combination of coast, islands and mainland
- ♦ The route can be used for experienced cycle tourists
- ♦ It meets the ECS essential criteria and 70% of important ones, which means that its certification can be a realistic goal in a couple years of time
- ♦ The route has several inevitable shorter sections with high or very high motor cars traffic volume, especially during the high tourist season – for some of them alternative roundabout sections are offered
- ♦ Excellent availability of accommodation facilities and food
- ♦ Limited availability of public transport for bikes



Key elements of non-conformity with ECS criteria:

<http://www.eurovelo.org/wp-content/uploads/2011/08/European-Certification-Standard-Short-Manual-English.pdf>

Area / Level	Infrastructure	Services	Promotion
Essential criteria	Two places where the route is impassable In total about 2% of the route is on the sections with <u>very</u> high road traffic The route has no signposts Carrying bikes on public transport to access the route is possible for at least every 150 km Daily sections with too heavy inclines and slopes	Accommodation availability is limited on the section from Bribir to Krasno Polje There are not service stops on 7 out of 20 daily sections	There is no web page about the basic information on the route There is neither a printed guidebook nor detailed map for the whole route
Important criteria	Stairways (with even up to 80 stairs) on 5 spots along the route Totally about 8% of the route on sections with a high traffic road 3 very dangerous junctions on the route Totally about 0,7% of the route on sections with badly rideable macadam Carrying bikes on public transport to access the route is not possible for at least every 75 km	There are no service stops on 7 out of 20 daily sections Agencies for cycle tourists vacation do not have offers for every section of the route	There is no web page about the detailed information on the route Lack of info-centres or info-boards on several sections of the route
Additional criteria	There is a stair or two on several spots, a disruption or a section where the bike should be pushed along a pedestrian zone. Totally about 15% of the route on sections with moderate traffic 25 dangerous junctions on the route Totally about 3% of the route on sections with macadam of moderate quality Inclines and uphill rides more than 7% – on 0,6% of the route Danger to meet a bear along about 10 km of the route and a ride near mine suspected area on 2 km of the route	Food, drinking water and rest areas often are not available every 15 km Facilities for charging electric bikes are not available on every daily section	

More details about creating and analysis of the route can be found in the document **Route Evaluation Report Croatia, EuroVelo 8 – Mediterranean Route** <https://www.htz.hr/sites/default/files/2018-07/CroatiaEuroVelo%208%20Route%20Evaluation%20Report.pdf>

Note: Development of the new version of the ECS method from the ECF, finished in April of 2018 overlapped with the activities on the MedCycleTour project. In the process of defining of the route and its analysis, we have tried to take into consideration new ECS criteria as much as possible and we have greatly succeeded in it. However, some changes were not anticipated in the route analysis, which will later be adjusted when Croatia makes some progress in developing this matter and applies for certification for its part of the route.

4 Realistic development goals and appropriate completion through phases of the Action Plan

Disadvantages in the route analysis, identified according to the ECS method, certainly are a good basis for reflecting on appropriate development goals and set of activities. The ECS is a verified method, which analyses numerous aspects of the route quality, and certification according to ECS can have a great promotion impact for EuroVelo 8 in Croatia in future, so all disadvantages according to the ECS method are worth considering.

However, the ECS analysis is focused on the quality of the route itself from cycle tourists' point of view, but it does not show all the elements needed for a systematic route development that would be in the best interests of the community which develops the route. Therefore, we should consider a few more elements and aspects about appropriate activities for the route development and the use of its potentials.

The following table shows a total overview of areas where appropriate activities should be taken into consideration – resulting from the ECS analysis and from the additional reflection on the route development.

Area / Source	Infrastructure	Services	Promotion	Organization
Analysis of disadvantages according to the ECS	Continuity Sections with high traffic Dangerous junctions Low-quality macadam Uphill ride Signposts Carrying bikes on public transport to access the route Social safety	Accommodation Service Offers of agencies Food/water Rest areas Charging of E-bikes	Web pages Map/guidebook Info centres	
Other needed elements		Advanced bike rentals Public transport of bikes along the route Taxi transport of bikes (by car/by ship) Baggage transport Safekeeping of the bikes with baggage New thematic tourist products	Info brochures Presentations at fairs Promotion actions for journalists/bloggers Promotion in cycling magazines Social networks	Coordination of the systematic route development in all its sections Optimisation of the route course, defining of access routes Certification of the route Integration into tourist offer Survey on the route usage (bike counters, opinion polls)

In comparison with some advanced cycle tourists' routes, which have been developing for decades, our route, which is at the very beginning of its development, needs to be improved in many aspects. In such a situation, it is needed to come up with an appropriate strategy and to initially focus on the most important activities, which will, in the shortest possible time, contribute to the adjustment of the route to European and world standards and cycle tourists' expectations.

In the route development there are three short-term priorities:

- ◆ Informations
To provide publicly available all pieces of information on the route, needed for prospective cycle tourists so that they can clearly know what to expect, in order to plan their cycling vacation and to get about on the ground (chapters 5.3.1, 5.3.3)

- ◆ Safety

Building all adequate cycling traffic surfaces which are missing will last for a couple of years. Therefore, in the meantime, we should improve traffic safety on critical sections of the route by signing and monitoring (5.1.2) and ensure substitution of critical sections by public (5.1.7.1) and private (5.2.3) transport. Publicly available information (5.3.1) will include the safety aspect and allow real expectations and adequate preparation of cycle tourists visiting the route.

- ◆ Availability of the route

To provide transport of bikes by bus or train to some other important destinations along the route, as typical beginning or ending spots of a cycling holiday. As an alternative, to develop a network for rental of high-quality bikes and equipment, including e-bikes, where it is possible to return them at some other spots (5.2.1), plus transport along the route (5.2.4) including guidance along the route provided by tourist agencies (5.2.5).

In order to ensure continuity of the route development which will give the best long-term results, there are three priorities:

1. Consensus of all essential stakeholders regarding the route development upon completion of the EU project MedCycleTour by 31st January 2020 and formation of adequate organisation which will support and coordinate it (5.4.1)
2. Systematic marketing of the route (5.3)
3. Preparatory activities to work on improvement of the needed infrastructure (5.1.3) in order to begin with them in due course of time.

The Action Plan is made for three periods:

- ◆ Short-term by 2020
- ◆ Mid-term by 2025
- ◆ Long-term by 2030

One part of essential activities during the short-term period is supported by the project MedCycleTour, which lasts till January 2020.

Taking into account the results of the route analysis according to ECS and other considered development goals, this Plan suggests groups of activities based on different periods of time. The activities are listed and briefly explained on this level, while the detailed description of each activity can be found in chapter 5, which includes estimation of costs and places which that activity is relevant for.

The ECF has prepared an extensive table with a structural review of a great number of activities (71) needed for elaboration of the Action Plan on the MedCycleTour project. As Croatia is at the beginning of the route development, and as it covers a big area of the whole country (unlike other partners in the project), and the route of 1123 km through 7 counties, this Plan focuses on the important activities and does not anticipate all out of 71 classes of activities suggested by the ECF. It also does not always make such a detailed classification. However, activities envisaged by this Plan are related to the structure of activities suggested by the ECF. In order to systemize types of activities and to get a relevant summary data, all particular activities will be listed in a common table and classified according to that structure. The table is available as an integral part of this Action Plan.



4.1 Short-term period – by 2020

Goal for the year of 2020: The route has come into life

- ♦ A distinguished route along the Croatian coast as a part of the EuroVelo 8 Mediterranean route
- ♦ The route is suitable for experienced cycle tourists who start coming
- ♦ Complete information on the route is available
- ♦ Local tourist subjects are aware of the route and they integrate it into their promotion and tourist offer
- ♦ The route is recognized in Croatia and its further development is encouraged



Activities for realisation of short-term goals by 2020

Area	Activity	More info in chapter	ECF's classification
Infrastructure	Pilot project of signing (activity from the MedCycleTour project)	5.1.6	1.3.5
	Providing continuity (passability)	5.1.1	1.3.4
	Improvement of cyclists' safety on sections along the roads with high traffic (warning signs, speed limit signs, speed monitoring)	5.1.2	1.3.2
	Carrying bikes on public transport to access the route is possible for at least every 150 km	5.1.7	1.4.2
	Development of local and public transport on critical sections	5.1.7	1.4.2
	Remediation of big stairs on the route	5.1.4	1.1.2
Services	Advanced bike-rental services: different places to return bikes, different bikes, equipment	5.2.1	2.3.3
	Bike service is available on every section	5.2.2	2.3.1
	Taxi transport of bikes by car or ship is available for shorter sections	5.2.3	2.3.6 +
	Development of services: organized guided tours along the EuroVelo 8	5.2.5	3.3.1
	Development of basic accommodation facilities on sections where there are not enough of them	5.2.6	2.1.1
	Adjustment of gastronomy facilities and attractions to cycle tourists' needs	5.2.8	2.2.2
Promotion	Availability of detailed and reliable information on the route (web pages, activity from the MedCycleTour project)	5.3.1	3.3.2
	Information on EuroVelo 8 is integrated into tourist guidebooks and activities of the network of tourist boards	5.3.2	3.2.3. 3.2.5
	Making info brochure for users (activity from the MedCycleTour project)	5.3.2	3.3.3
	Printed maps and guidebooks are available and can be bought	5.3.3	3.3.3
	Promotion actions: fairs, journalists, bloggers (activity from the MedCycleTour project), magazines, social networks and similar actions	5.3.4	3.2.6, 3.2.7, 3.3.5, 3.3.7, 3.3.8
Organi- zation	Integration of this Plan for the development of the route into all relevant development plans	5.4.3	4.3.*
	Researching and defining of new parts of the route (access to attractions, "opposite" direction, consideration of alternatives and improvements, anticipating changes in environment)	5.4.2	4.2.1

Other important activities which are essential as preparatory activities for the route development in future periods:

Area	Activity	More info in chapter	ECF's classification
Infrastructure	Preparation for infrastructural works: studies on feasibility, cost evaluation, making bidding documents and similar activities	5.1.3	1.1.1
Organisation	Ensure continuity in the development of the route upon completion of the MedCycleTour project – organizing a national forum for the development of the route	5.4.1	4.3.3

4.2 Mid-term period – by 2025

Goal for the year of 2025:

an attractive route which attracts numerous cycle tourists and which is subject to further development

- ♦ Most of the route is suitable for average cycle tourists
- ♦ 70% of the route is certified according to the essential and important ECS criteria
- ♦ Systematic route marketing
- ♦ Development of services on the route
- ♦ Development of local communities on the route

Activities for realisation of mid-term goals by 2025

Area	Activity	More info in chapter	ECF's classification
Infrastructure	Solution for all sections with a very high volume of motor traffic	5.1.4	1.1.2 1.1.4
	Solution for 50% of sections with high motor traffic	5.1.4	1.1.2 1.1.4
	Solution for all 3 very dangerous junctions on the route	5.1.4	1.1.5
	Improvement of all badly rideable macadam roads	5.1.5	1.1.3
	Putting signposts on the whole route	5.1.6	1.3.5
	Carrying bikes on public transport to access the route is possible for at least every 75 km	5.1.7	1.4.2
	Putting bike traffic counters in place on 10 -15 locations	5.1.8	1.7.1
	Maintenance of bike route signing (regular check-ups, replacement, repairs)	5.1.10	1.8.2
Services	Transport services for bikes and baggage along the whole route	5.2.4	2.3.x
	Construction of bike rest areas on long distances outside built up areas	5.2.7	2.1.3
Promotion	Marketing plan of the route	5.3.5	3.1.1
	Market research and research of the route usage	5.3.5	3.1.2
	Maintenance of the web page EuroVelo 8 in Croatia	5.3.1	3.3.2
	Promotion actions: fairs, journalists, bloggers, magazines, social networks, promotion events on the route,	5.3.4	3.2.x 3.3.x
Organization	Certification of at least 70% of the route	5.4.4	4.4.2
	Workshops and conferences for promotion of the route development	5.4.5	4.1.1
	Trainings and study trips	5.4.6	4.1.2
	Continued coordination of development	5.4.1	4.3.3



4.3 Long-term period – by 2030

2030 – The route EuroVelo 8 has a significant influence on the local economy and Croatian tourism

- ♦ The whole route is certified according to essential and important ECS criteria
- ♦ 50% of daily sections is certified according to additional ECS criteria (families, beginners)
- ♦ Development of new products and services
- ♦ Noticeable impact of the route on the number of nights spent at tourist accommodation and extension of tourist season
- ♦ Noticeable impact of the route on local economy

Activities for realisation of long-term goals by 2030

Area	Activity	More info in chapter	ECF's classification
Infrastructure	Solution for all sections with high motor traffic	5.1.4	1.1.2, 1.1.4, 1.1.5
	Solution for a part of sections with moderate motor traffic volume: 50% of daily sections will be suitable for demanding users	5.1.4	1.1.2, 1.1.4, 1.1.5
	Maintenance of constructed cycling infrastructure	5.1.9	1.8.1
Services	Development of new specific tourist products and services	5.2.9	
Promotion	Continuation of marketing activities	5.3.4 5.3.5	3.x.x
Organization	Continued coordination of development	5.4.1	4.3.3
	Certification of the route	5.4.4	4.4.2



5 Detailed overview of activities

5.1 Infrastructure

5.1.1 Removal of barriers

Barriers along the route make bike riding either impossible or significantly harder. We should take into consideration that we typically have bikes with 20 kg of baggage on a cycle tourist route and the fact that there are elderly people, electric bikes, tandems and trailers in cycling tourism. A quality route must not have any physical disruptions that will cause problems and frustrations.



Fence along the road either prevents or makes it impossible for cyclists to timely join the side road near Prosika.



Barrier preventing motorbikes to access the pedestrian-cycling path in Split makes it hard for bikes to pass too. The barrier was removed in the meantime 😊

Removal or modification of a barrier is a relatively simple intervention, which can be taken by any local government as a part of the regular road maintenance.

The list of locations where barriers should be removed is given in the following table:

Nr.	ECS Level	Term	Barrier location	Section	Km	County	Costs estim. (€)
1	Additional	2020	3 km after Umag, avoidance possible	97	28	IŽ	100
2	Additional	2020	Barbariga – entrance to the path along the beach	98	55	IŽ	100
3	Additional	2020	Nin – bike pushing over the bridge	107	39	ZŽ	100
4	Additional	2020	Zadar – bike pushing over the bridge	107	60	ZŽ	100
5	Additional	2020	exit from D8 road after Prosika	109	13	ŠKŽ	100
6	Additional	2020	return to D8 road after Prosika	109	15	ŠKŽ	100
7	Important	2020	barrier 40 cm between two touristic villages	110	51	SDŽ	50
8	Important	2020	exit from Dubrovnik to D8 road close to Orsula park	116	6	DNŽ	100

5.1.2 Improvement of cyclists' safety on sections along roads with high traffic

Although we have taken maximum effort to avoid busy roads during creation of this route, there are still several inevitable shorter segments of the route on high-traffic roads. However short they may be, sections with high traffic are objectively a higher risk for the safety of cycle tourists, while they are subjectively perceived as even more risky. They also significantly tone down the quality of a tourist's experience and hinder numerous cycle tourists in using the route. According to the ECS classification, about 2% of the route overlaps with roads with very high traffic, which is a disadvantage at the level of essential criteria, while about 8% of the route contains sections with high traffic, which is a disadvantage at the level of important criteria.

Such problems can be permanently solved by building shorter sections of paths or lanes, which will substitute problematic parts and link the safe ones into a more cohesive whole. (You can find more about construction in the chapter 5.1.4). Such interventions are time consuming and if we take into account their relatively high costs of investment, long procedures of land purchase, getting licences, consents and looking for possible investors, they can drag on for a couple of years.

In the meantime, it is possible to improve cyclists' safety on these sections in the following way:

- ♦ Warning bike riders that they are about to reach roads with high traffic (information on busy sections will be available both on the web page, chapter 5.3.1, and literature, chapter 5.3.3)
- ♦ Warning motor vehicle drivers that a road sections overlaps with a cycling route (road sign A39 – cycleway ahead)
- ♦ Considering speed limits on such sections, especially at the places where there are not currently any, before junctions where the cycle route joins the road and before dangerous bends where a bike can “suddenly appear”
- ♦ Consistently respecting speed limits: warnings by blinking lights, radar controls and penalizing road traffic offences according to the law.



Traffic sign A39 – cycleway ahead, slope to Limski kanal

Traffic sign A39 has already been put in place on some sections. We suggest putting up such traffic signs for all overlapping sections of the route with roads with high traffic. This road sign should be repeatedly put up on sections longer than approximately 3km.

Detailed evaluation of the route shows there are speed limit signs on most sections with high traffic overlapping with the route and that they only need to be slightly modified. It usually means to cover several hundred metres more by the existing speed limiting sign. On sections without speed limits overlapping with the route, it is suggested to limit speed to maximally 70 km per hour. Physical modelling shows that the speed difference between 90 km/h and 70 km/h gives a car rider twice more time to react, while he/she at the same time loses only 11 seconds per kilometre.

At different county workshops which were organized within creation of this Action Plan, we have found out about their plan to purchase a significant number of radars for speed monitoring. We suggest that the route course of the “EuroVelo 8 through Croatia” should also be taken into consideration as one of the locations for putting such devices into place, namely its sections overlapping with some roads with high traffic.

The table on the next page gives an overview of sections with high traffic for which we suggest putting the traffic signs A39 – “cycleway ahead” and adjustment of the speed limit. The signs should be put in both directions. This is an indicative and general assessment and details should be agreed upon with individuals from the Ministry of the Internal Affairs (MUP) responsible for traffic safety.

Radar speed monitoring systems should be primarily put on the sections outside settlements. Accurate locations, the way of procurement and a financing model should be defined by a specific analysis made together with experts from the Ministry of the Internal Affairs (MUP). It is estimated that 10 -15 devices are needed for the whole route.



Nr.	ECS Level	Term	Section HR	Road	Location	Length	Traffic average	Traffic summer avg.	Speed limit (km/h)	County	Needed signs A39	Needed signs speed limit	Flashing	Radar	Estimated costs (€)
1	Important	2020	1	D75	Zambratija	2,0	5000	10000	30-90	IŽ	2	2	1		600
2	Important	2020	1	D75	Karigador	3,0	5000	10000	90	IŽ	2		1	1	300
3	Important	2020	1	D75	Antenal	3,0	5000	10000	30-70	IŽ	2		1		300
4	Important	2020	1	D75	Funtana	0,4	6500	13500	30-50	IŽ	2				300
5	Important	2020	2	D75	Limski kanal	6,0	4000	7000	40-60	IŽ	2				300
6	Important	2020	2	Local	Fažana-Valbandon	4,0	5000	10000	40-60	IŽ	4				600
7	Important	2020	2	Pula	Pula	6,0	5000	10000	50	IŽ	4				600
8	Important	2020	3	D66	Barban-Raša	6,0	3000	4700	50	IŽ	4				600
9	Essential	2020	4	D64/D500	Kršan-Vozilići	2,0	4500	6600	60-90	IŽ	2	2	1		600
10	Important	2020	4	D66	Medveja-Rijeka	20,0	4300	7600	40-60	PGŽ	6				900
11	Important	2020	4		Rijeka	4,0	10000	10000	50	PGŽ	4				600
12	Essential	2020	5	D8	Rijeka – Bakar – Križišće	12,0	3700	4600	50-90	PGŽ	6	6	1	1	1800
13	Important	2020	11	D8	Maslenica	1,5	4500	10000	60	ZŽ	2				300
14	Essential	2020	13	D8	Prosika	2,7	5000	10500	90	ŠKŽ	2	2	1	1	600
15	Essential	2020	13	D8	Pirovac 1	1,7	5000	10500	partly 90	ŠKŽ	2	2	1	1	600
16	Essential	2020	13	D8	Pirovac 2	1,8	5000	10500	partly 90	ŠKŽ	2	2	1		600
17	Essential	2020	13	D8	Most – Šibenik	1,7	15000	23000	90	ŠKŽ	2	2	1	1	600
18	Essential	2020	14	D8	Brodarica Grebaštica	5,3	5500	11000	1 km 90	ŠKŽ	4	2	2		900
19	Important	2020	14	D8	Seget Vranjica	0,3	4600	8900	60	SDŽ	2	2			600
20	Important	2020	14	Trogir	Trogir ulaz	1,0	4000	8000	50	SDŽ	2				300
21	Important	2020	15	Trogir	Trogir – izlaz	2,5	16000	27000	50	SDŽ	2				300
22	Important	2020	15	Franje Tuđmana	Kaštel Gomilica Sućurac	2,0	5500	11000	50	SDŽ	2				300
23	Important	2020	15	Frane Bulića	Solin	1,3	12000	14000	50	SDŽ	2			1	300
24	Important	2020	15	Splitska	ulaz u Split	0,6	14000	20000	50	SDŽ	2				300
25	Important	2020	16	D8	Brela	4,0	5600	11000	50	SDŽ	2			1	300
26	Important	2020	17	D8	Podgora	2,3	3500	7000	60	SDŽ	2				300

27	Important	2020	17	D8	Živogošće Drvenik	8,0	2900	6200	50-60; 1 km 80	SDŽ	6	2	2	1	1200
28	Important	2020	17	D8	Gradac Ploče	11,0	2900	5600	40-60	DNŽ	6			1	900
29	Important	2020	18	D414	Dubrava Ston	20,0	1800	3700	14 km 90	DNŽ	8	8	4	2	2400
30	Essential	2020	19	D8	Zaton – Dubrovnik most	8,0	8500	15000	40-60, 500m 90	DNŽ	8	2			1500
31	Essential	2020	20	D8	Dubac	1,0	14000	22000		DNŽ	2	2			600
32	Essential	2020	20	D8	Kupari Zvekovica	8,0	14000	22000	50-60, shortly 90	DNŽ	6	2	2	1	1200

The source of the traffic data: Traffic counting on the roads of The Republic of Croatia in 2016
https://hrvatske-cestce.hr/uploads/documents/attachment_file/file/44/2016.pdf

5.1.3 Preparation of infrastructure works (studies, plans, project applying)

Works on building cycling infrastructure require previous planning and preparation, which includes the following:

- ♦ Feasibility study
- ♦ Detailed technical documentation and a more precise cost evaluation
- ♦ Analysis of the need to purchase land, cost evaluation
- ♦ Finding ways of funding, applying for adequate tenders

It is planned that works on building cycling infrastructure (paragraphs 5.1.4 and 5.1.5) should begin in the mid-term period 2020-2025. In order to accomplish that goal, it is essentially needed that we pay enough attention to all preparations in the short-term period 2018-2020.

Preparation costs are estimated as 5-10% of the building and are specified together with them in the chapters 5.1.4 and 5.1.5.

5.1.4 Construction of missing cycle paths

A big part of the route, about 90% of it, even now is suitable for a comfortable cycle tourist vacation of average cyclists, and a great part of it is adjusted for the needs of more demanding ones. About ten percent of the route has no alternative and goes along roads with relatively high traffic. Those 10% is not concentrated at the same place and can not be simply crossed by a single intervention, but is located on about thirty shorter segments along almost the whole route. Such a situation has some advantages too: each intervention on any short section will significantly improve the route by creating a bigger connected area. In addition, costs and organisation of construction are shared among more subjects.

In order to solve the biggest problems first, in construction of the cycling infrastructure priority should be given to those sections which are on roads with high traffic. There are totally about 2% of such roads along the route.

In deciding which cycling traffic surface is adequate for each segment (cycle path or cycle lane along a road, separated cycle road) we should be guided by the Statute on Cycling Infrastructure <https://narodne-novine.nn.hr/clanci/sluzbeni/dodatni/439893.pdf> and situation on the ground. Related to the traffic level and speed, it should mostly be a cycle path separated from the road by fence or a protective zone. In cases of rough terrain – a road along a steep slope – it proved to be more beneficial to construct a separate cycling road than to widen the existing one, which has some additional advantages: it is more comfortable for ride and road works do not obstruct normal use of the road. Taking into account high prices of land, construction of cycle lanes in settlements will probably be very expensive or even impossible due to heavy built areas. However, settlements are mostly a smaller problem due to speed limit, plus alternative, less busy roads are often available. We should give priority to solving problems of fast roads with high traffic outside settlements.



Cycle path along the road with heavy traffic close to Umag

The list of busy sections of the route requiring building of infrastructure can be found in the following table. While doing cost evaluations different construction costs on different configurations of the terrain are taken into account, as well as their real presence on different segments. Average costs are taken for evaluation of the land purchase. Although within the framework of this project it was not possible to elaborate more precise projects and cost statements for each segment, those assessments can be a basis for a rough overview of costs for certain interventions, and thus enable their preparation and planning.

In the table all 32 critical sections, the same as in the route evaluation report and chapter 5.1.1. are listed. For most of them costs are estimated and construction proposed, but for some of them construction is “impossible” or too expansive so alternatives should be checked. Comments and explanations are following after the table.

Apart from building cycle paths that will redirect cycling traffic from busy roads, we need to make some other spatial interventions due to several other reasons:

- ♦ Construction of alternative paths to cross big stairways
- ♦ Overpasses or tunnels in order to avoid dangerous junctions



Staircase Tučepi: 100 m of bike path would solve the problem.



Critical crossing in Zaton: left turn with low visibility

Nr.	ECS Level	Term	Section HR	Road	Location	Length (km)	Traffic average	Traffic summer avg.	Speed limit (km/h)	County	Estimated costs – construction (€)	Estimated costs – project (€)
1	Essential	2025	1	D75	Zambratija	2,0	5000	10000	30-90	IŽ	398500	15000
2	Important	2025	1	D75	Karigador	3,0	5000	10000	90	IŽ	372000	22500
3	Important	2030	1	D75	Antenal	3,0	5000	10000	30-70	IŽ	960000	54000
4	Important	*1)	1	D75	Funtana	0,4	6500	13500	30-50	IŽ		
5	Important	*2)	2	D75	Limski kanal	6,0	4000	7000	40-60	IŽ		
6	Important	*3)	2	Local	Fažana-Valbandon	3,4	5000	10000	40-60	IŽ		
7	Important	*4)	2	Pula	Pula	5,0	5000	10000	50	IŽ		
8	Important	2030	3	D66	Barban-Raša	6,0	3000	4700	50	IŽ	1080000	90000
9	Essential	2025	4	D64/D500	Kršan-Vozilići	2,0	4500	6600	60-90	IŽ	248000	15000
10	Important	*5)	4	D66	Medveja-Rijeka	20,0	4300	7600	40-60	PGŽ		
11	Important	*6)	4		Rijeka	4,0	10000	10000	50	PGŽ		
12	Important	*7)	5	D8	Rijeka – Bakar – Križišće	12,0	3700	4600	50-90	PGŽ		
13	Important	2025	11	D8	Maslenica	1,0	4500	10000	60	ZŽ	126000	10500
14	Essential	2025	13	D8	Prosika	2,7	5000	10500	90	ŠKŽ	393200	28000
15	Essential	2025	13	D8	Pirovac 1	1,7	5000	10500	partly 90	ŠKŽ	376000	18750
16	Essential	*8)	13	D8	Pirovac 2	1,8	5000	10500	partly 90	ŠKŽ		
17	Essential	2020	13	D8	Most – Šibenik	1,7	15000	23000	90	ŠKŽ	210800	12750
18	Essential	2025	14	D8	Brodarica Grebaštica	5,3	5500	11000	1 km 90	ŠKŽ	930000	74000
19	Important	2025	14	D8	Seget Vranjica	0,3	4600	8900	60	SDŽ	127500	2250
20	Important	2025	14	Trogir	Trogir ulaz	1,0	4000	8000	50	SDŽ	425000	7500
21	Important	*9)	15	Trogir	Trogir – izlaz	2,5	16000	27000	50	SDŽ		
22	Important	2020 *10)	15	Franje Tuđmana	Kaštel Gomilica – Sućurac	2,0	5500	11000	50	SDŽ		
23	Important	2025	15	Frane Bulića	Solin	1,3	12000	14000	50	SDŽ	597500	13650
24	Important	2025	15	Splitska	ulaz u Split	0,6	14000	20000	50	SDŽ	277500	6450
25	Important	2025	16	D8	Brela	4,0	5600	11000	50	SDŽ	880000	80000
26	Important	2030	17	D8	Podgora	2,3	3500	7000	60	SDŽ	506000	46000
27	Important	2030	17	D8	Živogošće Drvenik	8,0	2900	6200	50-60; 1 km 80	SDŽ	1760000	160000
28	Important	2030	17	D8	Gradac – Ploče	11,0	2900	5600	40-60	DNŽ	2420000	220000

29	Additional	*11)	18	D414	Dubrava – Ston	20,0	1800	3700	14 km 90	DNŽ		
30	Essential	2030	19	D8	Zaton – Dubrovnik most	8,0	8500	15000	40-60, 500 m 90	DNŽ	2000000	180000
31	Essential	2025	20	D8	Dubac	1,0	14000	22000		DNŽ	280000	25000
32	Essential	2025	20	D8	Kupari Zvekovica	8,0	14000	22000	50-60, shortly 90	DNŽ	3000000	146000
33	Important	2025	16		stube Brela	0,3				SDŽ	66000	6000
34	Important	2025	17		stube Tučepi	0,1				SDŽ	26400	2400
35	Important	2025	17		stube Podgora	0,3				SDŽ	66000	6000
36	Important	2025	14		proširenje mosta u Brodarici	10m	5500	11000		ŠKŽ	20000	2000
37	Important	2025	14		raskrižje u Grebaštici	10m	5500	11000		ŠKŽ	50000	5000
38	Important	2025	19		raskrižje u Zatonu Dubrovačkom	20m	8500	15000		DNŽ	80000	8000
39	Important	2030	11		raskrižje Maslenica	20m	4500	10000		ZŽ	80000	8000

1. In Funtana it is “impossible” to widen the road by a bike path because the houses are too close. There is already the 30 km/h speed limit at some parts, so it may be a better solution to extend it to the whole 400m-long section. It is also possible to consider detour via alternative side roads, but the basic direction of the route requires crossing two main roads with high traffic and staying on the route with the proper discipline of motor vehicle drivers.
2. The cost of construction of 6 km cycling road on demanding terrain would be about € 1,7 million, so it seems that a ship line and/or traffic discipline would be a better solution.
3. Widening of the road in a settlement is very costly due to the price of land and costs of this construction are estimated at 1,5 mil € so alternatives should be considered once again.
4. Widening of urban streets by bike paths is almost impossible, so it should be kept like it is or alternative streets with less traffic should be considered once again.
5. Construction of a solution for 20 km section with heavy traffic through inhabited areas is extremely expensive and almost an impossible task. And here the problem should be solved alternatively by public transport or even alternative route track.
6. ITU mechanism in Rijeka could improve the situation in forthcoming years; EuroVelo may be a reason more but is not yet powerful enough to drive this change.
7. The construction of the cycling path along these 12 km could cost around € 3 million, which can't be approved by the route in its initial stage. The speed should be limited at the part where it is still 90 km/h and less experienced cyclists should be recommended the alternative exit via Sv. Kuzam.
8. Pirovac 2 section construction would cost approximately 350 000€. It would be significantly cheaper and better to improve the macadam from Pirovac to Ivinj.
9. Before planning the construction of this section, the results of current construction works on this road should be anticipated, as well as consequences of the construction of the new Čiovo bridge and access roads.
10. Cycle lane marking on this section is already in the pipeline.
11. This task is quite expensive (about 3 mil €) and is no priority because of relatively low traffic. The solution should rather be sought within the ongoing renovation of the roads of architectural heritage on the Pelješac peninsula and alternative routes this might bring. We should also take into account the consequences of the new Pelješac bridge and access roads in future years.

Those construction works should be linked to plans of local authorities (JLS) and Croatian/County Roads and, if possible, we should use any opportunity during their spatial interventions for organizing some of these works at the same time. In planning works on cycling infrastructure near roads, we should focus on the most important ones, where the lowest investment (short sections) will result in getting the most (significant improvement of safety, big linked areas, available for a wide range of cycle tourists) and give priority to these sections.

There is a great need to create a big connected area for safe cycling not only for the development of the Mediterranean route, but also, in a broader context, for urban transport by bikes. The most problematic sections of the route are mainly before big cities and in urban centers. Through EU and ITU mechanism (integrated territorial investment), some of the cities have initiated safe linking of greater urban areas (agglomeration) by bike. Among ITU cities, Pula, Rijeka, Zadar and Split are on the route and safe cycling through these areas is an important common goal for both the agglomerations and the route EuroVelo 8. The most important goals are:

- ♦ Safe access to Pula from Fažana and passing through Pula
- ♦ Safe access to Rijeka from Opatija and passing through Rijeka
- ♦ Passing through Trogir, getting into Solin, getting into Split

Some of the projects have already been planned, such as the improvement of the cycle lane on a wide pavement between Kaštel Gomilica and Kaštel Sućurac (2 km).

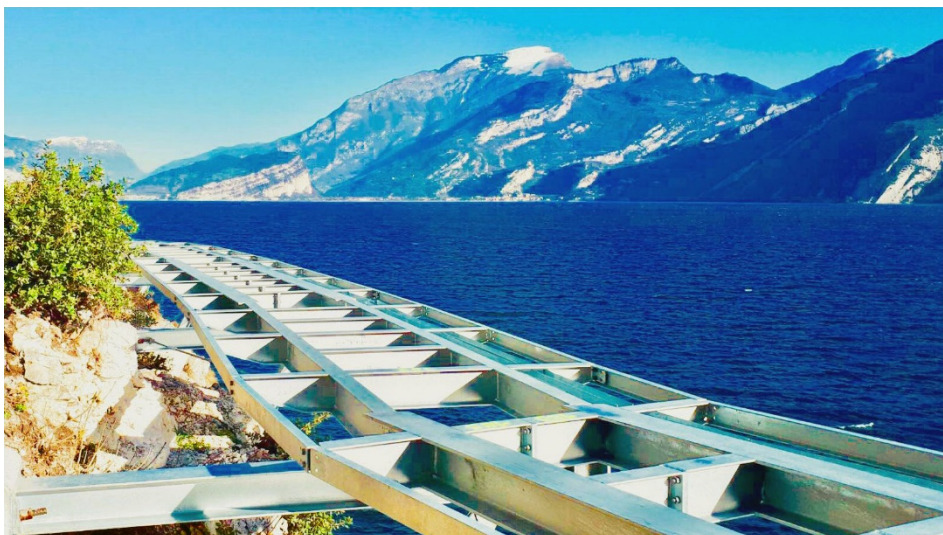
Although the route is in its early phase of development, it is motivating to think about some more ambitious and attractive goals in distant future. At workshops, we have mentioned the following:

- ♦ Vransko jezero – improvement of the attractive panoramic path (which has already been declared as a cycle path, but is suitable only for mountain bikes) from its north-west side in order to be suitable for the route EuroVelo 8
- ♦ Obrovac – Posedarje – improvement of the old road with panoramic view of the river Zrmanja, pedestrian/cycling bridge over Karinsko ždrilo and link up with Novigrad and Posedarje panoramic road along Novigradsko more
- ♦ Split-Dalmatia county – pedestrian-cycling lane from Split to Omiša along the coast
- ♦ Šibenik-Knin county – pedestrian/cycling lane along the coast from Grebaštica to Primošten and Rogoznica

The above mentioned, extremely attractive sections draw attention of all groups of cycle tourists and contribute to the distinguishment of the whole route.



Old road close to Obrovac with panoramic view of the river Zrmanja



Panoramic bike road construction around Lago di Garda, Italy

Source:
<https://edition.cnn.com/travel/article/lake-garda-cycle-path-italy/index.html>

5.1.5 Improvement of badly rideable macadam sections and other repairs

Rerouting to avoid traffic has as a consequence occasional ride through sections with bad macadam. Bad macadam is a gravelled area incorporating pieces of “living stones”, coarse rocks, mud or plashes, and as such, it is unrideable or dangerous for average cyclists with loaded bicycles. The choice between “bad macadam” or “high traffic” roads depends on how rideable is that macadam in reality, or how much traffic there really is and each cyclist will have to find out his or her own answer to that question. While planning the route in accordance with the ECS criteria, more macadam than high-traffic roads are chosen due to two reasons: safety and price of construction (improvement of a macadam road is significantly cheaper and legally simpler than construction of cycle path along a road).

The ECS classifies macadam within 5 categories of rideability: categories of lowest quality macadam are “unrideable” and “badly rideable” macadam, which needs improvement as soon as possible, in the short-term period by 2020 if possible. In the meantime, cycle tourists will be offered short detours with more traffic as alternatives. In the mid-term period, by 2025, there should be progress in improvement of macadam sections with “medium” rideability.

As macadam is usually hard to ride at only some parts, in that case, improvement is not necessary over its whole length. It is worth considering for some sections whether it is more affordable to pave the road rather than improve the macadam road again every year (or after any torrent).

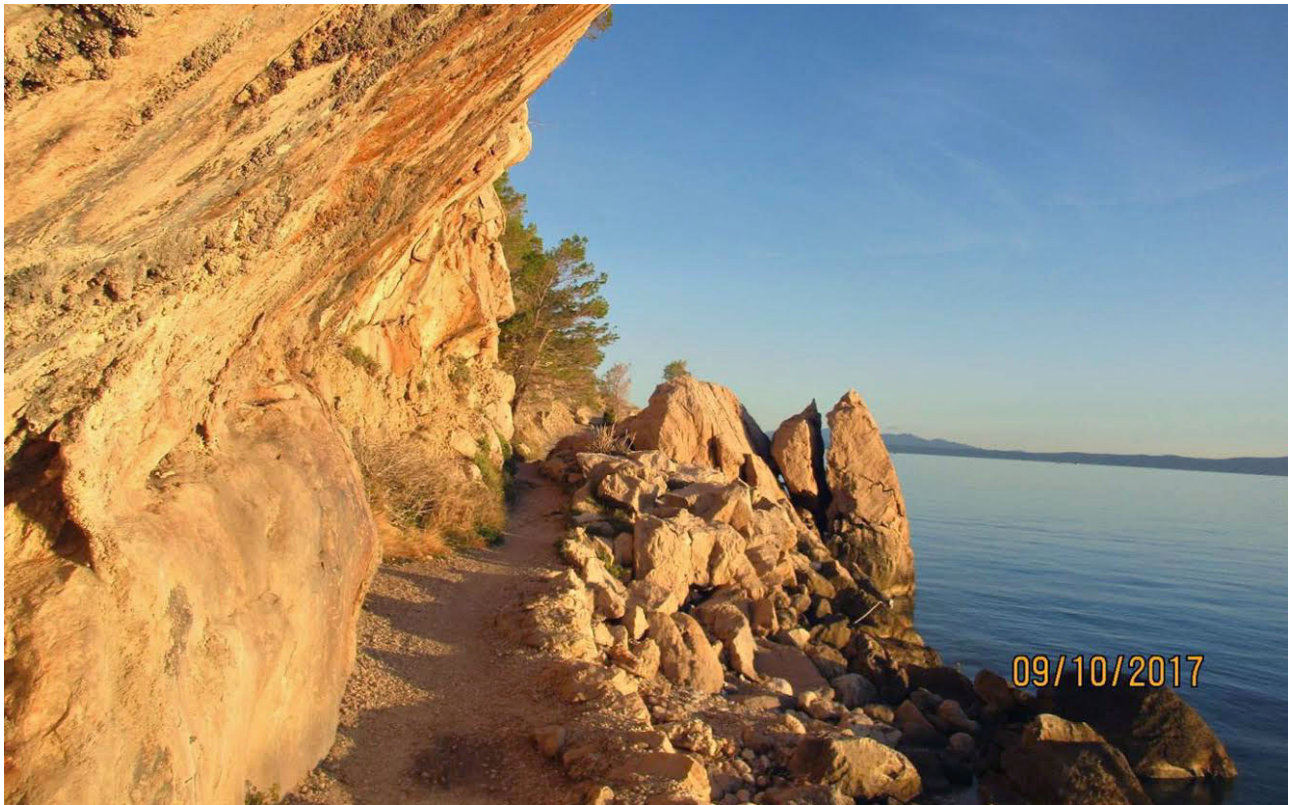


Badly rideable section of macadam with mud, Šibenik, 350m

The following table provides an overview of macadam sections on the route that should be improved in order to develop a high-quality Mediterranean route through Croatia. The improvement costs for macadam sections are generally listed in the tables and they take into account the part of the section that needs improvement. Asphaltting of sections gives better quality and a long-term profitability, given the fact that asphalt does not need frequent maintenance.

Nr.	ECS Level	Term	Location	Rideability	Activity	Length (km)	County	Estimated costs – construction (€)	Estimated costs – project (€)
1	Important	2020	Between Pomer and Medulin	Badly rideable	fix	0,5	IŽ	15000	1500
2	Essential	2020	Vratnik	Not rideable	asphalt	1,7	LSŽ	170000	17000
3	Important	2020	Between Stolac and Oltari	Badly rideable	fix	6,0	LSŽ	24000	2400
4	Important	2020	Short sections along Vransko jezero between Drage and Prosika	Badly rideable	fix	2,0	ŠKŽ	60000	6000
5	Important	2020	Branch from D8 to Šibenik	Badly rideable	fix	0,4	ŠKŽ	12000	1200
6	Essential	*1)	Krvavica to Makarska	Not rideable		0,7	SDŽ		
7	Important	2020	Between Konjevaca and Orašac	Badly rideable	fix	0,5	DNŽ	15000	1500
8	Important	2025	Gospić – Ostrvica	Moderately rideable	fix	3,0	LSŽ	36000	3600
9	Important	2020	Section close to Medulin	Badly rideable	fix	1,0	IŽ	30000	3000
10	Important	2020	close to Kavran	Moderately rideable	fix	2,0	IŽ	24000	2400
11	Important	2025	Short sections before Šibenik bridge	Moderately rideable	fix	1,5	ŠKŽ	45000	4500
12	Important	2020	between Sapina Doca and Gustirna	Moderately rideable	fix	1,0	ŠKŽ	12000	1200
13	Important	2025	section between TN Medena and TN Belvedere	Moderately rideable	fix	1,0	SDŽ	12000	1200
14	Important	2020	section close to the Split airport	Moderately rideable	fix	1,0	SDŽ	12000	1200
15	Important	2025	between Makarska and Tučepi	Moderately rideable	fix	2,0	SDŽ	12000	1200
16	Important	2020	before Igrane	Moderately rideable	fix	3,0	SDŽ	12000	1200
17	Important	2025	before Drvenik	Moderately rideable	fix	1,0	SDŽ	12000	1200
18	Important	2020	Between Konjevaca and Orašac	Moderately rideable	fix	1,0	DNŽ	12000	1200
19	Important	2025	between Tušići and D8	Moderately rideable	fix	2,0	DNŽ	12000	1200
20	Important	2025	Between Pomer and Medulin	Badly rideable	fix	2,0	ŠKŽ	60000	6000

*1) construction of the pedestrian and cycle path is planned.



Unrideable sections 800m long between Kravica and Makarska

In the meantime there is a possible detour including 100 m of uphill ride along 3 km of the road D8 with high traffic.

In addition to the improvement of macadam roads, there are also other issues on public roads that are challenging especially for cyclists and they should be resolved within the development of the EuroVelo 8 route.



Trogir, Knez Trpimir Street, dangerous holes in which cyclists, pushed away from the road (with very high traffic!), can fall into



Tugare, Knez Trpimir Street, section of the road without fence, where cyclists can fall 2 m below the road

5.1.6 Bike route signing

Bike route signing enables easy and safe orientation along the route. Despite the widespread presence of sat nav devices, road signs are still very important for both motor vehicles and bicycles. According to the ECS, signing of the route is an essential criterion. Bike route signing includes “direction signs” for traffic regulation and “route confirmation” put as a confirmation of the route on longer sections without signposts. Additionally, this activity also includes confirmation signs in bigger towns and tourist destinations.

In addition to the orientation, bike route signing has also other important functions:

- ◆ Traffic safety:
 - ◆ Direction sign is indicating caution to other participants in traffic as they are a warning that there is a cycling route
 - ◆ Direction signs regulate cycling traffic in such a way that cyclists drive on a high-traffic road as short as possible and use any alternative paths whenever they are available. Because of insufficient information, cyclists can be seen at the moment too often even on sections along Adriatic Highway, even when they have many good alternatives.
- ◆ Promotion:
 - ◆ Direction sign of the EuroVelo 8 route indicates its presence to everyone seeing it
 - ◆ Information boards in tourist centres will be promoting the route among many potential users, but also among stakeholders



Example of EuroVelo 6 direction sign in Serbia and design of the Mediterranean Route EuroVelo 8 logo

There are still no direction signs on the EuroVelo route. Local routes in some coastal counties that partially overlap with the EuroVelo 8 route have s direction signs, but most often, they are placed in only one direction.

Within the scope of the MedCycleTour project, it is planned to put direction signs in place on at least 100 km long pilot section. As direction signs are important due to many reasons, it is suggested to put them on some more sections in the short-term period by 2020, and to ensure their putting into place along the whole route in the mid-term period by 2025. New rules on route signing are in process of enforcement by the end of 2018 and should the taken into consideration when putting direction signs in place.

The following table estimates needed number of direction signs and costs according to the route sections and counties. The number of direction signs and the route marks are shown for both directions. Direction signs are put up on every junction, except when the route is consistently following the main road. The signs “route confirmation” are added on long sections without junctions at the distance of 2-3 km.

Route sections 3, 4, 10 and 20 are not included into this overview, as their alternative paths are still being considered (see 5.4.2). Route signing on the aforementioned sections should be added only after the route is completely defined.

Nr.	ECS Level	Term	Section	Length (km)	Direction signs	Route marks	Info boards	County	Costs estim. (€)
1	Essential	2020	EV8-97 (HR 1) Slovenija – Vrsar	76	186	8	4	IŽ	22000
2	Essential	2020	EV8-98 (HR 2) Vrsar – Pula	73	98	14	1	IŽ	12000
3	Essential	2020	EV8-101 (HR 5) Rijeka – Bater	57	46	16	1	PGŽ	6500
4	Essential	2020	EV8-102 (HR 6) Bater – Krasno	14	4	6	1	PGŽ	1000
5	Essential	2020	EV8-102 (HR 6) Bater – Krasno	38	18	18	1	LSŽ	3500
6	Essential	2020	EV8-103 (HR 7) Krasno – Gacka river source	41	28	16	1	LSŽ	4500
7	Essential	2020	EV8-104 (HR 8) Gacka river source– Gospić	47	36	14	1	LSŽ	5000
8	Essential	2020	EV8-105 (HR 9) Gospić – Lovinac	42	28	18	1	LSŽ	4500
9	Essential	2020	EV8-107 (HR 11) Maslenica – Zadar	60	46	22	2	ZŽ	7000
10	Essential	2020	EV8-108 (HR 12) Zadar – Pakoštane	43	78	10	2	ZŽ	10000
11	Essential	2020	EV8-109 (HR 13) Pakoštane – Šibenik	6	10	2		ZŽ	1000
12	Essential	2020	EV8-109 (HR 13) Pakoštane – Šibenik	42	76	2	2	ŠKŽ	9000
13	Essential	2020	EV8-110 (HR 14) Šibenik – Trogir	41	56	8		ŠKŽ	6500
14	Essential	2020	EV8-110 (HR 14) Šibenik – Trogir	15	22	4	1	SDŽ	3000
15	Essential	2020	EV8-111 (HR 15) Trogir – Split	39	76	8	2	SDŽ	9500
16	Essential	2020	EV8-112 (HR 16) Split – Makarska	75	80	18	3	SDŽ	11000
17	Essential	2020	EV8-113 (HR 17) Makarska – Trpanj	45	70	12	1	SDŽ	8500
18	Essential	2020	EV8-113 (HR 17) Makarska – Trpanj	12	8	8	2	DNŽ	2000
19	Essential	2020	EV8-114 (HR 18) Trpanj – Ston	54	40	24	2	DNŽ	7000
20	Essential	2020	EV8-115 (HR 19) Ston – Dubrovnik	56	52	14	1	DNŽ	7000

5.1.7 Improvement of public transport services for passengers with bikes

A frequent, long and regular cycle tourist route creates demand for different types of services related to transport of cyclists together with their bikes and luggage. This Plan follows the structure of the ECS, according to which transport for the access to the route is considered to be an infrastructure, while other transports are services, though that differentiation is not very strict. The overview of which type of transport is suitable for relevant services and chapters in which this topic is elaborated is given in the following table:

Sort and purpose of the transportation	Train	Long distance bus – regular line	Airplane	Ship / Ferry	Local bus	Special bus line	Taxi	Sort and purpose of the transportation
	Infrastructure					Services		
Integral part of the route				5.1.7.1	5.1.7.1			
Short bridging					5.1.7.1		5.2.3	5.2.3
Route access	5.1.7.2	5.1.7.2	5.1.7.2					
Moving along the route	5.1.7.2	5.1.7.2		5.1.7.2		5.2.4		
Baggage carrying service						5.2.4	5.2.3 5.2.4	
Emergency help							5.2.3	

5.1.7.1 Integral part of the route and optional substitutions

Until the adequate infrastructure is built, there will be more sections on the route with high or very high motor vehicles traffic. By then, we are trying to find the way to substitute the most critical ones by public transport. These are the following sections:

- ♦ Mošćenička Draga (Opatija) – Rijeka
- ♦ Dubrovnik – (Zvekovica) Cavtat

Public transport for bike carriage should be developed for these two sections during the short-term period by 2020. Such transport can be organized by suburban buses and/or ship. Initially, it would be enough to start with 2-3 departures a day with 4 bikes, and to adjust resources depending on demand.

Ships

There are already regular ship lines from Dubrovnik to Cavtat, but we must organize both bike carriage and bike access to the port – at the moment, there is a pedestrian zone where even pushing of bikes is not allowed (!).

There are several tourist day-trip vessels in the area of Rijeka and Opatija, which can be a good basis for introduction of bike carriage service by ship on that route.

Transport by ship on these passenger lines, would not only enable avoiding of a longer section of non-attractive and risky road with high traffic, but would also be an exceptional experience for cycle tourists.

Safe storage of bikes on ships should not be a big problem: bikes should be secured to avoid their movement during the voyage, and smaller ships, where there is a risk of sea water splashing, should have protective tarpaulin covers for bicycles. It should be possible to push bikes to the ship, rather than to carry them, as well as to storage them without removing their luggage. The cost of needed equipment, which is not too high (evaluated 100-200 € per a bike place) can be covered by ship-owners themselves if they recognize their opportunity by introducing this service, or could be initially funded from some other source (project), but they should be obliged to provide this service for a certain period of time.

The development of intermodal transport, which includes bikes and ships, fits in many similar initiatives. We should note the example of the EU project MOSES http://www.italy-croatia.eu/sites/default/files/moses_27743546_1.pdf, which is especially interesting for the EuroVelo 8, since it involved two Croatian and one Italian counties that are on the route. The MOSES results could be of great benefit to the development of transport on the route EuroVelo 8.

Buses

The suburban line Autotrolej 32 in Rijeka <https://www.autotrolej.hr/att/wp-content/uploads/2018/06/l-3232a.pdf> has about 30 departures a day from Rijeka to Opatija and more than ten of them reach Mošćenička Draga. The same bus is used to cover such a short route several times a day. If bike racks are put on just one bus, dozens of bikes could be transported a day, which is an excellent start.

The suburban line Libertas no. 10 in Dubrovnik connects Dubrovnik and Cavtat more than 30 times a day. Bike racks on just one bus could save more than a dozen of cyclists a day from by far the most dangerous part of the whole route.

Apart from these two most important lines that should be recommended as the basic means of transport on these two critical sections along the route, until the needed infrastructure is built, there are a few more suburban lines that can be used instead of certain problematic segments of the route, making it available for a wide range of users. Availability of such public transport of bikes would not only have a great impact on the development of the EuroVelo 8 route, but would considerably improve the use of bikes as means of personal transport and improve possibilities and attractiveness of the destination cycling tourism.

There is some experience with bike transport in Croatia in local urban and suburban bus lines (i.e. ZET Zagreb, Autotransport on the island of Brač). Different workshops, organized in the process of the creation of this Action Plan, were attended by representatives of urban bus companies – Libertas from Dubrovnik and Promet from Split, who confirmed that this service is a feasible option.

The following table gives an overview of the above mentioned two most important sections of the route, plus some more very important ones, where public suburban transport for bikes would significantly make driving along the route safer, more attractive and available for a wide range of cycle tourists.

It is our goal to make this service available, if it is possible, in a short-term period by 2020. This is a very efficient measure because with minimum investment, we get a considerable improvement in connecting the whole route.

Nr.	ECS Level	Term	Section	Transport	Carrier	Line	Connections per weekday/Sunday	Duration (min)	Planned bike transport services a day	Capacity bikes per day per direction	County	Costs estim. (€)
1	Essential	2020	(Mošćenička Draga) Opatija-Rijeka	Ship	Private		not existing	50 30	1	8	PGŽ	2000
2	Essential	2020	Dubrovnik – Cavtat	Ship	diverse private		16 in the season, 10 in May + Sep	75	2	16	DNŽ	2000
3	Essential	2020	Mošćenička Draga (Opatija) – Rijeka	Bus	Autotrolej Rijeka	32	MD 14/9 Opatija 30	50-75 30	4	20	PGŽ	2000
4	Essential	2020	Dubrovnik – Zvekovica (Cavtat)	Bus	Libertas Dubrovnik	10	36	25	6	30	DNŽ	2000
5	Important	2020	Limski Kanal – Rovinj	Ship	Privatni brodari		not existing		2	16	IŽ	2000
6	Important	2020	Rab – Lun	Ship	Rapska Plovidba		3/1 in the season	20	3	12	PGŽ	1000
7	Important	2020	Rijeka – Križišće	Bus	Autotrolej Rijeka	29 29a	13 in the season, out 16	40-55	3	15	PGŽ	2000
8	Important	2020	Vodice – Šibenik	Bus	Autotransport Šibenik		18/6	20-30	5	25	ŠKŽ	2000
9	Important	2020	Šibenik – Grebaštica	Bus	Autotransport Šibenik		4/0	20	2	10	ŠKŽ	2000
10	Important	2020	Trogir – Kaštel Štafilić (Kaštel Stari)	Bus	Promet Split	37	57 / 42	15	4	20	SDŽ	2000
11	Important	2020	Zaton – Dubrovnik	Bus	Libertas Dubrovnik	12, 35, 15	18 / 15	20	3	15	DNŽ	2000



Local bus line with 4 bike racks, Zell am See, Austria



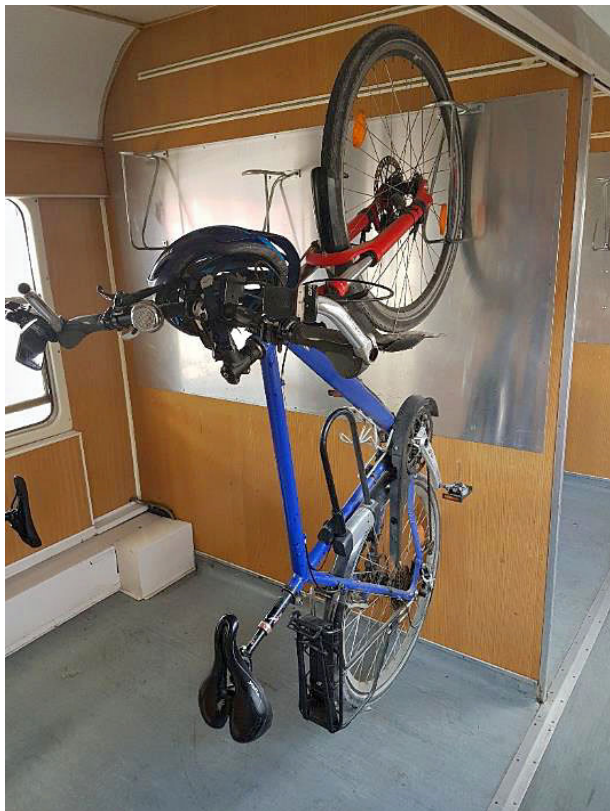
Limski Kanal: this boat instead of being anchored could transport cycle tourists to Rovinj who would thus avoid a steep uphill ride on a busy road.

5.1.7.2 Arrival to the route and transport along the route

Unlike destination cycling tourism where cycle tourists usually arrive to Croatia by their personal automobile, cycle tourist trips start at one and end up at another place, usually 500-1000 km away from each other or even more. For that reason, it is even more important that cycle tourists are able to access the route and get back home by using public transport. The demand for a public intercity transport that will easily transport not only passengers but bikes is going to increase.

According to the essential criteria standards of the ECS, carrying bikes on public transport to access the route is possible at least every 150 km with at least two reliable services a day. According to the important criteria, carrying bikes on public transport to access the route should be possible at least every 75 km.

Apart from the access to the route, the possibility of using public transport to move along the route is also important for cycle tourists so that they could return to the starting point, fasten their motion and skip badly rideable or less attractive sections. While both access and moving along the longer routes situated along river valleys are well covered by railway network, the Mediterranean ground configuration demands separate observation of these two aspects. For instance, connection between Rijeka and Pula by train is not direct, but via Ljubljana.

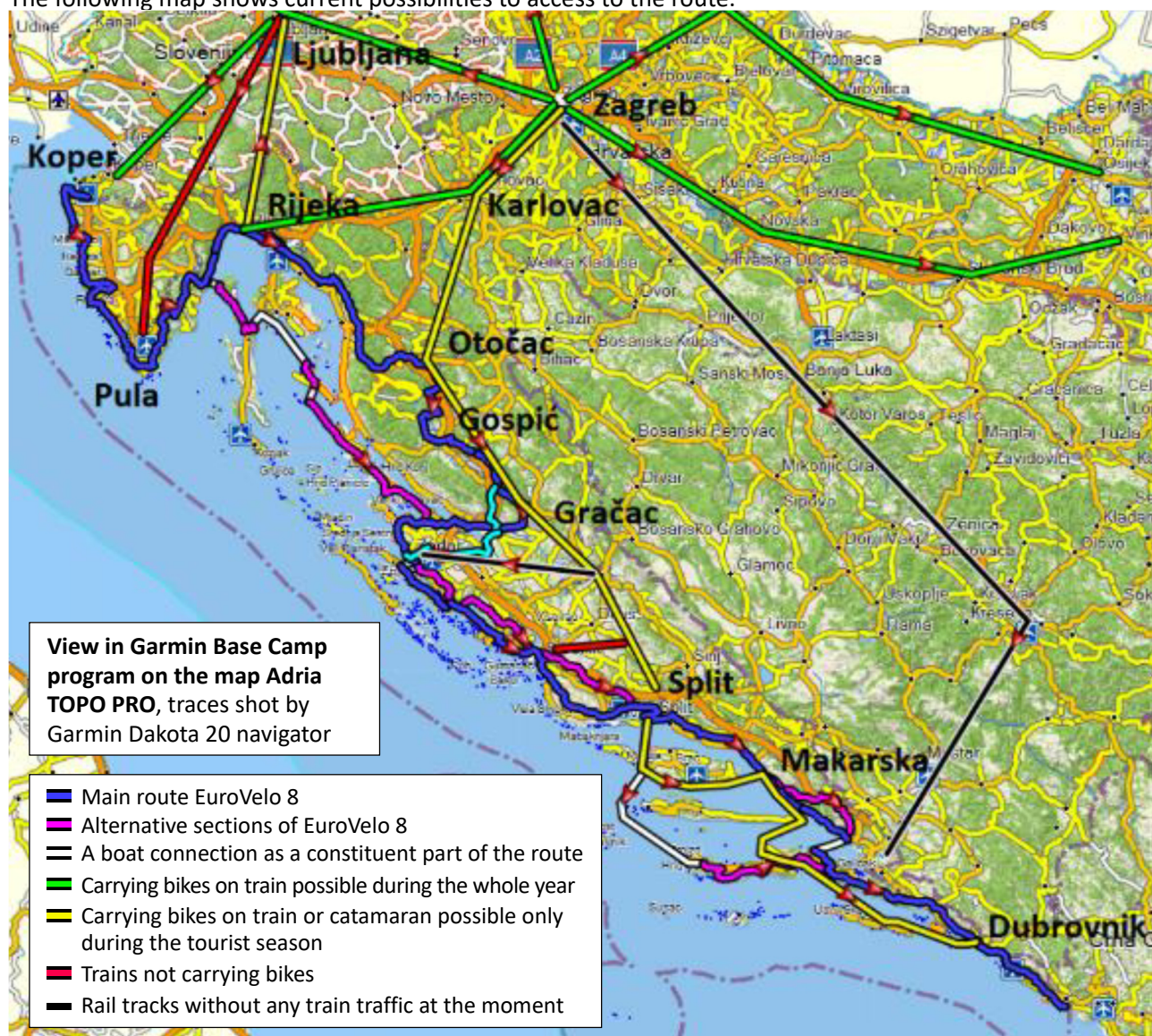


In Ljubljana – Zagreb train, two sections are readjusted to include possibility of carrying bikes. This solution could be applied to other trains too.



A bus carrying bikes on the way from Denmark to Sweden. Why not soon to Croatia too?

The following map shows current possibilities to access to the route.



Taking into consideration the ECS criteria, initial conditions on the ground, location of big cities and tourist destinations, the following table shows a proposal of providing additional possibilities for carrying bikes on public transport:

Nr.	ECS level	Term	Prijevozno sredstvo	Lines / Accessible destinations	Services per day	Capacity per day per direction	Estimated costs (€)
1	Essential	2020	Train	Ljubljana – Pula, bike service	1	6	5000
2	Essential	2020	Bus	Rijeka – Pula	2	10	4000
3	Essential	2020	Bus	Zagreb – Zadar – Šibenik – Split – Makarska – Ploče – Dubrovnik (two bus lines combined)	2	10	8000
4	Important	2020	Bus	Rijeka – Zadar through Lika Rijeka – Zadar along the coast	1 1	5	4000
5	Essential	2020	Ship	Catamaran line Pula – Mali Lošinj carrying bikes – reservation possible	(1)	6	3000
6	Important	2025	Bus	Bike on Bus service Umag – Pula 2 per day	2	10	4000
7	Important	2025	Bus	Bike on bus 2 per day to/from Maslenica, Nina, Biograd, Rogoznica, Primošten, Trogir, Omiš, Brela, Makarska, Drvenik, Ston, Slano, Trsteno, Cavtat	2	10	8000
8	Important	2030	Train	Zagreb – Split, one more (daily!) train carrying bikes	1	10	

9	Important	2030	Train	Zagreb – Zadar and Zagreb – Šibenik takes bikes	1	10	
10	Important	2030	Train	Zadar – Šibenik, Zadar – Split, Šibenik – Split bike on train service 2 per day	2	20	

Croatian Railways has improved its service of carrying bikes in recent years, e.g. train Split – Zagreb used to carry bicycles in the season only but from 2018 this service is available all the year. However, further development of the “bike on train” service is limited due to the sort of trains operating and it will continue rather in a long term along with the general railway development. In the meantime, development of connections on particular sections should rely on the long distance buses.

In the long-term period by 2030, there should be a continued development of public transport that provides possibility of carrying bikes by adjusting to the development of the route and market demands in further years. It is essentially important for all services of carrying bikes to include possibility of booking, which, on the one hand, additionally improves the quality of the service, and enables reliable planning, and on the other, provides monitoring of tourist demand and the development of relevant resources.

In case of a significantly increased demand for carrying bikes on buses, introducing special bus lines for cyclists with bike trailers would be worth of consideration. Private carriers are already considering this.

Reintroducing a coastal boat line has been discussed lately in Croatia, but there is still no reliable information on whether it will be introduced and if so, when. This boat line would be ideal for cycle tourists, so this aspect should definitely be considered when introducing coastal lines and deciding about them.

Most airlines have the possibility of carrying bikes and many foreign cycle tourists organize their vacation in Croatia by landing to one airport and returning home from another. For instance, the town of Metković even developed a special service for airline transport including bike packaging and bike assembling when they arrive. If arrival by airplane remains a trend or even expands among cycle tourists, adjusting transport from airport by including possibility of carrying bikes should be considered as well. This is especially important when there is no safe bike ride to the airport (Dubrovnik, Rijeka). The transfer from Dubrovnik Airport could at the same time solve the issue of badly rideable section Dubrovnik – Zvekovica (5.1.7.1).

5.1.8 Installing of bike traffic counters

In order to determine how many people actually ride on the EuroVelo 8 route, it is necessary, among other things, to review results of the route development and to plan marketing activities (5.3.5). Bike traffic counters put up on a few specific locations (two locations per county to start with) could provide the basic information.



Bike traffic counter at the Pustertal route in Dolomites, Italy

323 rides on 1 September till 4 PM, 39.000 from the beginning of the year

Nr.	Term		County	Estimated costs
1	2025	Introduction of 2 bike counters	IŽ	3000
2	2025	Introduction of 2 bike counters	PGŽ	3000
3	2025	Introduction of 2 bike counters	LSŽ	3000
4	2025	Introduction of 2 bike counters	ZŽ	3000
5	2025	Introduction of 2 bike counters	ŠKŽ	3000
6	2025	Introduction of 2 bike counters	SDŽ	3000
7	2025	Introduction of 2 bike counters	DNŽ	3000

5.1.9 Maintenance of cycling traffic surfaces

After cycling traffic surfaces get constructed (5.1.4), they should also be maintained. Maintenance of cycling lanes and paths that are a part of a road, is the responsibility of the organization that takes care of that particular road, but in the case of a separate cycling road, the local authorities take care of its maintenance. Costs of maintenance are not discussed in the Action plan for the development of the Mediterranean cycle tourist route.

According to the well-established practice of the countries with developed cyclotourism, cycling associations can take over periodic review of the route and inform on any needed repairs.

5.1.10 Maintenance of bike route signing

Cycling direction signs be maintained in the same way as any other signposts, and their maintenance depends on the authorities responsible for the traffic surface they are located on. The Action Plan for the development of the Mediterranean cycle tourist route does not discuss these maintenance costs. Annual costs of maintenance are estimated around 10% of the investment value (5.1.6).

Cycling associations could also monitor and notice on damaged and missing signposts.

5.2 Services

5.2.1 Network of bike and equipment rental

Bike rental is being developed as a service of the destination cycling tourism, but cycling trips are more demanding in this respect. While in the short ride almost any bike is acceptable, for a bike tour the bike should be of an adequate size, adjusted to its driver, equipped with luggage racks and other equipment necessary for a longer period of time. Due to that, cycle tourist travellers often do not consider renting a bike in the destination, but during the journey use their own bikes.

Since the possibilities of transporting their own bikes on the Mediterranean route to Croatia are rather limited, the establishment of functional networks for quality bike rentals and equipment is even more important. Such services would include:

- ◆ The possibility of renting a bike at one location and returning it to some other
- ◆ Offer of quality trekking bikes with adequate equipment for travel (luggage carriers, water bottle carriers, lighting, basic tools, spare tire)
- ◆ Offer of different size bikes
- ◆ Possibility of obtaining SPD pedals³
- ◆ Possibility to rent equipment for the journey (quality luggage bags, cables for binding bike, route maps, helmets)

Advanced services would additionally include:

- ◆ Possibility to rent quality bikes for children, trailers, kids trail-a-bike, tandem bicycles
- ◆ Possibility to deposit (for a bike travel redundant) parts of brought luggage at the very places of rental and its taking over at the places of the bike return
- ◆ Possibility of delivering and taking bikes at a hotel, railway station and so on.

³ Shimano Pedaling Dynamics – a standard allowing tight connection between pedals and bike shoes, used by numerous cyclists

Some successful examples from the world:

Bikeiberia – bike rental network in Spain and Portugal

<https://www.bikeiberia.com/rentals/>



Papin sport – Bike rental network in south Tyrol – one can land and return the bike on any of 40 stations

<https://www.suedtirol.info/en/experience/bike-rent-papin-sport-activity-68000>

In Croatia, there are more local renters of quality bicycles in various counties, who often know each other and work together. Many renters also offer both – the transport services and are willing to deliver a bike. It could be a good basis for the establishment of a national rental network.

It is particularly important to emphasize the need to include e-bikes (bicycles with a support of electromotor)⁴ in the offer. The Mediterranean route consists of plenty of uphill rides and is physically more demanding than a lowland route. With the help of e-bikes, physical demands of the attractive Mediterranean route would not be an obstacle and the route would be available for a much wider range of cycle tourists. According to the research by the German Cycling Federation, ADFC, <https://www.adfc.de/radreiseanalyse/die-adfc-radreiseanalyse-2018> about 60% of German cycle tourists generally are interested in bicycle rental, half of them for the rental of e-bike, even for daily trips from destinations. The use of e-bikes by German cycle tourists has been growing steadily and has already reached 18%.

As the development of such a service requires a quality cooperation and networking, but above all information, animation and education of stakeholders in order to establish a cost-competitive, cost-effective, and thus the long-term sustainable services, the project MedCycleTour plans to work on this through workshops with stakeholders and by the establishment of an interactive online platform for networking and cooperation of stakeholders. Of course, it is very likely that the viability of these services will not be achieved in the short term, but we will have to devise a system of incentives, which will help the development of such services. As the same service is not only related to the development of the EuroVelo 8 route, but it also contributes to the total range of offers of the active tourism of the Adriatic Croatia (because this service can also be used for daily trippers, and all interested in discovering the individual areas by bike), it is necessary to expand the perspective development of such services in order to achieve the economy of scale. These activities should be continually encouraged and developed through the incentive systems of the Ministry of Tourism, as well as other forms of external financing, especially through projects of regional and trans-regional cooperation, local and county incentives and the like. Only when it comes to satisfying numbers of cycle tourists, one can expect full profitability and termination of the need to subsidize such services.

Proposed model stimulates development of a bike rental network by the subvention of a bike transport back to the owner. Such service would be available once a week during the season. In 1st two years the objective would be to establish at least 4 stations in Rijeka, Zadar, Split and Dubrovnik. In next 3-5 years objective is to develop at least 10 stations in a sustainable network. In addition, e-bike rental could be subventioned by e.g. 40% for 250 bikes.

⁴ Note: primary it is considered an use of bikes with motor support limited to the speed 25 km/h keeping them in a category „bicycle“

Nr.	Term		Estimated costs
1	2020	subvention of the bike rental network development – 4 stations	40.000 (20.000 per year)
2	2025	subvention of the e-bike rental development (e.g. 40% of 1500€, 250 bikes in total)	150.000 (30.000 per year)
3	2025	subvention of the bike rental network development – 10 stations	100.000 (20.000 per year)

The model proposed here and the amount of subsidies is one possible option. In practice, the development of services like bike rentals and other services described in chapter 5.2 can be encouraged through various measures, with more or less investment. In the case of finding a suitable financing method, it is better to accelerate the development by significant incentives, or it would be much slower if left to a natural evolution or encouraged by symbolic incentives.

5.2.2 Bike services

The ECS requires that each daily section has at least one station for Bike servicing, even a simple self-service one. Services are missing in 7 out of 20 sections of the Croatian part of the Mediterranean route. As an urgent and simple measure, 7 self-service stations could be set up.



Self-service station at Makarska Riviera.

In the medium term, by 2025, a network of real service workshops should be developed, where cyclists can get a professional service from bike specialists who have all the necessary special tools, spare parts and expertise.

One possible way of introducing such a service is to identify local car mechanics (or mechanics in general) who would like to include bike servicing in their offer too. Adequate training could be organized for such “bike mechanics”, which professional mechanics can adopt quickly and easily. In the beginning, some support could be considered until this service is not self-sustainable: e.g. financing of the special tools and the initial amount of the spare parts with the commitment that the service is available on the ground for at least three years.

Bike repair workshops should be introduced on at least these seven sections, where there are none, and preferably even more of them. Also, self-service stations should be introduced even more frequently than once per a daily section.

In addition, marketing of these, at the beginning for sure not profitable services should be subventioned.

The following table gives a proposal for the introduction of service stations:

Nr.	Term	ECS level	Service to be developed	Appropriate location	County	Costs estimation (€)
1	2020	Essential	service station on a daily section EV8-101 (HR 5) Rijeka – Bater	Bribir	PGŽ	600
2	2020	Essential	service station on a daily section EV8-105 (HR 9) Gospić – Lovinac	Lovinac	LSŽ	600
3	2020	Essential	service station on a daily section EV8-106 (HR 10) Lovinac – Maslenica	Maslenica	ZŽ	600
4	2020	Essential	service station on a daily section EV8-110 (HR 14) Šibenik – Trogir	Trogir	ŠKŽ	600
5	2020	Essential	service station on a daily section EV8-113 (HR 17) Makarska – Trpanj	Trpanj	DNŽ	600
6	2020	Essential	service station on a daily section EV8-114 (HR 18) Trpanj – Ston	Ston	DNŽ	600
7	2020	Essential	service station on a daily section EV8-116 (HR 20) Dubrovnik – granica	Cavtat	DNŽ	600
8	2020	Important	Subvention of the bike service marketing			3000
9	2025	Important	Initiation of 10 new bike services			15000

In the first phase, for this very important service for the development of cycling tourism, it is necessary to provide, in a similar way as for the bike rental, stimuli for local businesses as well as for self-employment programs organized by The Croatian Employment Service (CES) in all seven counties. It is certainly desirable to implement preparation, development and expansion of these services as a part of the project development of cycling tourism, which like the previous service, do not have to be related only for the EuroVelo 8 route. The development of business models is suggested in the same projects, including the models of covering costs, which can then be disseminated through Websites, to make it available to all interested existing and new entrepreneurs.

All cycling tourist destinations in the Adriatic Croatia should consider ways of establishing self-service stations in key junctions, especially where the EuroVelo 8 crosses the local cycle tourist routes to ensure the sustainability or long-term economy of scale. It is certain that they will initially need to be co-financed by local and/or regional and/or national stakeholders, but their existence will bring a great added value and recognition of the destination.

This service will also be promoted through the project MedCycleTour and encouraged through workshops with stakeholders, as well as through an interactive platform.

5.2.3 Taxi transport for bikes (by car or ship)

Together with the service of bike transport on regular lines (5.1.7), the availability of taxi services transporting bikes too, would significantly improve the quality of the route. Taxi services are ideal for short distances and the specific needs of smaller groups including:

- ♦ Bridging the critical sections (with high traffic or physically demanding ones)
- ♦ Emergency transportation if necessary (bike failure, illness, bad weather, accidents)
- ♦ Luggage transport along the route for the tourists who want to ride during the day with a minimum load

If these services are available, it would help that numerous additional cycle tourists on the Mediterranean route through Croatia feel safer and more comfortable, and thus the route would be more accessible and attractive.

A number of local entrepreneurs in cycling tourism in Croatia, who offer the service of bike rental and tourist guiding also offer the service of bike transport. Transportation via the demanding section with high traffic Gradac – Ploče is already available as well as service of bike transport from the Dubrovnik airport and assembling of bikes that arrived by plane. Information that these services are available should be collected and promoted via websites about the route (5.3.1) and we should encourage other entrepreneurs to offer such services.

In addition, the service of transport and transfer of tourists is already widely available in Croatia, as well as taxi services. By installing several bike carriers, a new market segment will open for all these entrepreneurs, and its growth is expected by the development of the EuroVelo 8 route and the general development of cycling tourism in Croatia.

The service of cycle tourists' transport by boat also has its application for bridging of short segments of route or variations on the route, and it is also very attractive. In the first years of the route development, it may be difficult or unprofitable to set up regular lines on some important places and that space may be initially filled up by private operators with small ships operating as on-call taxis. The review of existing services of taxi boats for passengers shows that the transport of bicycles by small taxi boats could be affordable. Some places for which the transport by taxi boats would be practical are listed in chapter 5.1.7.1 and several more ship lines would make the route more accessible and enjoyable for less experienced cycling tourists.

Proposal for the service development supporting actions is given in the following table:

Nr.	ECS Level	Term	Service to be developed	County	Costs estim. (€)
1	Important	2025	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Novigrad (Istra) – Červar Porat	IŽ	1500
2	Important	2025	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Limski Kanal – Rovinj	IŽ	1500
3	Essential	2020	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Opatija – Rijeka	PGŽ	1500
4	Additional	2030	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Poveljana – Vir	ZŽ	1500
5	Important	2025	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Srma – Šibenik	ŠKŽ	1500
6	Important	2025	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Trogir – Kaštel Štafilić	SDŽ	1500
7	Important	2025	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Kaštel Sućurac – Split	SDŽ	1500
8	Additional	2030	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Gradac – Ploče	SDŽ/ DNŽ	1500
9	Important	2025	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Zaton – Dubrovnik	DNŽ	1500
10	Essential	2020	Subvention for bike racks for 2 small boats and water protection for 4 bikes for the line Dubrovnik – Cavtat	DNŽ	1500
11	Additional	2025	Subvention for bike racks for 4 taxi cars, 4 racks each	IŽ	3000
12	Additional	2025	Subvention for bike racks for 4 taxi cars, 4 racks each	PGŽ	3000
13	Additional	2025	Subvention for bike racks for 4 taxi cars, 4 racks each	LSŽ	3000
14	Additional	2025	Subvention for bike racks for 4 taxi cars, 4 racks each	ZŽ	3000
15	Additional	2025	Subvention for bike racks for 4 taxi cars, 4 racks each	ŠKŽ	3000
16	Additional	2025	Subvention for bike racks for 4 taxi cars, 4 racks each	SDŽ	3000
17	Additional	2025	Subvention for bike racks for 4 taxi cars, 4 racks each	DNŽ	3000

In developing of taxi services with more individual service providers, the network should be organized in order to make it available and affordable for its users in a unique way, e.g. via a call centre or an agency that can find a free taxi, or automatically using the system where the call of a unique telephone number is redirected to a taxi driver on duty. It would be good to make the service of taxi transport of bikes available on the entire length of the route.

Taxi service can be well combined with bike servicing: in the case of a bike failure it is usually a better solution to deliver a spare part, mend the bike and continue with your ride, than to drive the whole group of people to a hotel where the bike will be repaired.

Private entrepreneurs in the tourist industry adapt to demand. For the development of such a taxi service it is sufficient to share the information on the demand and promote the offer. The offer of all available services

will be shared by the website of the route EuroVelo 8 in Croatia (5.3.1). As with the previous two services, to inform potential entrepreneurs about business opportunities made by the Mediterranean route, knowledge transfer seminars for professionals will be organized within the MedCycleTour project and an interactive platform will be used to inform, animate and involve stakeholders in the development of such services, which will be promoted by the national sites for cycling tourism.

5.2.4 Transport services for passengers, bikes and luggage along the whole route

A transport service along the route, explained in the chapter 5.1.7.2 is on more developed routes often set up by a special bus line transporting cycle tourists and bikes along the whole route.

In the case of the Mura route through Austria, the company Bacher Reisen <https://www.bacher-reisen.com/murradweg/> (which generally offers a variety of services for cycle tourists) in the tourist season keeps a bus line running 5 times a week along the entire route. Some of the users of this service leave their cars at the start of the route and return by bus to pick them up, a part of them uses bus transport from the train station to the starting point, and back from the destination to train, a part of them uses a bus as an opportunity to rest and skip one section. The transport service is noted and booked and the agency, depending on the number of passengers, choosing the appropriate bus size and trailers for bicycles.



The bus Bacher Reise disembarks passengers and bikes in St. Michaelu on the Mura route, Austria

Due to the challenging terrain with many climbs, The EuroVelo 8 in Croatia would be a perfect place to offer cycle tourists services of luggage transport. The cyclists would ride the planned daily section with minimal luggage and during the day, the agency providing the service, would pick up their luggage from the place where they spent the night and deliver it to the place they will stay overnight at the end of the daily stage.

The development of such services in the Croatian part of the Mediterranean route could gradually evolve from taxi services and from the services of agencies guiding cycle tourists when they create a sufficient demand.

Such services should also be discussed within the wide range of interested present and future entrepreneurs, promoted at the right places and let to develop naturally, which, as with the previous services, will be done through workshops and through an interactive online platform.

5.2.5 Guided routes along the EuroVelo 8

Regardless of the available information that enables independent travel organization, a part of cycle tourists prefer organized and guided routes. According to its essential criteria, the ECS requires that the tourist offer of guidance is available on the entire EuroVelo 8 route.

In Croatia, almost every kilometre of the route is covered by at least one cycle tourist agency providing services of organization and guidance of cycle tourists. The name EuroVelo 8 is still not in use, since the route is only at the process of its creation. Activities within the project MedCycleTour, both in Croatia and internationally, will certainly contribute to the route recognition and it is expected that agencies will recognize and take advantage of the brand which EuroVelo represents, and accordingly complete their tourist offer, which can be promoted through the websites of route.

We will probably need to work on the development of the guidance offer, so all the stakeholders who are developing cycling tourism on the county level should be encouraged to work systematically on the development of new offers related to the EuroVelo 8 route. The good thing is that in several counties (Zadar, Šibenik-Knin, Lika-Senj), parallel EU projects are being implemented; involving the training of cycle tourist guides in which the stakeholders of this project actively participate. During the previous set of workshops (input) for tracing the route, the initial communication with one part of the interested tourist boards, associations and entrepreneurs has been established. It is also planned to continue with this activity through the following workshops, where we will try to agree upon appropriate models linking these projects and the coordination of activities, in order to achieve optimal effects for everyone involved, as well as for the projects themselves.

Through workshops and an interactive platform, but also national and local Web sites, we will try to promote the development of these services which are extremely important in times when infrastructure, as well as a set of other services is not sufficiently developed, so that guiding services are a particularly important aspect of the promotion, but also security. On the other hand, the development of such services is an extremely interesting aspect of (self) employment, especially of young people. Having a significant number of measures encouraging (self) employment, however, most often by itself is not enough to establish a sustainable business, so all the stakeholders will have to consistently assist in all phases of the development of these entrepreneurial initiatives. Existing business incubators and accelerators should also be involved in the development of such entrepreneurial initiatives and they should provide all the necessary support to make such services more widely available and sustainable through most of the year, or where possible even the whole year.

5.2.6 Development of basic accommodation capacities where there is a lack of them

Croatian Mediterranean is a developed tourist destination full of accommodation facilities. However, there is a part of the route on which the distance between two of the accommodation facilities, namely the capacity of available accommodation can be a problem. It is the part between Bribir and Krasno (PGC – LSC), with 65 km of demanding hilly terrain with a total of about 1200 m of uphill ride and limited supply. Riding such a section within one day is a demanding goal, suitable only for experienced cycle tourists in good form. In order to make the ride along this section, and thus the connection of the whole route, available for a wider range of cycle tourists, it is necessary to develop the accommodation facilities in the area **Bater – Luka Krmpotska – Alan – Podbilo – Krivi Put – Veljun**, which would allow to divide one long section in two shorter ones and enable even the average cycle tourists to ride it in two days. It is possible to develop suitable accommodation facilities in private households – the old settlements have plenty of housing space that is not used – or, at the beginning, by setting up camps (suitable only in summer).

Proposed actions:

Nr.	ECS Level	Term	Service to be developed	County	Costs estimation (€)
1	Essential	2020	Development of a simple bike-friendly homestay with 5-6 beds	PGŽ	15000
2	Important	2020	Development of a simple bike-friendly camping site for 10 tents	PGŽ	10000
3	Essential	2020	Development of two simple bike-friendly homestay with 5-6 beds each	LSŽ	30000
4	Additional	2025	Development of simple bike-friendly food and accommodation capacity for 20 cyclists in Mogorić	LSŽ	40000



Camping in Batajnica on the EuroVelo 6 – simple accommodation in small houses is quite a good solution for cyclists without a tent and for a bit colder nights

It is good to note here that there are parallel projects that will cover these activities too and that it will be possible to replicate good practices on the entire route, which will be especially emphasized to all stakeholders during all phases of the project, in order to take advantage of potential synergies of these projects throughout the entire EuroVelo 8 route.

5.2.7 Construction of bike rest areas

Cycling rest areas are not critical to the quality of the route and fall into category of the additional criteria according to the ECS. ECS requires rest areas every 15 km if there are no available restaurants or cafes. Bike rest areas should preferably have benches, tables, drinking water shelter from the sun and rain, a toilet could do too and tools for the maintenance of bikes.



The rest area at Drava route in Austria: besides drinking water, benches, tables and tools, there is a berry orchard to welcome the cycle tourists.

On the route EuroVelo 8 through Croatia bike rest areas would be appropriate on the following sections of the route:

Nr.	ECS Level	Term	Service to be developed	County	Costs estim. (€)
1	Additional	2025	Bike resting area establishment between Križišće and Bribir	PGŽ	8000
2	Additional	2025	Bike resting area establishment between Krivi put and Oltari	LSŽ	8000
3	Additional	2025	Bike resting area establishment between Vrla Gacke and Perušić	LSŽ	8000
4	Additional	2025	Bike resting area establishment between Gospić and Mogorić	LSŽ	8000
5	Additional	2025	Bike resting area establishment in Mogorić	LSŽ	8000
6	Additional	2025	Bike resting area establishment between Žuljana and Ston	DNŽ	8000

Apart from constructing new rest areas, we should consider the possibility to improve and adapt to the requirements of cycle tourists some of the existing rest areas in settlements or along roads.

One should not overemphasize the importance and specificity of the bike rest areas. In an area with many settlements, parks and beaches there is no need to build additional bike rest stations.



Kaštela – a “common” rest place in the shade, near the beach, shower, a café and a restaurant.

5.2.8 Adjustment of gastronomy facilities and attractions to the cycle tourist’ needs

Bike tourists are tourists who are extraordinarily interested in the environment they ride through and while travelling they like to see “whatever comes along.” When visiting attractions along the route, a typical challenge is how to safely leave the loaded bicycle with valuable things. There is a need for that in museums, city centres, restaurants, cafes, beaches, ... This need will be even stronger on the Mediterranean route, where, because of the climate, cycle tourists naturally strive to ride more in the morning and early evening, while they use the hot midday as an opportunity to do sightseeing, eat to have a rest.

For this purpose, locked parking lots for bikes can be put up, but they are a bit more expensive and take up a lot of space. A good solution is to separate storing of the luggage from safekeeping bikes: luggage is stored in safes which are commonly used in railway stations, and bicycles are tied to bike holders. Depending on financial resources and business policy, this service can be charged of free of charge.

Cycle tourists with e-bikes would certainly gladly use the opportunity to charge the battery while the bike is parked. It is not necessary to have specialized charging stations, just an ordinary extension cord and the cost of energy used for charging the bike is negligible (less than 1 kn). Every restaurant or café owner would probably provide this service free of charge and promote it as an advantage as soon as he/she becomes aware of such a need of his guests. Therefore, information on these opportunities is a part of an ongoing campaign of the development of

cycling tourism, which all stakeholders interested in its development and promotion can take part in, and as a part of this project, it will be included in a series of workshops and through an online platform as it happens with other services.



Parking for bicycles with luggage including e-bike recharging possibility, Mur route, Austria

Proposed actions:

Nr.	Term	Service to be developed	County	Costs estimation (€)
1	2025	Safe bike with luggage storage facility for in total 20 bikes, distributed over 2-3 locations in the county	IŽ	15000
2	2025	Safe bike with luggage storage facility for in total 20 bikes, distributed over 2-3 locations in the county	PGŽ	15000
3	2025	Safe bike with luggage storage facility for in total 20 bikes, distributed over 2-3 locations in the county	LSŽ	15000
4	2025	Safe bike with luggage storage facility for in total 20 bikes, distributed over 2-3 locations in the county	ZŽ	15000
5	2025	Safe bike with luggage storage facility for in total 20 bikes, distributed over 2-3 locations in the county	ŠKŽ	15000
6	2025	Safe bike with luggage storage facility for in total 20 bikes, distributed over 2-3 locations in the county	SDŽ	15000
7	2025	Safe bike with luggage storage facility for in total 20 bikes, distributed over 2-3 locations in the county	DNŽ	15000

5.2.9 Development of new specific tourist products and services

Cycle tourists like to explore surroundings they ride along: nature, culture, history, lifestyle, tradition, gastronomy, etc. Recognition of the Mediterranean route brings the possibility of connecting attractions by bike, as well as possibility to establish specific tourist offers.

Experience from Austria shows that tourists are even interested in the “Pumpkin week”, and Croatian Mediterranean certainly has many things to offer and to make a story out of it. Ideas like that would be best developed in cooperation with tourist boards and cycle tourist entrepreneurs. It is also important to mention that within the scope of three EU projects there are special projects dealing with creation of new tourist services, including cycling tourism and services related to it. These special projects are being implemented in cooperation with 6 parks (3 national parks and 3 nature parks), so this can also be used as an example of good practice for the whole area along the route.



“Grape harvesting by bike” – Peninsula Pelješac

5.2.10 Systems for the support of development

Creation of the support system is predicted by the MedCycleTour project, which, as stated in previous chapters, would have a dimension of destination system of running through so-called “crowd sourcing business model”.

The process of participative planning, i.e. researching not only needs, possibilities and interests, but also potentials of development, cooperation and networking within the development of the EuroVelo 8 route and follow-up services will be started during workshops that will include information, animation and education of essential stakeholders about all opportunities not only for the EuroVelo 8 route, but also about total possibilities for development of cycling tourism, i.e. services of sustainable destination tourism.

In addition to this, the project includes creation of interactive communication and collaborative web platform, which includes three levels of functions, i.e. perspectives: destination development, visitors and business (products and services providers), as explained in the following scheme.



The basis of long-term sustainable cooperation for the development of the EuroVelo 8 route, cycling tourism and other follow-up offers is created by this project, through the establishment of information and communication interactive framework that should systematically connect and network all essential stakeholders into the common goal of the development of quality experience in the area of Adriatic Croatia.

The platform is also designed as a sort of fun gamification application that will encourage and award contributions by giving points and benefits to those who actively contribute to the development and promotion of products, services and contents. In this way, experimental and developmental innovative framework is being established for the development of all essential services discussed in previous chapters.

5.3 Promotion / Marketing

5.3.1 Availability of detailed information about the route EuroVelo 8 in Croatia

In a study of existing interesting routes, deciding where to go on a cycling holiday and planning the trip, cycle tourists need all sorts of detailed information: attractions along the route, infrastructure, accessibility, availability of services,... information at this stage is mostly collected from the Internet.

Within the project MedCycleTour, we will make websites about the route EuroVelo 8 in Croatia for the first time. This is an opportunity that at least in one aspect – quality and detailed information needed by cycle tourists – quickly catch up and get to the level of developed routes.

After the initial versions of the websites, the activities of updating the information should be anticipated. Since the route is at the very beginning of its development, we can expect a large dynamic in emergence of new information, due to the mutual interaction of the information about the offer of services and the development of new services.

The initial internet version will be financed from the projects, and in the later stages a funding model that will ensure long-term sustainability of current information and active support to the development of the route should be developed.

For quality and active information we should consider the integration with social networks, the possibility of regular informing of interested users on updates and the progress in the development of the route (newsletter) and the possibility of personal contact for preparing the trip (“EuroVelo 8 Croatia hotline”).

Proposed actions:

Nr.	ECS Level	Term	Action	Costs estim.(€)
1	Essential	2020	Web data maintenance in 2019. and 2020.	10000
2	Important	2020	Further web portal development (advanced features, social networks integration, newsletter, applications)	8000
3		2020	EuroVelo 8 Croatia pilot hotline service	3000
4	Essential	2025	Web data maintenance in 2020. and 2021.	5000
5	Essential	2025	Establishment of a self sustainable route information actualization system in 2021	5000

5.3.2 Integration of the route EuroVelo 8 with Croatian tourism

Croatia is a developed and highly organized tourist destination. It must be ensured that the Mediterranean cycle tourist route EuroVelo 8 in Croatia, which is a new and attractive product, is included in all appropriate activities, from promotional activities of Croatian National Tourist Board to information on the route in any tourist agency on the ground. This can be organized through the system of tourist agencies, and the fact that the Croatian National Tourist Board is a partner in the MedCycleTour project and one of the main carriers of the route development significantly helps this goal.

5.3.3 Printed maps and guidebooks

In addition to the route website, an essential criterion of the ECS requires the availability of printed maps and guidebooks. Printed materials are considerably more used on the route itself. Information collected for the

development of the website can be well used for publication of printed maps and guidebooks without any great additional costs, so that the initial edition can be funded mainly from the sales of maps and guidebooks.

There are also professional publishers specialized in cycling guidebooks who already show interest in making cycling publications in Croatia along the Croatian Adriatic and they will appear when the EuroVelo 8 in Croatia is recognized.

Nr.	ECS Level	Term	Action	Costs estim. (€)
1	Essential	2020	Organization of publishing printed map and guidebook for EuroVelo 8 route in Croatia	5000

5.3.4 Promotional activities

Promotional activities include presentations at tourism fairs, promotional rides for agencies, journalists and bloggers, advertising, promotional activities, social networks and so on. It should be taken into account that a specialized cycle tourist segment of the market has already been formed and that the promotional activities should focus on it. Within the project MedCycleTour several promotional activities will be organized: creation of brochures, press releases, publications on social networks, organization of study trips and presence in international tourist fairs. These activities should be used to get experience and to create good marketing strategy and an appropriate action plan for the future period (5.3.5) which should also include detailed financial plan for promotional activities.

Rough estimation of total costs:

Nr.	ECS Level	Term	Action	Costs estimation (€)
1		2020	Diverse promotional actions in 2019 and 2020 total	40000
2		2025	Diverse promotional actions 2021 – 2025 total	100000

5.3.5 Marketing plan and research on the route usage

In order to use the full potential of this route, we need a systematic approach to marketing. It includes several activities:

- ♦ Systematic collection of data on cycle tourist market, particularly in the area of travel, habits and guests' needs
- ♦ Research on visitors of the route, where traffic counters can help us (5.1.8), but they do not exclude the need for interviewing guests and other methods of getting feedback (e.g. by internet). We should consider the possibility to expand CTB's system e-visitor by registration of several key data about cycle tourists, which would, of course, generally benefit the development of cycling tourism in Croatia
- ♦ Defining of development objectives (number of visitors, the extension of the tourism season, etc.)
- ♦ Selection and plan of appropriate promotional activities (5.3.4)

Proposed actions:

Nr.	ECS Level	Term	Action	Costs estimation (€)
1		2020	Marketing plan until 2022.	10000
2		2025	Marketing plan until 2030.	10000
3		2020	Establishment of a system for cycling tourists information tracking (e.g. integration with e-visitor)	5000
4		2025	Detailed route users surveys (counters, user feedback, questionnaires) and analysis	25000

In marketing planning, a collaborative web platform described in the chapter 5.2.10 can help us in getting some feedback about guest satisfaction and the development of demand, including services that are not yet developed.

5.4 Organization

5.4.1 Koordination of the systematic development of the route

The project team has communicated with many stakeholders in the previous activities within the MedCycleTour project, which includes two series of workshops in each of the seven counties along the route, mainly with more than 20 participants. Communication shows a strong interest in the development of the route and use of its potential of almost all stakeholders, but also shows that nothing happens by itself without organization and initiatives.

This project will leave some very valuable results (network of stakeholders, defined route, the route analysis, this action plan, the website of the route, the first 100 km of traffic signs, public visibility) which are crucial for the beginning of the route development. It is necessary to establish an organizational structure that will hold initiatives in future and ensure the continuity in the route development. This includes the coordination of all stakeholders involved in the development of the route and all the activities described in this Action Plan, moreover it includes the care to have updates and adjustments to the Action Plan. The Ministry of Tourism, The Croatian National Tourist Board, coordination body for the development of cycling tourism and the project EuroVelo in Croatia should be included in defining the organization that will take care of this in the future.

Nr.	ECS Level	Term	Action	Costs estimation (€)
1		2025	Organization costs (manpower, travel costs, workshops etc.) 2021-2025.g.	150000
2		2030	Organization costs (manpower, travel costs, workshops etc.) 2026-2030.g.	100000

It should be noted that the program to encourage systematic development of the route EuroVelo 8 by the MedCycleTour project and expertise of experienced partners, primarily ECF, is a big step forward and a great opportunity to take advantage of their knowledge and experiences for the development of cycling tourism in Croatia in general.

5.4.2 Continuation of research and the route optimisation

Croatian project team has done a great job as it precisely defined 1.123 km of the route EuroVelo 8 and approximately 600 km alternatives for the first time. In future it is important to continue the research on the route optimization. Some factors or tasks are already known:

- ♦ Defining another direction of the route on places the it uses one-way roads
- ♦ Keeping the route course via Majstorska cesta (Tulova Greda) when it is reconstructed
- ♦ Checking the possibilities to keep the route course to Lošinj if we can organize the transport of bikes by catamaran on the line Pula – Mali Lošinj (5.1.7.2)
- ♦ Anticipating the changes brought by:
 - Construction of the Pelješac bridge and access roads
 - Reconstruction of roads with architectural heritage in the peninsula Pelješac
 - New bridge to Šolta
 - Traffic regulation through Kaštel
 - Agglomeration activities in cycling connections
- ♦ Reorganising the daily sections due to adjusting to the new standards of ECS
- ♦ Optimisation of the route based on the users' feedback

Rough estimation of total costs per term:

Nr.	ECS Level	Term	Action	Costs estimation (€)
1		2020	Route research and optimization up to 2020	5000
2		2025	Route research and optimization 2021 – 2025	15000
3		2030	Route research and optimization 2026 – 2030	5000

5.4.3 Integration of this Action Plan for the development of the route with all relevant development plans

A number of measures for the development of Mediterranean route in Croatia recommended by this plan interact with a number of other plans such as, e.g. the County plans of the development of cycling tourism, Traffic master plans, Plans of construction and maintenance of the road infrastructure,...

For their quality implementation it is necessary that the relevant items of this plan get into standard plans and to be implemented as a part of the regular process.

5.4.4 Certification of the route

Certification of the route according to the ECS standards certainly has a strong marketing effect (currently only one EuroVelo route is certified) and needs to be approached when conditions are created for it, or disadvantages shown by the route analyses (chapter 3) are improved. It should take into account that the ECS criteria have changed since the beginning of the project and are now much stricter, which may result in a delay in certification of the whole route or its particular sections.

Proposed actions:

Nr.	ECS Level	Term	Action	Costs estimation (€)
1		2025	Certification of the part of the route	10000
2		2030	Certification of the complete route	10000

5.4.5 Workshops and conferences for the promotion of the route development

Theme workshops held as part of the MedCycleTour have shown that it is a good method for engaging various stakeholders, gathering valuable information and encouraging development. To continue the development of the route it will be necessary to continuously cover a wide range of topics and to include a wider range of stakeholders at all levels. Therefore, it is necessary to continue with these workshops in future.

Nr.	ECS Level	Term	Action	Costs estimation (€)
1		2020	Workshops and conferences in 2020	5000
2		2025	Workshops and conferences 2021 – 2025	20000

5.4.6 Training and study tours

Stakeholders involved in the development of the route need to acquire the necessary knowledge and inspiration. Good methods for that are training and workshops with experts from the country and abroad as well as study tours with opportunity for acquiring direct experience including good examples of well developed routes.

Nr.	ECS Level	Term	Action	Costs estimation (€)
1		2020	Training and study tours until 2020	18000
2		2025	Training and study tours 2021-2025	18000

5.5 Activity overview per category

Summary overview of all activities listed in previous chapters, sorted according to the activity and term is listed in the table below. Attached to this Action plan, there is a table with all actions described in the chapter 5 which could be sorted and filtered using various criteria.

Poglavlje	Vrsta aktivnosti	2020	2025	2030	Ukupno (€)
5.1.1	Removal of barriers	750			750
5.1.2	Improvement of safety	21.600			21.600
5.1.3	Preparation of infrastructure works	52.550	512.900	758.000	1.323.450
5.1.4	Construction of missing cycle paths	210.800	8.739.600	8.806.000	17.756.400
5.1.5	Improvement of badly rideable sections	398.000	189.000		587.000
5.1.6	Signposting	140.500			140.500
5.1.7.1	Improvement of local transport services	21.000			21.000
5.1.7.2	Improvement of long distance transport service	24.000	12.000		36.000
5.1.8	Installing of bike traffic counters		21.000		21.000
5.2.1	Network of bike and equipment rental	40.000	250.000		290.000
5.2.2	Bike services	7.200	15.000		22.200
5.2.3	Taxi transport for bikes (by car or ship)	3.000	30.000	3.000	36.000
5.2.6	Development of missing accommodation capacities	55.000	40.000		95.000
5.2.7	Construction of bike rest areas		48.000		48.000
5.2.8	Bike friendly attractions		105.000		105.000
5.3.1	Detailed information availability	21.000	10.000		31.000
5.3.3	Printed maps and guidebooks	5.000			5.000
5.3.4	Promotional activities	40.000	100.000		140.000
5.3.5	Marketing plan and research	15.000	35.000		50.000
5.4.1	Systematic development of the route		150.000	100.000	250.000
5.4.2	Research and the route optimisation	5.000	15.000	5.000	25.000
5.4.4	Certification of the route		10.000	10.000	20.000
5.4.5	Workshops and conferences	5.000	20.000		25.000
5.4.6	Training and study tours	18.000	18.000		36.000
Total		1.083.400	10.320.500	9.682.000	21.085.900



6 Investing possibilities

6.1 Preconditions

In order to ensure the possibility of sustainable investment in development and maintenance of cycling and cycle tourist infrastructure, as well as development and establishment of all other functions, contents and services, that is to say the promotion of the route, we must provide necessary preconditions for preparation and realisation of these investments.

Key preconditions include:

- ♦ Realising the context of development and coordination of cycling, cycling tourism and investments in infrastructure with the goals of sustainable investment, based on global, European, national, regional and local development policies. Thus, we ensure investment relevancy, and by that financing of these investments through numerous external sources of funding, especially the EU funds;
- ♦ Informing, awareness, capacity-building, cooperation and coordination of key stakeholders in certain areas necessary for successful preparation and realisation of investment. Realisation of development projects, especially those financed through EU funds, often implies not only inclusion and interconnection among stakeholders of different levels and types of competence, but the same or similar ones from different geographical areas, in order to realise a particular investment. We will need to use different financial instruments in order to include all sorts of development – from building needed infrastructure with all accompanying facilities to setting up necessary services, construction of capacities and promotion. Their aim is to have a complete and recognizable offer, which complies with all relevant standards needed to have a high-quality, safe, rounded up, functional and sustainable route EuroVelo 8. This includes regular communication and, if needed, common planning, especially focusing on coordinated budget planning, as well as its implementation, sharing responsibilities and roles, including timely preparation and application of project proposals for available sources of external (co)financing and/or agreement about planned, coordinated use of our own sources of (co)financing for realisation of key investments.
- ♦ Preparation of the necessary ground for investment realisation. This, for instance, includes solving of proprietary-legal relationships, investment adjustment to the existing prescribed spatial and legal documentation, drafting needed technical documentation of the project, (conceptual solution, conceptual design, main and implementation project), and where needed, study documentation (feasibility study with cost and benefit evaluation, environmental impact assessment, conservation study and other studies related to the protection of environment, protected cultural heritage and nature), procurement documentation, application file and other documentation needed for project proposal submission and acceptable project execution;

Therefore, all stakeholders, starting from the local and regional/sub-regional authorities, namely, their competent services, tourist boards, county and state institutions and companies competent for road infrastructure, Croatian government authorities (competent ministries) should be active in providing conditions for the successful realisation of investment. On the other hand, we need to inform and actively support other stakeholders too, especially small and medium-sized entrepreneurs, craftsman, owners of agricultural holdings, providers of hosting services, caterers, guides and other interested parties on all aspects, requirements, possibilities and resources of the development of needed services.

However, none of the stakeholders should be passive, while expecting others to launch an initiative. Every stakeholder, regardless of his/her category and scope of competence, can contribute to providing conditions for preparation and implementation of investment in infrastructure, services and promotion of the EuroVelo 8 route.

Launching partnership projects by means of e.g. projects of territorial cooperation, combining various sources of external and self-financing, are an excellent way to not only develop, construct and deploy necessary cycle tourist and cycling infrastructure, but also to build the capacities of stakeholders for development, promotion and placements of products and services related to the EuroVelo 8 route and other ways of cycle tourist and cycling offer, namely offers of active tourism. However, by all of this we can achieve many other social, economic and ecological positive impacts on all stakeholders, which can promote and empower them as crucial development actors. Moreover, projects of cycle tourist and cycling infrastructure often cannot be applied for as independent investments, but as a component part of broader development projects promoting sustainable urban transport and mobility, development of sustainable tourism and other projects, which can have far broader direct development impacts, socio-economic, professional and political positive effects for all involved parties.

6.2 Development context

If we want to use numerous possibilities of external (co)financing of projects related to the development and maintenance of cycling and cycle tourist infrastructure, services and the promotion of the route, it is necessary to understand the development context, that is to say the reasons why such projects are acceptable and relevant to many development funds. In this way, stakeholders will more easily be able to use the mentioned funds, not only by understanding and being aware of the available sources of external (co)financing, but also by quality preparation of the project and its relevance arguments for obtaining the required funds.

Namely, the development of cycle and cycle tourist infrastructure, i.e. cycling and cycling tourism, related services, as well as their promotion, impact numerous goals of sustainable development, such as:

- ♦ Sustainable and accessible transport and mobility;
- ♦ Sustainable tourism during the whole year with better temporal and spatial dispersion of the economic and social impacts on destinations and lower ecological footprint;
- ♦ New jobs in both development and maintenance of cycling and cycle tourist infrastructure, and developing and offering products and services of cycling and cycling tourism;
- ♦ Improving health through healthier lifestyles and reducing pollution;
- ♦ Reducing energy consumption and pollution resulting from energents consumption, especially those that increase the carbon footprint, thus contribution to reducing greenhouse gas emissions.

For example, although according to the United Nations policy, sustainable transport and cycling, i.e. cycling tourism are not defined as separate goals of sustainable development (SDGs – Sustainable Development Goals), cycling and cycling tourism are interconnected and can directly contribute to 11 out of 17 targets for sustainable development⁵.

In its recommendations, the European Union states the importance of using the bicycle in terms of better quality and more efficient use of expensive and scarce space in urban areas, improving health, but also as a clean and accessible means of transport in the cities in which most of the car rides are less than 5 km away. In 2015, EU transport ministers adopted the Declaration on cycling as a “climate-friendly” transport mode⁶. Based on this declaration, The European Commission continued to integrate riding bikes (“cycling”) into their multi-modal transport policy.

In a number of its strategic documents, the Republic of Croatia also included the need for the development of bicycle lanes, paths, tracks, roads and routes. Nowadays, these objectives can be found in most national and regional tourist, traffic and development strategies (e.g. Croatian Tourism Development Strategy till 2020, in which the cycling tourism is one of the eleven key tourist products of the Republic of Croatia⁷, National Strategy for Transport Development until 2030). Accordingly, the Ministry of Tourism developed in 2015 the Action Plan for the development of cycling tourism. All this provides an excellent base for the use of external sources of financing.

Moreover, a number of European and national programs and funds allow today financing the construction of cycling infrastructure, development and establishment of services, products, as well as information, awareness raising, capacity building, and finally the promotion and marketing of cycling tourism. Therefore, by wise coordinating and combining our own and external sources of funding, it is possible to make significant progress towards the achievement of all development goals of cycling infrastructure, services and their visibility, as well as investments in strategic projects, such as projects of construction, equipment, establishment of the necessary services and promotion of the Mediterranean route EuroVelo 8.

Skilful use of appropriate sources of funding can significantly influence the extent and speed of the development of the Mediterranean route and everything the route itself develops. Therefore, the proposed measures and amounts in Chapter 5 should be seen as one possible option, while in practice, we should strive to achieve significantly better programs of incentive, which will provide much faster and wider development.

In order to assist the interested stakeholders in an improved preparation of their own investment projects, in this Action Plan of the development of the route, we present the majority of the available funds in the following table.

⁵ EU Cycling Strategy, June 2017, European Cyclists’ Federation (ECF) asbl, https://ecf.com/sites/ecf.com/files/EUCS_full_doc_small_file.pdf

⁶ Declaration on Cycling as a climate friendly Transport Mode, Informal meeting of EU ministers for Transport Luxembourg, October 7th, 2015, <http://www.eu2015lu.eu/en/actualites/communiqués/2015/10/07-info-transport-declaration-velo/07-Info-Transport-Declaration-of-Luxembourg-on-Cycling-as-a-climate-friendly-Transport-Mode---2015-10-06.pdf>

⁷ Declaration on Cycling as a climate friendly Transport Mode, Informal meeting of EU ministers for Transport Luxembourg, October 7th, 2015, <http://www.eu2015lu.eu/en/actualites/communiqués/2015/10/07-info-transport-declaration-velo/07-Info-Transport-Declaration-of-Luxembourg-on-Cycling-as-a-climate-friendly-Transport-Mode---2015-10-06.pdf>

6.3 Sources of financing, tenders and acceptable applicants

Sources of financing	Fond	Priority axes	Acceptable applicants	Comment
EU – Program of transnational cooperation Interreg ADRIAN 2014-2020	European Regional Development Plan and IPA II	<p>2. Environment – Sustainable region – promotes the preservation, protection, promotion, evaluation and development of natural and cultural heritage, biological diversity, water, soil, green services and ecosystem service</p> <p>3. Transport – Interconnected region – promotes the development and improvement of eco-friendly transport systems and low-carbon transport systems, including the development and improvement of internal waterways, maritime transport, ports, multimodal connections and airport infrastructure in order to promote sustainable regional and local mobility;</p>	State, regional and local government, all public institutions and organizations; Private organizations operating at least 2 years; International organizations	<p>Announcement of the second call for priority axis 3 is expected during 2018 or 2019</p> <p>It is possible to expect the financing of activities including pilot investments in cycling infrastructure, which can regulate and promote parts of the route, and develop services of the EuroVelo 8, as well as to organize promotion of route.</p> <p>Also acceptable are the activities of capacity building of the local stakeholders, namely, support to entrepreneurs including the launching of new managed service providers (SMPs), the introduction of ICT solutions (International Conferences and Training), and alike. Other countries of the Adriatic-Ionian region, relevant for the development, establishment and promotion of the EuroVelo 8 routes (Italy, Slovenia, Bosnia and Herzegovina, Montenegro, Albania, and Greece) can be included too. The usual investment usually does not exceed 1.5 million kunas per partner.</p>
EU – Program of transnational cooperation Interreg Mediterranean 2014-2020	European Regional Development Plan and IPA II	<p>2. Promoting of low carbon strategies content and energy efficiency in specific MED areas: cities, islands and remote areas</p> <p>3. The protection and promotion of natural and cultural resources of the Mediterranean</p>	National, regional and local government, all public institutions; Private institutions including private companies; International organizations	<p>Announcement of new calls is expected in 2019. As in ADRIAN, similar activities are possible as a part of projects involving other countries from the Mediterranean region relevant to the development, establishment and promotion of the EuroVelo 8 routes (Spain, France, Italy, Slovenia, Bosnia and Herzegovina, Montenegro, Albania, and Greece).</p> <p>The usual investment usually does not exceed 1.5 million kunas per partner.</p>
EU – Program of transnational cooperation Interreg Danube 2014-2020	European Reg. Development Plan, IPA II and ENI (European Neighbourhood Instrument)	<p>2. Environmentally and culturally responsible Danube Region</p> <p>3. Better connected and energy-responsible Danube Region</p>	National, regional and local government / public authorities; Private institutions, including private companies; international organizations	Right now there is no information on the planned new calls. However, it is possible to expect similar eligible activities as for the previous two programs of transnational cooperation.
EU – Program of transnational cooperation Interreg Central Europe 2014-2020	European Regional Development Fund	<p>3. Cooperation in the field of natural and cultural resources for sustainable growth in Central Europe</p> <p>4. Cooperation in the field of transport in order to better connect the Central Europe</p>	National, regional and local government / public authorities; Private institutions, including private companies; international organizations	Right now there is no information on the planned new calls. However, it is possible to expect similar eligible activities as for the previous two programs of transnational cooperation.

EU – Cross-Border Program Croatia-Bosnia and Herzegovina-Montenegro	European Regional Development Fund and IPA	2. Protection of environment, improvement of risk prevention and the promotion of sustainable energy and energy efficiency targets: promotion and improvement of environmental protection and management systems for risk prevention and the promotion of renewable energy and energy efficiency; 3. Contribution to the development of tourism and protection of cultural and natural heritage with the objectives of: strengthening and diversifying the tourist offer by means of cross-border access and facilitate better management and sustainable use of cultural and natural heritage	Non-profit public or private organizations	Announcement of the second call for priority axis 3 is expected during 2018 or 2019 Similar rules of eligibility of activities and programs for transnational cooperation are applied. It involves preparation of projects involving other countries in the trilateral Development EuroVelo 8 routes (Bosnia and Herzegovina, Montenegro), but only in local and regional authorities (JLRS) bordering the two countries. The usual investment usually does not exceed 2 million kunas per partner.
EU – Cross-Border Program Croatia-Italy	European Regional Development Fund	3. Environment and cultural heritage 4. Maritime transport	Public authorities and related entities; Regional Development Agencies; small and medium-sized entrepreneurs; Economic Chambers and other organizations; Technological and research institutes and universities; Non-governmental organizations; Emergency services and centers; Coast Guard transport services and transport; Public institutions for management of protected natural areas and public cultural institutions; Education and training.	Right now there is no information on the planned new calls. Similar rules of eligibility of activities and programs for transnational cooperation are applied. It involves preparation of projects involving public and private organizations from the Croatia and Italy (areas must have a common land or sea border). The usual investment usually does not exceed 2 million kunas per partner.
EU – Cross-Border Program Croatia-Slovenia	European Regional Development Fund	3. Environment and cultural heritage	National, regional and local government / public authorities; Private institutions, including private companies; Non-profit organizations	The call is kept open. Similar rules of eligibility of activities and programs for transnational cooperation are applied. It involves preparation of projects involving public and private organizations from Croatia and Slovenia (neighbouring regions). The usual investment usually does not exceed 1.5 million kunas per partner.
EU – Operational Program Competitiveness and cohesion	European Regional Development Fund Cohesion fund	Priority axis 7 Connection and mobility Primary: Specific objective 7b1 Improving road safety in places with high mixed traffic Specific objective 7 or 1 Development and improvement of transport systems, environment friendly (including those with low noise), and transport systems with low CO2 emissions, including internal waterways and maritime transport, ports, multimodal connections and airport infrastructure, in order to promote sustainable regional and local mobility, construction and improvement of bicycle paths and lanes: In urban and suburban	Cities and municipalities; companies such as Croatian Roads and Croatian Railways Infrastructure; more organizations that want to build some traffic facilities; river ports; companies engaged in river freight transport; companies have public transport to islands; cities, municipalities and companies performing public transport in them; Dubrovnik Airport	Hiking and biking lanes significantly increase road safety and should be applied even to the regional connections where there is a clear need for them. City and suburban roads usually have mixed traffic involving pedestrians, bicycles, motorcycles, cars, buses and other commercial vehicles. Therefore, it is important to focus interventions on those roads. Croatian Roads, cities and municipalities can apply for funding of the construction of paths, passages and marking cycling lanes. Totally available 15 million euros, it is necessary to carry out interviews with Ministry of Maritime Affairs, Transport and infrastructure MPPI. Also, it

		areas, it is often necessary to improve the infrastructure for cyclists and generally develop new infrastructure to promote the modes of transport with zero emissions. It includes separate infrastructure, such as bike lanes, special traffic lanes on roads with mixed traffic and special facilities for parking.		is possible to apply for resources for Micro, small and medium-sized enterprises (MSMEs) that want to develop products and services related to cycling tourism and cycling in general.
EU – Rural Development Program	European Agricultural Fund for Rural Development	Measure 7, sub-measure 7.4, the operation type 7.4.1. Investments in starting, improving or expanding local grassroots services for rural people, including leisure and cultural activities and related infrastructure Measure 6, sub-measure 6.2 Support for investment in the launch of non-agricultural activities in rural areas 6.4. Development of non-agricultural activities in rural areas	For the type of operation 7.4.1.: a) local authorities (JLS); b) companies majority-owned by JLS; c) non-profit public institution, founded by JLS, except public fire brigades, local and regional development agencies, primary schools; d) NGOs dealing with humanitarian and social activities of particular interest to the local population and whose activities are in line with the target groups and classification of activities of associations related with eligible investments, (excluding local action groups, community associations, foundations); e) Local religious communities and dealing with humanitarian and social activities of particular interest to local residents and f) Local action groups which have been selected under the Program for Sub-measure 6.2.: farms registered with the Register of farmers to micro and small businesses, natural persons as holder or member of the family farm and starting up new non-agricultural activities in rural areas; For Sub-measure 6.4.: Farms registered in the Register of farmers to micro and small businesses, natural persons as holder or member of the family farm	Activities for construction and equipment of cycle lanes that are not part of the road are acceptable, including overpasses and other passages which are not part of the road. Current call is open until 14th September 2018. The value of investments for the public sector can amount to 7.5 million kunas (7.4.1.), and for the private sector 50.000 euros (6.2) and 200.000 euros (6.4).
EU Operational Program Efficient Human Resources	European Social Fund	1. Employment 2. Social Inclusion 3. Education 4. Good governance	Local and regional authorities, NGOs, development agencies, educational institutions	Specialized trainings for guides, entrepreneurs, youth (self-employment), excluded groups (e.g. unemployed for a long time), service providers in the tourism industry, tourist boards, local authorities, travel agencies ...; Starting social enterprises, creation of new programs, products and services in education, tourism, information and communications technology (ICT) and so on. Supply of equipment

Republic of Croatia – Ministry of Tourism -The program of development of tourism infrastructure	Tourism Development fund	Development of public tourist infrastructure; The development of new tourist products and services (especially Measure B – Development of specific forms of tourism, and any other measures indirectly)	Local and regional authorities (JLRS); Private legal entities with experience in tourism	Call in 2018 did not allow a JLRS from the Adriatic Croatia to apply. Private entities are explicitly enabled to invest in cycle tourist infrastructure, improvement of bike rest area with a smart bench, tools, battery chargers for e-bikes and other necessary infrastructure, in order to improve security, integration, sustainability and recognition (advantage will be given to cycle tourist facilities related to the EuroVelo or other trans-European cycling routes, as well as marked bike routes that connect several Croatian counties), the introduction of standards for Bike & Bed to provide accommodation, and promotional activities related to the cycle tourist offer. Financial support for Measure B was 200.000 kunas, a similar call is expected in the coming years.
EU – Urban innovative actions (projects)	European Regional Development	7. Promoting sustainable transport and the improvement of network infrastructure	Public sector in cooperation with the private sector and civil sector	No information on new calls but a new series of calls can be expected
EU Trans-European Transport Network	European Regional Development Fund and Cohesion fund	7. Promoting sustainable transport and the improvement of network infrastructure	Public sector	No information on new calls but a new series of calls can be expected
EU Urbact	European Regional Devel. Fund and Cohesion fund	4. The shift towards a low-carbon-economy 7. Promoting sustainable transport and the improvement of network infrastructure	Cities	No information on new calls but a new series of calls can be expected
EU Program LIFE	LIFE program budget	Environment Climate actions	Private and public entities from EU	Promotion of cycling tourism and cycling
EU Connecting Europe Facility	CEF program budget	<ul style="list-style-type: none"> ▫ Safe infrastructure ▫ Innovation and new technologies ▫ Intelligent transportation systems ▫ Multimodal logistics platforms 	One or more Member States, international organizations, joint ventures, public or private organization from the EU	Development of cycle tourist infrastructure, construction of bicycle paths and lanes
EU Horizon 2020	Horizon 2020 program budget	4. The shift towards a low-carbon-economy 7. Promoting sustainable transport and the improvement of network infrastructure	Scientific research sector, public, private and civil sector	No information on new calls but a new series of calls can be expected. The emphasis is on innovative technologies and solutions, the develop. of e-bike systems and so on.

Nr.	Description of the solution	1 Interreg ADRIION	2 Interreg MED	3 Interreg DUNAV	4 Interreg CE	5 CBC HR- BH-CG	6 CBC HR-IT	7 CBC HR- SLO	8 OP KiK	9 PRR	10 OP ULJP	11 MINT	12 EU UIA	13 EU TEN-T	14 EU Urbact	15 EU LIFE	16 EU CEF
5.1.1	Removal of barriers	+	+	+	+	+	+	+	+	+		+	+	+	+	+	+
5.1.2	Improvement of cyclists' safety on roads with high traffic	+	+	+	+	+	+	+	+	+		+	+	+	+	+	+
5.1.3	Preparation of infrastructure works (studies, plans, project applying)	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.1.4	Construction of missing cycle paths	+	+	+	+	+	+	+	+	+		+	+	+	+	+	+
5.1.5	Improvement of badly rideable macadam sections etc.	+	+	+	+	+	+	+	+	+		+	+	+	+	+	+
5.1.6	Placement of bike route signing	+	+	+	+	+	+	+	+	+		+	+	+	+	+	+
5.1.7	Improvement of public transport services for bikes	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.1.8	Installing of bike traffic counters	+	+	+	+	+	+	+	+			+	+	+	+	+	+
5.1.9	Maintenance of cycling traffic surfaces	+	+	+	+	+	+	+	+								
5.1.10	Maintenance of bike route signing	+	+	+	+	+	+	+	+								
5.2.1	Network of bike and equipment rental	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.2.2	Bike services	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.2.3	Taxi transport for bikes (by car or ship)	+	+	+	+	+	+	+	+		+	+	+	+	+	+	+
5.2.4	Transport services for passengers, bikes and luggage along the whole route	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.2.5	Guided routes along the EuroVelo 8	+	+	+	+	+	+	+	+		+	+				+	
5.2.6	Development of accommodation capacities where there aren't any								+	+		+					
5.2.7	Construction of bike rest areas	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.2.8	Adjustment of gastronomy facilities and attractions to cycle tourist	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.2.9	Development of new specific tourist products and services	+	+	+	+	+	+	+	+	+	+	+	+			+	
5.2.10	Systems for the support of development	+	+	+	+	+	+	+	+	+	+		+			+	
5.3.1	Availability of detailed information about the route	+	+	+	+	+	+	+	+		+	+	+	+	+	+	+
5.3.2	Integration of the route EuroVelo 8 with Croatian tourism	+	+	+	+	+	+	+	+			+	+	+	+	+	+
5.3.3	Printed maps and guidebooks	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.3.4	Promotional activities	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.3.5	Marketing plan and research on the route usage	+	+	+	+	+	+	+	+		+	+	+	+	+	+	+
5.4.1	Coordination of the systematic development of the route	+	+	+	+	+	+	+	+			+	+	+	+	+	+
5.4.2	Continuation of research and the route optimisation	+	+	+	+	+	+	+	+		+	+	+	+	+	+	+
5.4.3	Integration of the Action Plan for the development of the route with development plans	+	+	+	+	+	+	+	+			+	+	+	+	+	+
5.4.4	Certification of the route	+	+	+	+	+	+	+	+			+	+	+	+	+	+
5.4.5	Workshops and conferences for the promotion of the route development	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
5.4.6	Training and study tours	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

The table of eligibility of activities and costs of financing these activities through individual EU programs and national programs of co-financing

Note: Most of eligibility evaluation is general, because within certain funding programs, individual calls do not allow certain activities and costs, while some others do. Therefore, the assessment should be taken with a grain of salt, or the eligibility of activities and costs should be always checked by the available documentation (instructions for applicants).

7 Conclusion

The project MedCycleTour created preconditions for the start of the systematic development of the Mediterranean route EuroVelo 8 in Croatia.

This Action Plan provides a detailed overview of the activities required for the development of the route in future years. For each activity there is a brief explanation of its importance for the route, its way of implementation, relevant places along the route, rough estimation of costs and possible carriers of activities.

Many of the activities necessary for the development of the route are partially realized through other initiatives, which show that the development of the route fits in spatial and temporal context. The route development should be approached in a comprehensive and coordinated way, using the opportunity to implement activities that will have the greatest impact on the progress of the route at the state level.

The Mediterranean route has an enormous potential and Croatia should exploit its opportunities through participation in European initiatives.

The acquired new knowledge and experience in a structured and complete approach to the development of the route in this project can be put to good use and applied to the development of other routes and cycle tourism in Croatia in general.



8 Appendix

Notes:

Attached to this plan an excel sheet with all described activities is provided, allowing easy sorting and filtering.

Costs estimations have been done modelling activity scope and calculations using known and estimated prices. Further details, photographs, GPX tracks and locations are available upon interest.

For the infrastructure construction costs, information provided by Croatian roads, Zagreb and technical analysis from Održivo d.o.o. Split has been used.

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Project team will be glad to support any initiative or activity for the development of the Mediterranean route EuroVelo 8 or cycling tourism in general in Croatia.

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