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Amazon of Europe Bike Trail

AMAZON OF EUROPE BIKE TRAIL

TRANSBOUNDARY STANDARDS FOR NATURE ORIENTED TRAIL IMPLEMENTATION

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DTP2-002-2.2 AOE BIKE TRAIL

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Editor:

WWF Austria
Ottakringer Straße 114-116, 1160 Wien
wwf@wwf.at

Authors:

REVITAL Integrative Environmental Planning GmbH
Andreas Nemmert, Wolfgang Moritzer, Stefanie Holzer
Nußdorf 71, 9900 Nußdorf-Debant
office@revital-ib.at

WWF Austria
Stefanie Edelmüller, Emőke Györfi, Arno Mohl
Ottakringer Straße 114-116, 1160 Wien
wwf@wwf.at

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Contributors (in alphabetical order):

Ádám Bolyós - West-Pannon RDA Ltd.
Adela Sadiković - Public Institution County Development Agency of Osijek-Baranja County
Ágnes Papp - Balaton Uplands National Park
Andreas Nemmert - REVITAL Integrative Naturraum GmbH
Anja Krajnik - Iskriva, Institute for Development of Local Potentials
Antun Damjan - Public institution for nature protection of Virovitica-Podravina County
Arno Mohl - WWF Austria
Christian Contola - Tourism Association Bad Radkersburg
Csaba Megyer - Balaton Uplands National Park
Damijan Jaklin - Municipality of Velika Polana
Danijel Loncar - WWF Adria
Dejan Urbanovski - Municipality of Apatin
Dorli Weberitsch - Tourism Association Bad Radkersburg
Eva Batista - Iskriva, Institute for Development of Local Potentials
Fruzsina Hérics - Balaton Uplands National Park
Günter Mussnig - Trail Angels GmbH
György Jelenka - Entrepreneurs' Centre of Somogy County Foundation (SMVK)
György Márton - Entrepreneurs' Centre of Somogy County Foundation (SMVK)
Hedvig Csajka - Entrepreneurs' Centre of Somogy County Foundation (SMVK)
Iva Vurušić Mađarić - Tourism Board Međimurje
Ivana Kišćinal - Public Institution County Development Agency of Osijek-Baranja County
Ivana Korn Varga - WWF Adria
Ljiljana Krec - Municipality of Apatin
Lukas Umgeher - REVITAL Integrative Naturraum GmbH
Máté Deák - West-Pannon RDA Ltd.
Nemanja Jović - Municipality of Apatin
Nikolina Jakopić - Ministry of Tourism - Republic of Croatia
Nina Lebar - Municipality of Velika Polana
Petra Murković - Tourism Board Međimurje
Renata Kuruc - Municipality of Apatin
Rudi Trinko - Trail Angels GmbH
Sabina Hranić - Public institution for nature protection of Virovitica-Podravina County
Snježana Babok Grgić - Koprivnica-Križevci County
Stefanie Edelmüller - WWF Austria
Stefanie Holzer - REVITAL Integrative Naturraum GmbH
Tatjana Arnold Sabo - Public institution for nature protection of Virovitica-Podravina County
Tibor Polgár - West-Pannon RDA Ltd.
Tímea Kárpáti - Entrepreneurs' Centre of Somogy County Foundation (SMVK)
Urška Dolinar - Iskriva, Institute for Development of Local Potentials
Veronika Kárpáti - Zala County Government
Vladimir Šadek - Koprivnica-Križevci County
Wolfgang Moritzer - REVITAL Integrative Naturraum GmbH
Zarja Šinkovec - Iskriva, Institute for Development of Local Potentials
Zoltán Pámer - Entrepreneurs' Centre of Somogy County Foundation (SMVK)

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1 Summary

The "Trail Implementation standards" are developed within the DTP Interreg project Amazon of Europe Bike Trail (DTP2-002-2.2 AOE BIKE TRAIL) as a part of the Work Package "Nature Oriented Trail", Activity 4.1. The Work Package is coordinated by WWF Austria, whereas all project partners contributed to the content of this document with their input and feedback.

The document contains the nature oriented trail implementation standards for bike trails and the design of the infrastructure for the Amazon of Europe Bike Trail. The main focus of the standards is to communicate the high quality nature of the area along the three rivers Mura, Drava and Danube. The construction plans of the infrastructure describe all possible elements that can be placed along the Amazon of Europe Bike Trail.

1.1 Compact checklist of AoE Bike Trail Standards

This checklist offers support to the regional coordinators while planning the Amazon of Europe Bike trail to check if the itinerary of the trail is in line with the standards laid down in this document.

Table 1-1: Compact checklist for the AoE Bike Trail Standards

Nr.	Main AoE Bike Trail standard summarized	considered
1	Existing national bike trail standards are checked and taken in consideration	
2	National legislations are checked before building the AoE Bike Trail infrastructure	
3	Current version of the AoE Bike Trail visitor guidance concept is respected	
4	Stage length not longer than 65 km and not shorter than 40 km	
5	At least two perfect river views are available per daily stage	
6	The nature zones of the visitor guidance concept are respected	
7	The vicinity to nature area is given while respecting the visitor guidance concept	
8	For the AoE Bike Trail only existing path/roads are taken into consideration; no new roads are being built	
9	At least one stop per daily stage is located directly at the river (main river, side arm, oxbow) and if possible, visitors can access the river	
10	Each stage provides a mixture of nature and culture, whereas the focus lays on the riverine landscape	
11	Roads with high number of traffic are avoided, if possible	
12	All common elements of infrastructure are constructed at each daily stage	
13	The Amazon of Europe Bike Trail is bikeable from 15th of April till 31st of October	

2 Introduction

One of the most beautiful and pristine riverine landscapes in Europe covers the lower course of the Mura and Drava rivers with adjacent sections of the Danube river, flowing through Austria, Slovenia, Hungary, Croatia, and Serbia. The rivers are a treasure trove of high biodiversity, surrounded by rich cultural heritage and welcoming people – a perfect setting for a cycling adventure.

The river landscape of the Mura, Drava and Danube will soon be protected within the world’s first five-country UNESCO biosphere reserve. In an effort to offer a sustainable way to experience almost 1,000,000 hectares of highly valuable natural and cultural landscapes, 15 project partners and 10 associated strategic partners of all 5 countries are working together on the Amazon of Europe Bike Trail project, to expand existing capacities for sustainable tourism.

Because of its' big size, the project area is divided into subsections, each with a responsible AoE Bike Trail regional coordinator. In total there are 11 regional coordinators who give input for their section of the bike trail, and are responsible for planning the route course and construction of needed infrastructure including obtaining the necessary permits and for coordination with relevant stakeholders.

The Amazon of Europe Bike Trail is the first project connecting five countries in creating a model for sustainable economic development of the region while at the same time preserving its unique natural heritage. Visitors can cycle through stunning natural landscapes carved by the three rivers, discover rich cultural heritage and appreciate local hospitality.

This document consists of the criteria that must be adhered to in the route selection, implementation, operation or extension of the Amazon of Europe Bike Trail.

3 Project area

The project area is defined by the planned *Transboundary Biosphere Reserve Mura-Drava-Danube* (TBR MDD), which will stretch along the rivers Mura, Drava and Danube spanning the countries of Austria, Slovenia, Hungary, Croatia and Serbia.

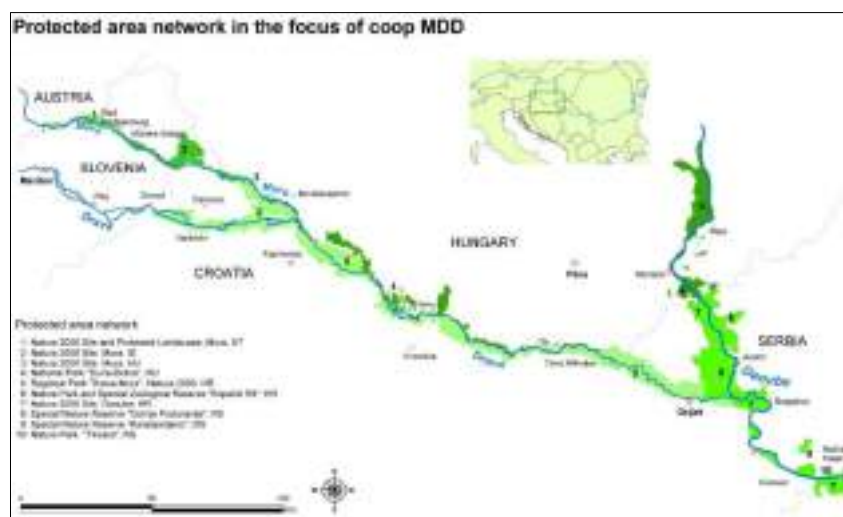


Figure 1: Overview of existing protected areas in the region of the future TBR MDD.

4 Development process

Based on the implementation concept of the Amazon of Europe Bike Trail¹ that was developed in 2015 and 2016, and based on existing bike trail standards and experience in nature oriented implementation of infrastructure, a first draft of the *transboundary standards for nature oriented trail implementation* was worked out.

This first draft of the standards was presented to the project team on the occasion of the 2nd Steering Committee Meeting in Nagyatád, Hungary, on the 24th of January 2019. The project team gave a first feedback to the presented standards. They noted down what they liked and did not like. Open questions and missing content were discussed.



Figure 2: Discussion among the project team for giving feedback to the presented standards during the 2nd Steering Committee Meeting in Nagyatád, Hungary.

After the workshop the feedback of the 2nd Steering Committee Meeting was included in the first draft of the standards which was sent out to partners for a written feedback on 1st of March 2019. Partners provided written feedback which was incorporated into draft Nr. 2.

The second draft of this document was sent to the partnership on 24.5.2019 - prior to the 3rd Steering Committee Meeting. The results of the document were presented. The changed parts were highlighted during the workshop and the partnership agreed on the content of the document.

The trail implementation standards consist of the written standards on the one hand and the Annex (Infrastructure) on the other hand. It was elaborated in 2 parts, as it enabled giving feedback easier. After finalizing both documents, they were compiled into one document: Trail implementation standards.

The final version of the document, consisting of standards and infrastructure was sent to the partnership in November 2019.

¹ <http://www.amazon-of-europe.com/en/aoe-bike-trail/>

5 Amazon of Europe Bike Trail standards

5.1 Existing bike trail standards as precondition

This document concentrates on the development of standards dedicated to the needs of the Amazon of Europe Bike Trail. It will therefore avoid repeating national and international standards for cycling in general and will refer to existing documents, where applicable. These documents or links [(Sustrans, 2014), (Eurovelo, kein Datum), (Department for Transport, 2008)] for example contain information like:

- Surface conditions
- Design speed
- Visibility criteria
- Width requirements
- Crossings or junctions
- Cycle parking
- And so on

5.2 Legal preconditions, national legislation

The Amazon of Europe Bike Trail leads through the so-called Amazon of Europe, a natural river ecosystem and future 5-country UNESCO Transboundary Biosphere Reserve stretching over Austria, Slovenia, Hungary, Croatia and Serbia. These countries provide legal framework for the construction or operation as well as the safety of cycling paths. The Amazon of Europe Bike Trail leads through different types of protected areas such as Natura 2000 areas, nature parks, national parks and regional parks. The different types of protected areas and protection status underlay different legal framework. Be it for the course of the trail, possible swimming locations, construction of infrastructure, etc., the legal framework must in any case be respected by the regional coordinators responsible for the respective section of the Amazon of Europe Bike Trail.

5.3 Amazon of Europe Bike Trail visitor guidance and behaviour

The bike trail leads (in many cases) through protected or ecological sensitive areas where cyclists have to pay special attention not to harm or disturb these areas. This is why for the Amazon of Europe Bike Trail, different guidelines for different areas were defined within the visitor guidance concept (a separate document). The bike specific visitor guidance concept needs to be respected while planning or extending the route. The visitor guidance concept shows 3 different areas:

- *Nature area*
- *Visitor area*
- *Stop over*

Each area and its rules are described in the nature oriented visitor guidance concept of the Amazon of Europe Bike Trail. The rules are summarized as followed:

Nature areas are indicated as high valuable areas from ecological point of view, based on analysis results. The Bike Trail will only lead in some cases through the **nature area** (see chapter "Nature experience, connection to rivers") but cyclists will not be steered to stop within a nature area. They should not leave the path or bike lane and enter the floodplain forest, gravel banks or go swimming. It is volitional to lead cyclists close to nature areas along existing infrastructure such as dikes, in order to enable them to experience the beauty of the river corridor.



Figure 3: Example picture nature area.

The **Visitor areas** are easy to reach or access and infrastructure may already exist (boat dock, picnic/ camp site, huts, swimming point...). The bike trail infrastructure is foreseen to be built only within visitor areas.



Figure 4: Example picture visitor area.



Figure 5: Example picture stop over.

Stop overs are similar to visitor areas, but infrastructure is not meant to be built. Cyclists are steered to stop overs in order to show them a certain spot, as e.g. a great river view, an existing bird watching tower, a perfect swimming spot, a cultural highlight, etc.

The Bike Trail standards for nature oriented trail implementation developed in this document will in some chapters refer to those 3 different areas.

In general cyclists are steered along the Amazon of Europe Bike Trail and informed about the project area through setting up signs, infrastructure (resting areas, info boards,...) or bike maps.

Additional to the Bike Trail visitor guidance concept, a visitor guidance concept from the project DRAVA LIFE was published in spring 2019, covering a big part of the project area, with recommendations or rules for cycling trails which are also valid for the Amazon of Europe Bike Trail. The DRAVA LIFE visitor guidance concept will be respected while planning the route for the Amazon of Europe bike trail in this part of the project area.

5.4 Stage length

The Amazon of Europe Bike Trail is divided into different stages, which represent daily sections. The length of the stages is chosen to be rideable with regular bikes as well as E-Bikes. The stages should not exceed a length of 65 kilometres for regular bikes (Scoutwiki, kein Datum) and 90 kilometres for E-Bikes (BOSCH eBike System, kein Datum).

To keep the stage attractive, it should not fall below a length of 40 kilometres.

The length of the stages may vary depending on the different surface conditions or the overnight accommodation offer in the start and end points of each stage.

Within the current project Amazon of Europe Bike Trail, the stages for E-Bikes will not be mirrored in the booking system developed within the project. Only stages for conventional cyclists (40-65 km) will be incorporated in the booking system.

5.5 Route course

Despite the following criteria for the route course, the product "Amazon of Europe Bike Trail" needs to be sellable to tourists / cyclists. Therefore infrastructure such as accommodation, restaurants, but also safety etc. are a crucial aspect in deciding the route course.

To keep the Amazon of Europe Bike Trail attractive, a good mixture of different kind of routes/landscapes should be offered to visitors, like e.g. dike roads or forest roads, but also roads via the forest.

5.5.1 Considering nature conservation aspects

The future 5-Country Transboundary Biosphere Reserve Mura-Drava-Danube consists of a chain of protected areas stretching from Austria to Serbia. Therefore in the decision phase of the routing nature conservation aspects need to be well considered. The conflicts between nature conservation and cyclists should be minimized. The document for the nature oriented visitor guidance provides an overview how to minimize these conflicts.

5.5.2 Nature experience, Connection to the rivers

The three rivers Mura, Drava and Danube and their riverine landscape of the future 5-Country Transboundary Biosphere Reserve Mura-Drava-Danube (TBR MDD) are the reason for the name "Amazon of Europe Bike Trail". Therefore the chosen route course will focus on the riverine landscape of the three rivers.

Mostly the rivers are Boundary Rivers, so the Amazon of Europe Bike Trail follows both sides of the rivers to include all countries. Several possibilities to cross the rivers, for example bridges or ferries, exist. To bring the cyclist as close as possible to the rivers this existing infrastructure should be used by the Amazon of Europe Bike Trail.

When choosing the route for the Amazon of Europe Bike Trail, the following aspects connected to the experience of nature should be considered:

- At least **two times per stage** the cyclist has a perfect **river view** (Main River, sidearm, oxbow or wetland) and/or can actually see the river while cycling.

This also includes the option of crossing the river (e.g. bridges, ferries).

- Each stage has at least **one stop** for having a rest **directly at the river** (Main river, sidearm, oxbow or wetland).

Regional coordinators will find the best route as close as possible to, but not leading through nature areas². The nature areas represent mainly the core and buffer zones of the future 5-country TBR MDD, but also go beyond. Leading the trail adjacent nature zones along existing infrastructure such as dikes enables cyclists to get the feeling of exploring nature and they are aware of being within the Amazon of Europe.

The bike trail will only lead in the following limited cases directly through the nature areas:

1. there are existing paths/roads that are already suitable for biking (e.g. dikes in Kopacki rit)
2. stop-overs are located within nature areas which are accessible via already existing and frequently used paths/roads suitable for biking.

In any case, the establishment of parts of the bike trail within nature areas should not contradict nature conservation goals.

5.5.3 Culture experience

The area, the Amazon of Europe Bike Trail passes through, offers a wide range of cultural and historical diversity.

Especially at the start and endpoints, which are located in towns, cities or bigger villages, cyclists will be able to experience the culture of the area. Therefore these start and end

² "nature area" as defined in the Amazon of Europe Bike Trail visitor guidance concept, based on the analysis results

points have to be well considered to present these high valuable attractions like cultural heritage, churches, museums, exhibitions, spas and so on. These attractions offer a welcome alternation from cycling.

Additionally, stop overs and smaller detours of the main cycling route can be offered to cyclists in order to show cultural attractions and to provide a mixture of nature and culture. Regional coordinators are collecting information on these attractions within WP5 "Methodology and handbook for route planning" as well as within WP4 visitor guidance concept. The **main** route of the Amazon of Europe Bike Trail should be focused on the vicinity to the riverine landscape.

5.5.4 Leisure attractions / activities

Each daily stage of the Amazon of Europe Bike Trail should offer, if possible, at least **one river access** with the possibility to go swimming or enter the river or riverine landscape within a *visitor area* or *stop over* (defined in the Amazon of Europe Bike Trail visitor guidance concept).

It has to be taken into consideration that swimming might only be allowed in official swimming areas or swimming points. It is in the responsibility of each regional coordinator to make sure respectively to find out, if it is legally allowed to enter the river at those spots. If cyclists are not allowed to enter the river officially, they will not be encouraged.

Along the area of the Amazon of Europe Bike Trail leisure attractions already exist. If these attractions are situated nearby the rivers or the riverine landscape, they should be considered to be included in the Amazon of Europe Bike Trail.

Regional coordinators are collecting information on these attractions within WP5 "Methodology and handbook for route planning".

In case a RIVERS`COOL facility is located at one stage, it should be connected to the Amazon of Europe Bike Trail - in consultation with the responsible of the respective RIVERS`COOL. 8 RIVERS`COOLs were developed in the course of the Interreg project coopMDD. It is a network of special outdoor learning places along the three rivers Mura, Drava and Danube.

5.5.5 Safety

The Amazon of Europe Bike Trail exclusively follows existing roads, no new roads are built.

The used roads should be in proper condition, which means they should be rideable by bike from 15th of April till 31st of October.

Roads with high number of traffic and high speed should be avoided, wherever possible. Ideally there is a separate bike lane where no other (motorized) vehicles are allowed to drive. If there are not separate bike lanes available, low traffic public roads should be chosen.

In some areas the Amazon of Europe Bike trail may run through mine suspicious areas (e.g. in Osijek - Baranja County) where it is crucial to steer visitors along safe roads.

5.6 Target groups

Target groups are described in the document Output O3.4 AoE Bike Trail strategic marketing plan.

5.7 Maintenance

To keep the Amazon of Europe Bike Trail attractive, frequent maintenance of the trail and its infrastructure (clearing the trail from fallen trees/branches, maintenance of signing, keeping the trail free from garbage, etc.) is needed. The details are defined within the output O3.2 Bike Trail international organisational structure.

5.8 Public transportation network

The Amazon of Europe Bike Trail is favouring to be reachable by public transport and should be connected to the public transportation network. If possible, there is a train station with sufficient train connections in the start and endpoint of the stages. Otherwise public transportation by bus should be possible or offered.

It is important that the cyclist has the possibility to come back to the starting point of the bike trip with public transportation. Therefore the transportation for bikes, also for rented bikes, has to be possible.

If the arrival to the Amazon of Europe Bike trail is not possible with public transportation, sufficient parking possibilities should be available at the start and endpoints of the stages.

To facilitate the arrival with public transportation, the possibility to rent or return high quality bikes is offered at each stage.

At the moment the public transportation network within the area of the Amazon of Europe Bike trail might not be developed as described above. The public sector and the partners of this bike trail project can work to improve the situation of the public transportation in future.

5.9 Accommodation

It is crucial to have adequate accommodation offers, with at least two different categories (e.g. Hotel *** and bed and breakfast), in each start and endpoint of the stages. If a start or endpoint only offers bed and breakfast, there has to be the possibility for the cyclist to get dinner (restaurant, guesthouse, shop etc.).

The offered accommodation should not be farther away than 5 km from the start or end point of each stage.

The start and endpoints of the daily stages within the Amazon of Europe Bike Trail therefore depend on the availability of accommodation offered. The availability of the following categories of accommodations are taken into consideration when deciding for the start and endpoints of the daily stage:

- Comfort Accommodations (****)
- Classic Accommodations (**/****)
- Basic Accommodations (B&B, pensions etc.)
- Agro tourism (farm house accommodations)
- Camping

5.10 Amazon of Europe Bike Trail Infrastructure

Bike Trail infrastructure is meant to be built within the *visitor area* indicated in the visitor guidance concept for the Amazon of Europe Bike Trail or in the centre of the start and endpoints of the stages. The regional coordinators decide, in agreement with the nature oriented visitor guidance concept, and the work package leader where to position infrastructure.

Before the infrastructure is built, it must be ensured that the requirements of the national legislation - especially of the Protected Areas (PAs) - and the nature oriented visitor guidance concept for the Amazon of Europe Bike Trail are respected. If the infrastructure is constructed within protected areas, the protected area administrations are to be consulted.

The regional coordinator decides how many infrastructure is needed for properly equipping the trail and they also decide for the location of infrastructure – in harmony with the rules laid down in this document and in the Amazon of Europe visitor guidance concept. Beside this, the "common elements" are mandatory to be constructed in each daily stage. The infrastructure should be constructed only at spots, where they are offering an added value for the cyclists.

Within the project area, some areas are already better equipped with information for visitors, some are less. In areas that are equipped very well, regional coordinators are advised not to construct additional infrastructure which would not bring an added value to the spot respectively would rather have a negative effect on the appearance of the location.

Cyclists need to be steered with signs along the whole trail. Regional coordinators will take care, that the track is sufficiently signed and – as a result – cyclists are well informed about the route course. Cyclist should not be forced to stop in order to check for the correct route because of lack of signing.

Ideally bikers have the possibility within the *visitor area* to refill their water bottles with drinking water.

The construction plans of the infrastructure can be found in chapter 7 (Bike Trail infrastructure).

5.11 Educational infrastructure

Within the TBR MDD, infrastructure, like bird watching towers, info centres, education paths or RIVERS`COOLs already exists. There are also a lot of guided tours available in the region.

Existing infrastructure or touristic (nature oriented) offers should be considered to be included in the Amazon of Europe Bike Trail route or concept. This means, the Amazon of Europe Bike Trail passes by this infrastructure or includes special offers.

5.12 Amazon of Europe Bike Trail product partnership

One output of this project is the output 5.2 Amazon of Europe Bike Trail Academy. This output describes the quality standards for Amazon of Europe Bike Trail product partners.

5.13 Future extension of the Bike Trail or adaption of the route

In case, the Amazon of Europe Bike Trail is extended or the route is adapted in the future, all standards written in this document and the specification of the nature oriented visitor guidance concept need to be fulfilled. If the new trail sections, stages or service providers are not in line with the provisions stated in this document the brand owner of the Amazon of Europe Bike Trail will not accept the adaption.

The possible extension or adaption also has to follow national legislations, especially the existing Natura 2000 management plans, (if applicable) or a possible management plan of the 5-Country TBR MDD.

6 Recommendation

6.1 Alternative route

To find the optimal route for the Amazon of Europe Bike Trail it might be necessary to create 2 routes:

- One that can be implemented within this project (the realizable route)
- One that can be implemented only after some issues, for example road conditions or border issues, were solved: the “optimal route”.

6.2 Best time for cycling the trail

The Amazon of Europe Bike Trail is cycleable from 15th of April to 31st of October. In this time all services, that are needed to run the Amazon of Europe Bike Trail (e.g.: accommodation, bike rental, maintenance, and so on), are open or running.

6.3 Bikers equipment

Bikes:

To ride the Amazon of Europe Bike Trail a trekking bike or mountain bike is recommended. The lengths of the different stages were chosen to be manageable with a regular bike or an E-bike.

Recommended packing list: (Adventure Cycling association, kein Datum)

- Cycling shorts (short or long)
- Jersey short
- Long jersey
- Arm / Leg Warmers
- Bicycle helmet
- sports glasses
- Bicycle Shoes

- cycling socks
- rain pants
- slicker
- Rain cover for helmet
- Rain overshoes
- Bicycle gloves
- safety vest

6.4 Physical and technical conditions

The stages lengths range from 40 km to 65 km respectively 90 km for E-bikes.

The Amazon of Europe Bike Trail is recommended to be cycled from 12 years onwards, due to different road conditions (dirt road or gravel roads might be included) and due to the stage length.

6.5 Further documents

For more information concerning the Amazon of Europe Bike Trail and the connection to the current document the following documents, developed within this project, are recommended (selection):

- Nature oriented visitor guidance and mapping: in order to apply the mentioned standards laid down in this document, it is crucially to respect the “nature oriented visitor guidance and mapping”.
- Valorisation programme: The valorisation programme is a core output of the Amazon of Europe Bike Trail project and defines the methodology how revenues coming from the booking of the Bike Trail products will be used for nature protection within the planned 5-Country Transboundary Biosphere Reserve (TBR MDD).
- The “Amazon of Europe Bike Trail strategic marketing plan” has connections

to the current document in terms of visual identity that is important to respect while planning the infrastructure for the Amazon of Europe Bike Trail.

- The Bike Trail international organisational structure as well as the guidelines for regional trail management aims to ensure a sustainable and durable trail-management.
- The Amazon of Europe Bike Trail route plan shows all the stages, start and end points as well as cultural and natural highlights along the three rivers Mura, Drava and Danube.

7 Bike Trail infrastructure

7.1 Introduction and general description

This chapter describes the Amazon of Europe Bike Trail Infrastructure (like benches, tables, bike racks, info boards or resting areas) and builds upon a concept developed in the years 2015 and 2016 (Implementation Concept).

It is essential to follow a common design that is recognized all along the Amazon of Europe Bike Trail.

The concept for the Amazon of Europe Bike Trail infrastructure is based on a modular system. This means, that the infrastructure elements can be built upon simple basic elements. Furthermore, as described in the implementation concept of the AoE Bike Trail, these elements should be simple, easy to build and should have a recognition value.

The frame in square shape was chosen as the basic element.

With a square element the following associations are connected:

Protection, Security, Organization, Planning, Whole, Closeness, Connection

The square element also has a strong symbology, the four sides indicate the four directions or the four elements (air, fire, water and earth). Since none of the four sides is preferred in the square, it is also considered a symbol of justice.



The Amazon of Europe Bike Trail follows the three rivers Mura, Drava and Danube through the 5 countries Austria, Slovenia, Hungary, Croatia, and Serbia. The frame also stands for different cultures and different types of landscapes of these countries.

The frame as basic element should not compete with the landscape and nature, it should be a counterpoint, a geometrical form that is significant but does not distract from the surrounding.

Infrastructure as described in this document is build along the whole Amazon of Europe Bike Trail.

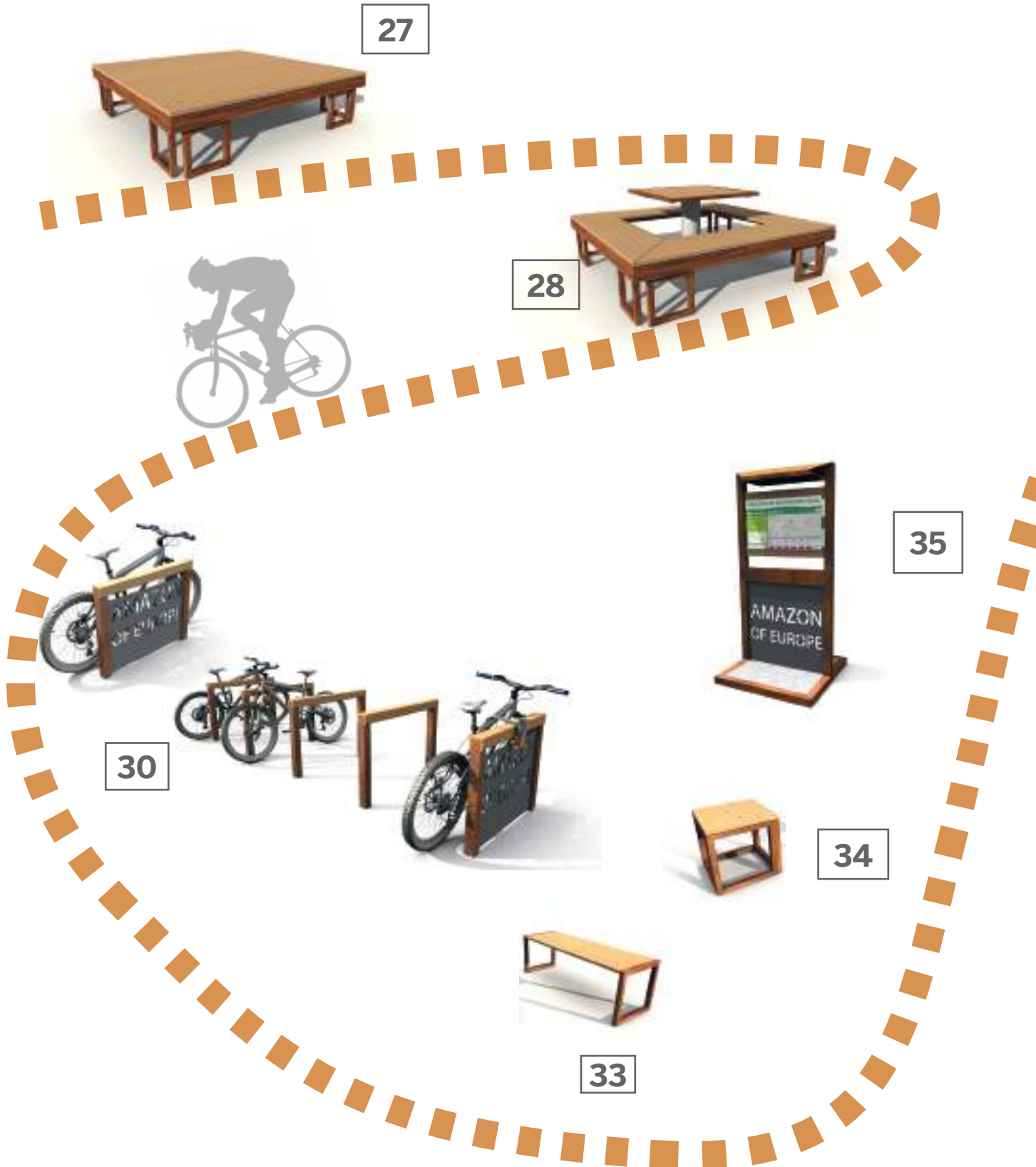
They all consist of the frame as the basic element.

This document describes the dimensions and construction plans of the different elements. The montage has to be adjusted to the final location. Safety aspects, static calculation, footing, roof construction and needed permissions (nature conservation, water management, etc.,...) have to be achieved by the regional coordinator who is responsible for building the infrastructure.

If not stated, all measures are in „cm“.



7.2 Overview



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AMAZON OF EUROPE

38



40



43



44



50

7.3 Common elements

In order to recognize the Amazon of Europe Bike Trail as one connected bike trail, „common elements“ were chosen.

These „common elements“ have to be found in each daily section of the Bike Trail. The responsible regional coordinator will make sure that all common elements are constructed in a daily stage.

The common elements are:

Common element	Description
Information on the daily stage	At least one big information board (see chapt. 7.12) at the start point and one information board at the end point of each daily stage. Regional coordinators will coordinate among each other the responsibility of constructing the information board in cases where the end point of regional coordinator A is overlapping the start point of regional coordinator B.
Bike rack	Regional coordinators will choose among the offered variants of bike racks (see chapt. 7.7 and chapt. 7.8) and they will decide about the amounts of bike racks needed per stage. A minimum of 3 bike racks should be offered.
Sitting possibility	At least one possibility to be able to sit down. Regional coordinators choose among the offered variants: sitting/lying element with or without table (see chapt. 7.5 and chapt. 7.6), bike rack with bench (see chapt. 7.8), info board with bench (see chapt. 7.12) or resting area with bench (see chapt. 7.16)
„Amazon of Europe“ lettering	The words „Amazon of Europe“ should appear at least once in the infrastructure elements at each stage. Either in the form of the lasert metal plate (see chapt. 7.13) (in combination with info board or resting area) or in the form of the „AoE“ bike rack in combination with the bench (see chapt. 7.8).
Interreg DTP Visibility	Interreg DTP visibility requirements have to be fulfilled.

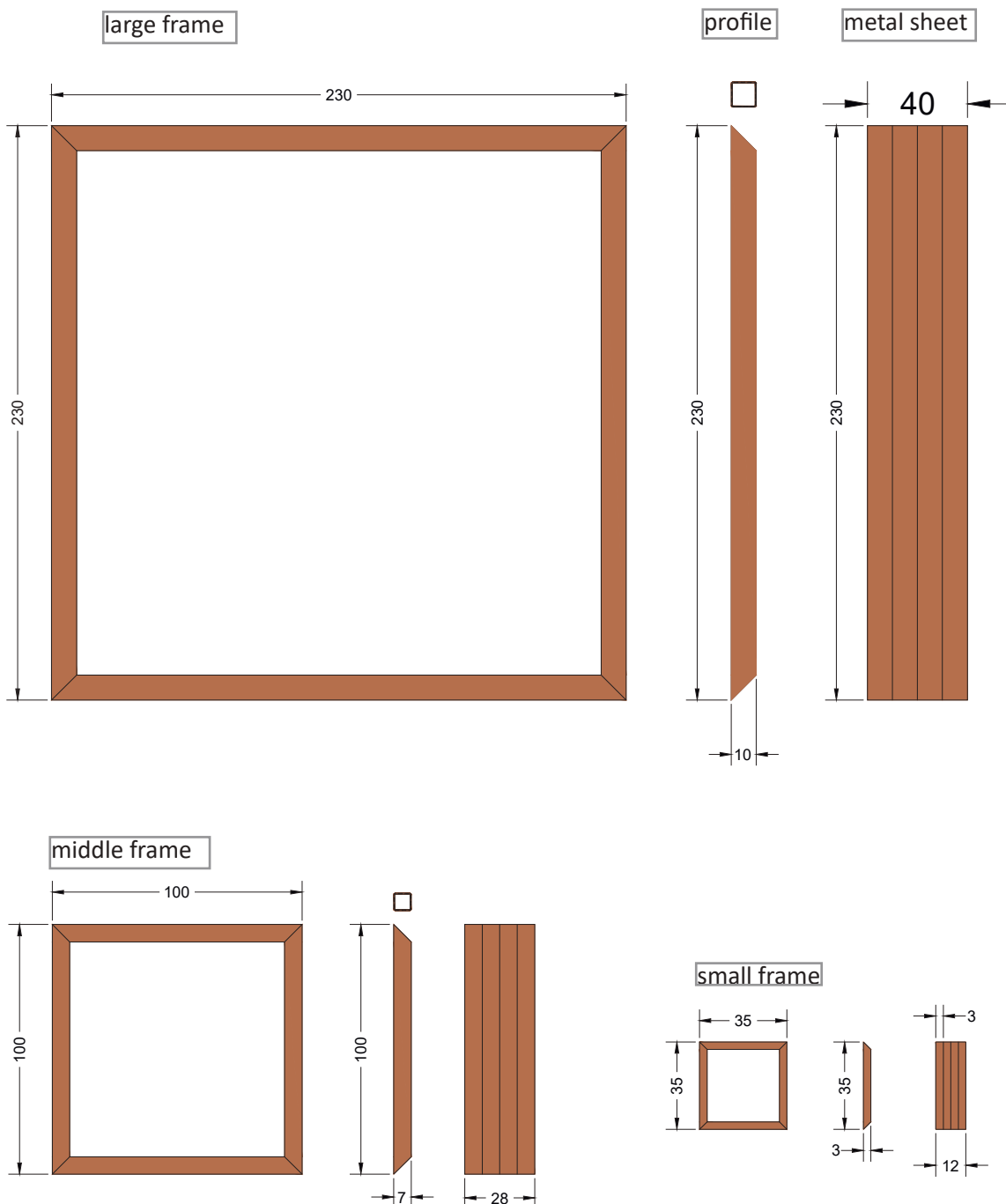


7.4 Basic element

The basic element is the frame in three different sizes (shown below). Each frame is made out of 4 metal square-profiles, material: steel, powder coated, colour: RAL 8023

8023

Out of this three frame- element sizes the infrastructure elements are built.



The frame consists of 4 steel elements. These elements are built out of metal sheets, bended to profiles and then welded together on the open edge. The frame consists of 4 steel elements as shown below.

The steel elements can be made in 2 variants:

1. variant: Metal sheets are bended to profiles and welded together on the open edge. Both open sides are cut on an angle of 45° so that they can be put together to achieve a closed frame.
2. variant: usage of standard metal profiles that are cut in an angle of 45° on both sides. Steel profiles (10x10 cm, length 2,10m) are used for sub construction elements.

dimension:

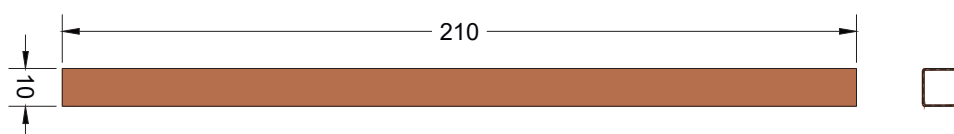
- large frame: 4 pieces, length: 2,30m
- middle frame: 4 pieces, length 1m
- small frame: 4 pieces, length: 35 cm



The ends of these elements are cut at an angle of 45° and welded on the edges to get a closed frame



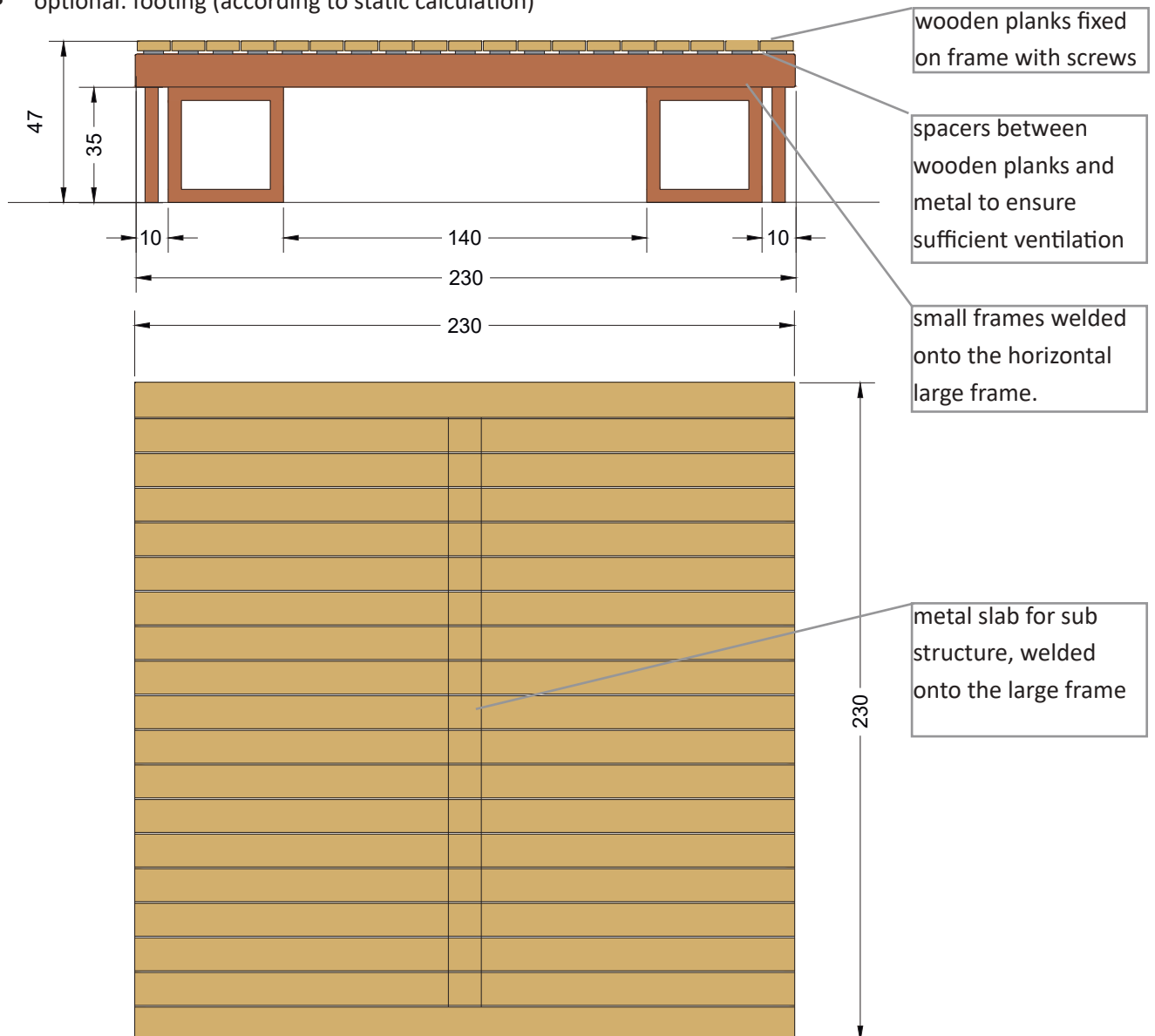
sub construction element



7.5 Sitting-, lying element

needed elements:

- 8 small frames
- 1 large frame
- 1 sub construction element (10x10x 210 cm)
- 22 wooden planks (10x3cm), space between planks: 0,5cm
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- spacers (e.g. Spax Air)
- optional: footing (according to static calculation)



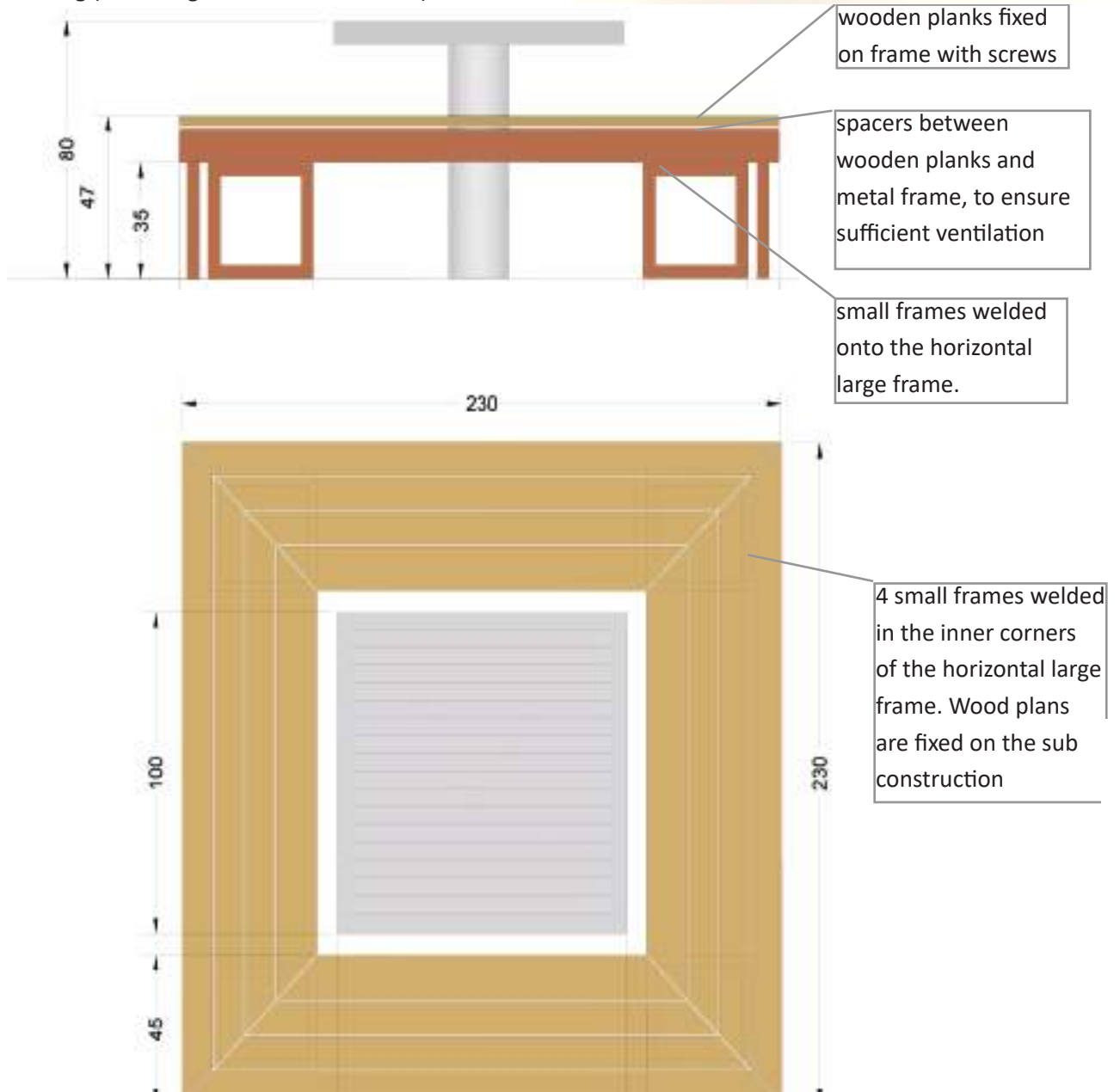
Example spacers: Provide sufficient ventilation between the fixing points to prevent stagnant water (source: www.spax.com)



7.6 Sitting element with table

needed elements, part 1 - sitting element:

- 12 small frames
- 1 large frame
- wooden planks (10x3 cm) cut 45° on the edges
- space between planks: 0,5cm
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- spacers (e.g. Spax Air)
- footing (according to a static calculation)



Example self cutting drilling screw. By using this type of screws, it's not necessary to drill holes into the metal frame because this screws are self cutting. (source: wuerth.at, PIAS drilling screw)

needed elements part 2 - table:

- 1 middle frame
- 2 sub construction elements (3x1x125 cm)
- 1 metal pipe (d=20 cm, length: 100 cm)
- wooden planks (5x2x86 cm), space between planks: 0,5cm
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- footing (according to a static calculation)

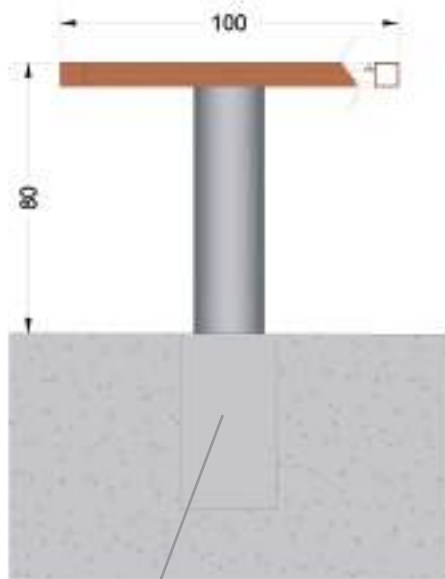


table is fixed to ground by footing.

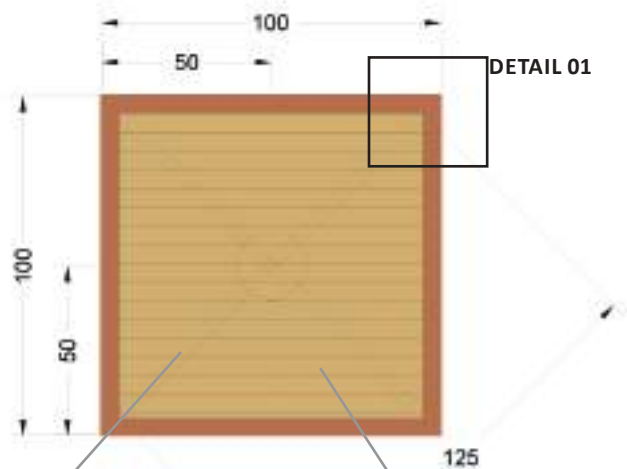
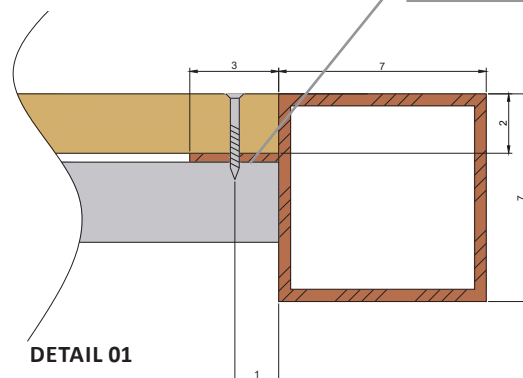


table sub construction, metal elements 3x3cm, crosswise welded in the corners of the middle frame

wooden planks are fixed to frame/substructure by screws.

metal plate 94x3 cm, thickness: 3mm, welded onto frame. Needed for fixing wooden planks.



DETAIL 01

7.7 Bike rack, frame

needed elements:

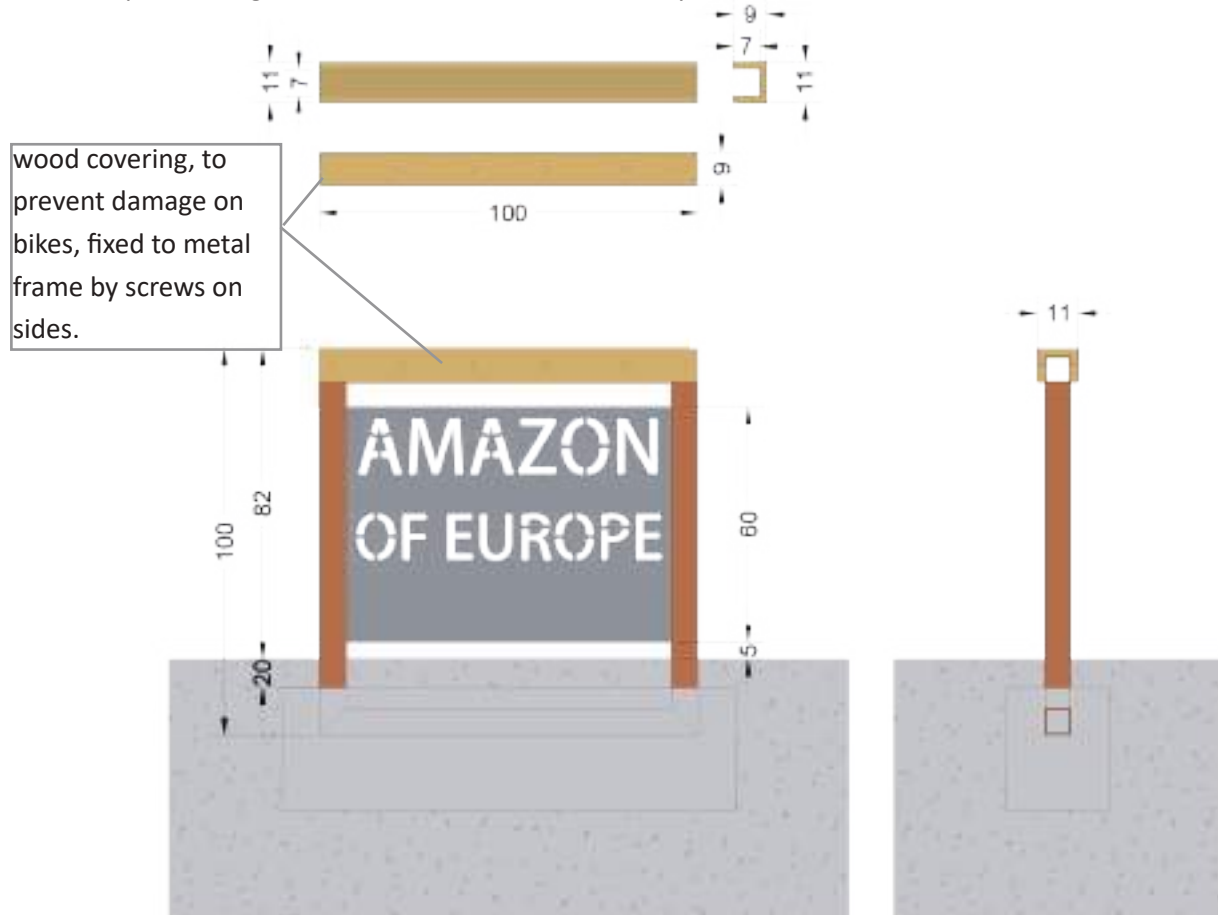
- 1 middle frame
- 1 laser metal plate (see chapt. 7.13)
- 1 wood covering for protection of the bikes
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- footing (according to a static calculation)



wood covering:

- option 1: 1 wooden plank, dimensions 11x9x100cm
cut out a groove along the length on the 11cm wide side of the plank
- option 2: 2 wooden planks, dimensions 7x2x100cm
1 wooden plank, dimensions 11x2x100cm
put the three wooden planks together to an U-shape (see drawing below)
and glue them together on their edges

the U-shape covering is screwed onto the metal frame by screws.



7.8 Bike rack, Amazon of Europe

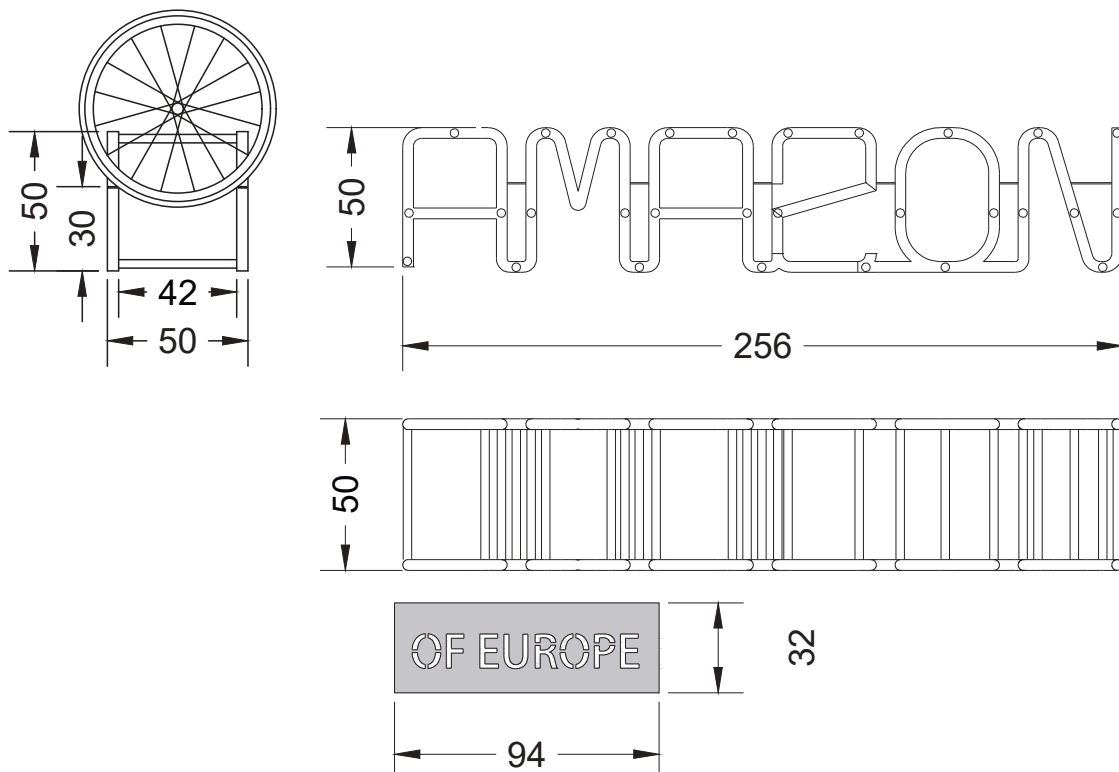
needed elements:

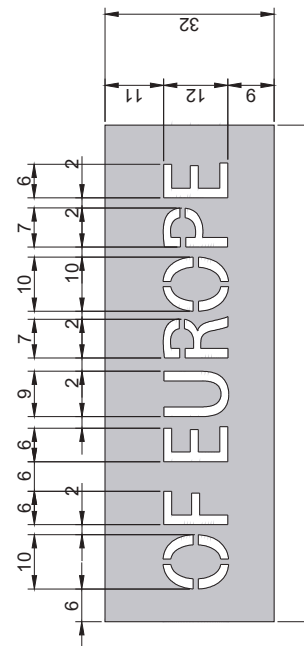
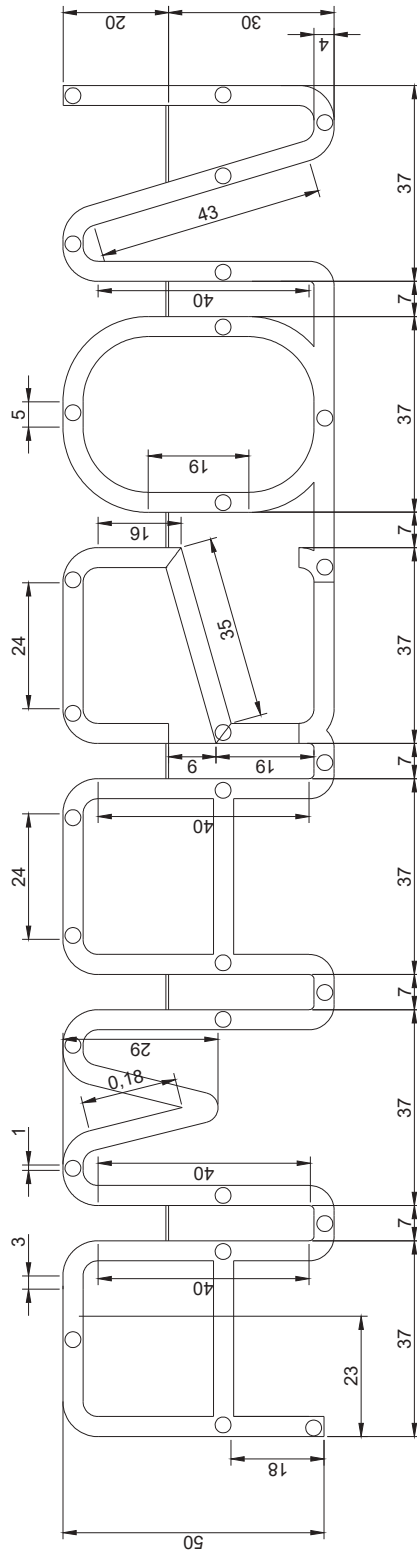
- 2 metal pipes, d=4 cm, approx. 10m each
- metal pipes d=3 cm, approx. 6,5m total
- metal plate 3x1 cm, approx. 1m total
- bench element with the length of 105 cm
- lasert metal plate (see page 32)



This AOE Bike Rack only appears in combination with a laser metal plate to get the „Amazon of Europe“ lettering. The „AMAZON“ Bike Rack is never used without the „OF EUROPE“ laser metal plate on the bench.

The metal pipes are bended to the form shown in the drawings (2x AMAZON). These 2 bended pipes are then welded together by distance holders (metal pipes d= 3cm, length: 22cm). In the height of 30cm from the bottom of the bended pipes, small metal plates (3x1 cm, length variable) are welded between the letters.



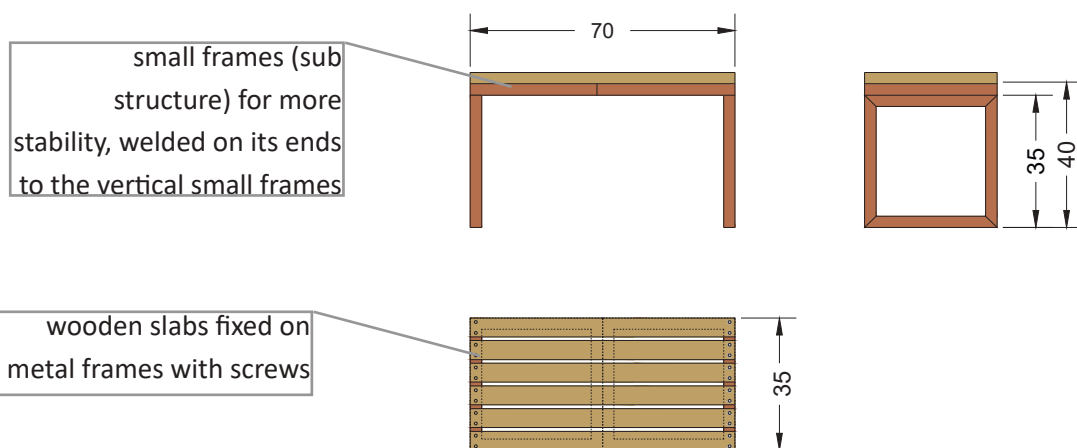


lasert metal plate font: Arial
 dimensions: see drawing

7.9 Small bench

needed elements (example with a length of 70cm):

- 4 small frames
- wooden planks (5x2cm), space between planks: 0,5cm
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- the length of the bench can be adapted to the needs on spot and depends on the number of small frames welded together as sub construction:
 - 1 frame 35 cm
 - 2 frames 70cm
 - 3 frames 105 cm, etc.
- optional: additional spacers between wooden planks and metal frame if bench is not protected from rainfall



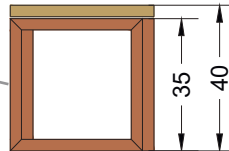
7.10 Small table

needed elements:

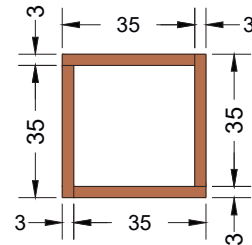
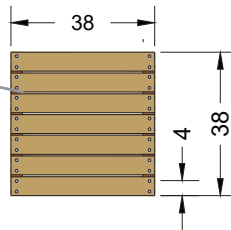
- 4 small frames
- wooden planks (4x2cm), space between planks: 0,5cm
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- optional: additional spacers between wooden planks and metal frame if bench is not protected from rainfall



frames welded together on the edges



wooden planks fixed on metal frames by screws



7.11 Infoboard small (roof optional)

needed elements:

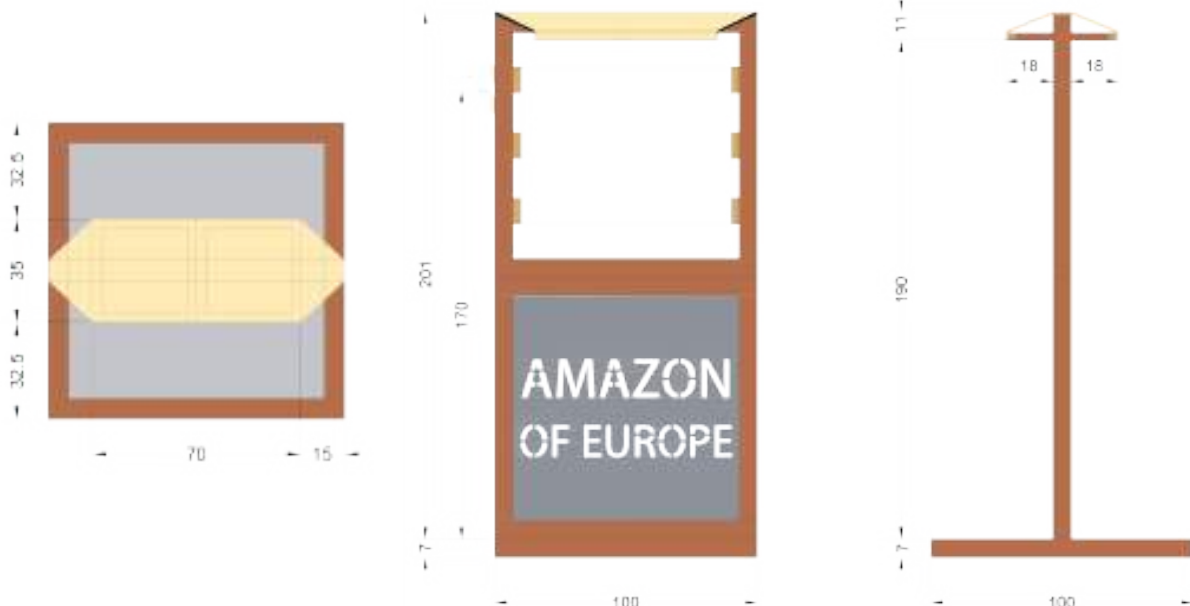
- 3 middle frames
- 2 small frames (sub construction roof)
- 1 metal sheet (100x50 cm, base covering roof)
- roof covering (e.g. reed or local wood)
- 3 wooden planks (10x3 cm)
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- 1 lasert metal plate
- flooring: concrete or gravel
- dimension for infopanel 80 x 50 cm



This version of the info-board can be used along the Amazon of Europe Bike Trail. It is NOT meant to display the same information as the Infoboard large, as the space of the info plot is too small to show the daily section.

Suggestions on using the small info-board:

- at Y-Crossing in order to explain the reason for a detour/alternative route. This is recommended especially for longer detours such as e.g. in Repas forest or in Vizvar.
- along the stage, in order to describe, why the „must see“ or „discover river“ point is worth to see.



wooden planks fixed on metal plates by screws.

metal plates positioned in the middle of the frame element (5cm).

Dimension of the metal plate: 10x3cm thickness: 3mm



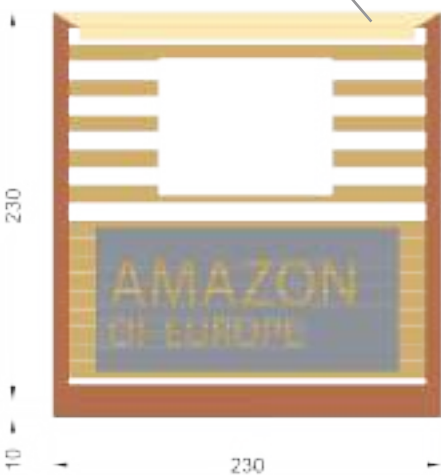
7.12 Infoboard large

needed elements info board and flooring:

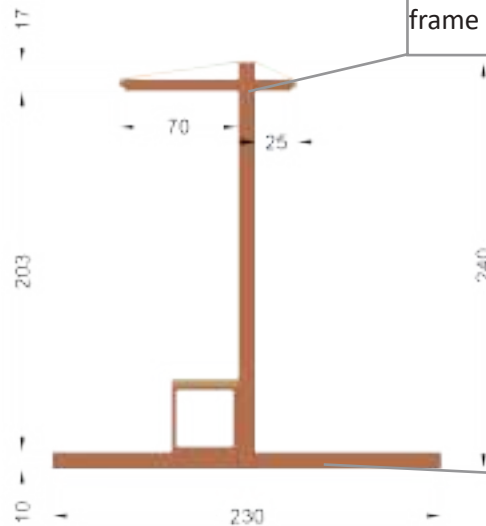
- 2 large frames
- 2 middle frames
- 1 metal slab (10x10x210 cm, sub construction for vertical large frame)
- wooden planks (10x3 cm), number of planks depending on the needs
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- metal sheet for roof (130x230 x0.4 cm)
- roof covering (e.g. reed or wood)
- footing (optional, according to a static calculation)
- 2 distance blocks for roof construction
- flooring: concrete or gravel
- dimension for infopanel 170 x 120 cm



roof sub construction: metal
 panelling: traditional roof covering
 (e.g. reed or wood)

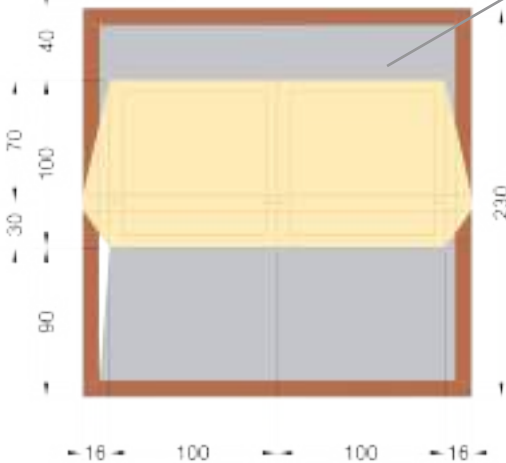


small frames welded onto the middle vertical large frame

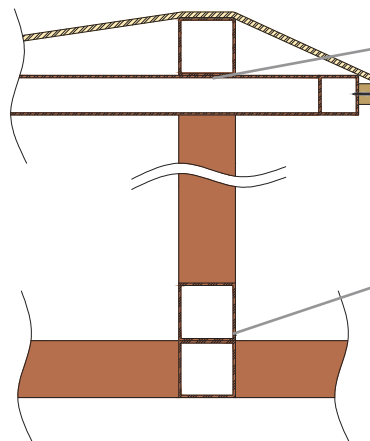


metal element welded onto the horizontal large frame providing the base construction (floor).
 Vertical large frame welded onto this metal element

floor filling material:
 concrete



horizontal frames welded onto vertical frame



distance-block wood, for fixing the metal roof plate.

vertical frame welded onto the sub construction element in the vertical lying frame

7.13 Lasert metal plate

A part of the infrastructure elements are laser metal plates with the lettering „AMAZON OF EUROPE“. These plates appear in different sizes shown below. The lettering is lasert out of a 4mm thick metal plate.

The middle parts of the letters: A, O, R and P have to be connected to the metal plate.

Text: Arial, letter size depends on the size of the metal plate

- metal plate for large infoboard: „AMAZON“: 27cm, „OF EUROPE“: 17cm
- metal plate for small infoboard: „AMAZON“: 15cm, „OF EUROPE“: 12cm
- metal plate for bike rack frame: „AMAZON“: 15cm, „OF EUROPE“: 12cm

metal plates are fixed on wood planks by self cutting drilling screws

lasert metal plate for large infoboard



lasert metal plate for small infoboard



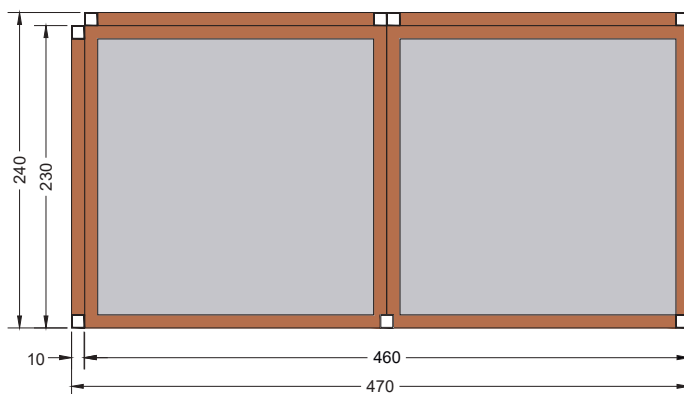
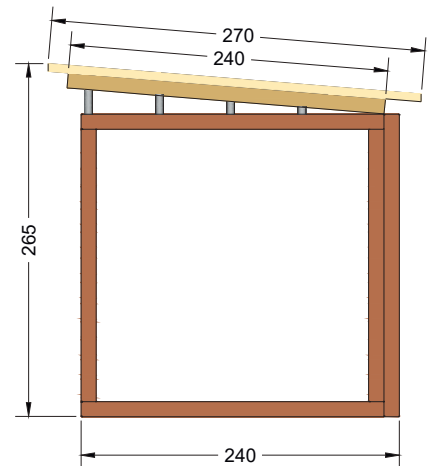
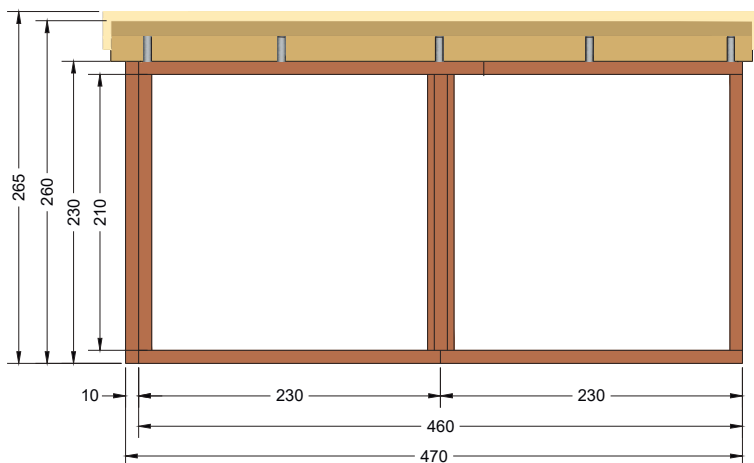
lasert metal plate for bike rack frame



7.14 Resting area, basic construction

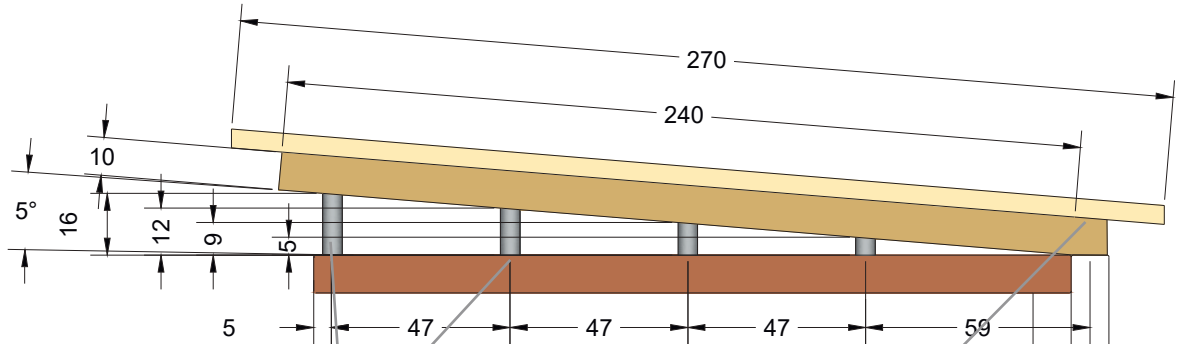
needed elements:

- 7 large frames (2 floor, 2 roof, 3 sides)
- 2 sub construction elements (stabilisation, length: 210 cm)
- wooden planks (10x10 cm, roof construction)
- metal pipe for roof construction (d=5cm, sub construction)
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- Flooring: optional: concrete, gravel



7.15 Resting area, basic roof construction

construction principle for large roof



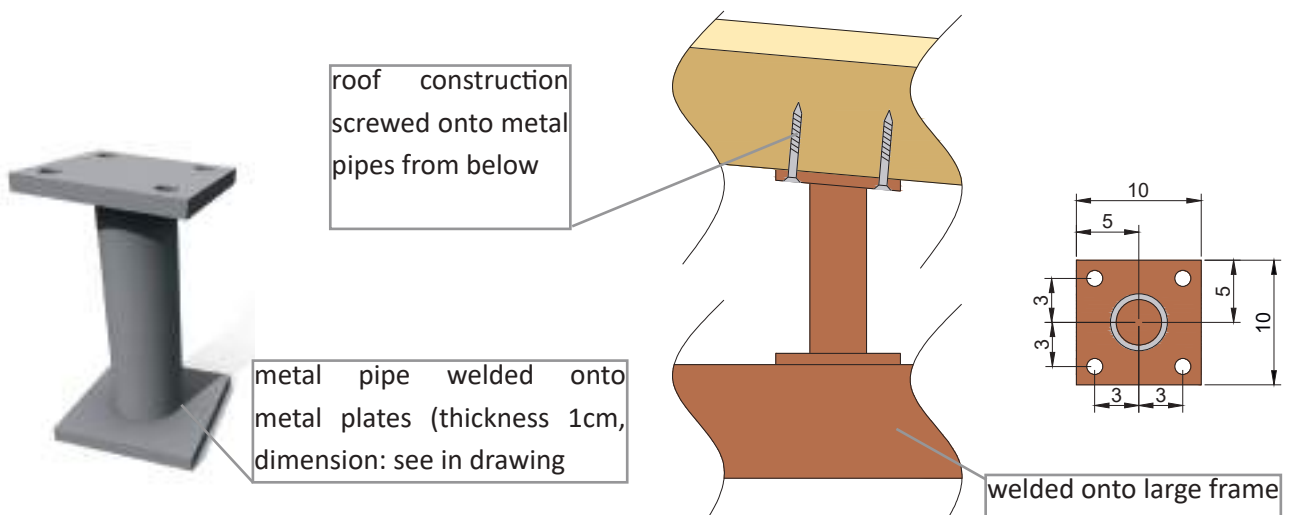
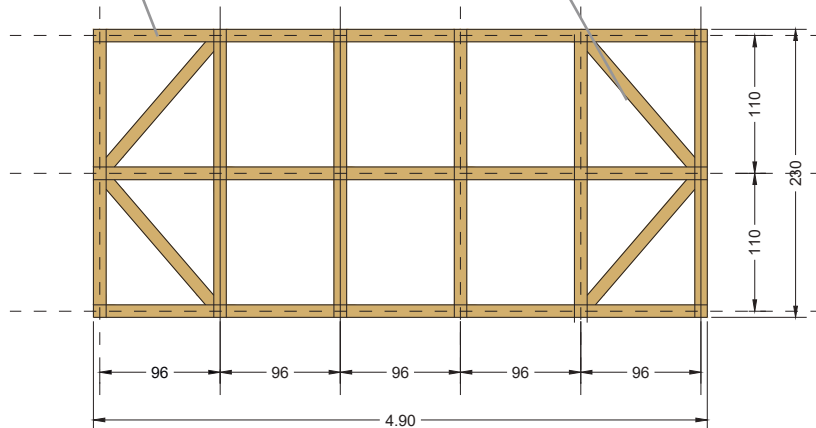
distance pipes, $d = 5\text{ cm}$, length varies from 5 to 16 cm. These pipes are needed to tilt the roof in an angle of approx. 5°

This basic wooden construction plan needs to be checked for statics before construction.

pipes are welded onto the horizontal frame. The sub construction (wood) of the roof is then screwed onto these pipes

crossbeam for stability reasons, needed to pick up horizontal wind forces.

roof basic construction: wood
1 thin layer of metal sheet as water-resist layer
On top final panelling possible with reed or wood



roof construction screwed onto metal pipes from below

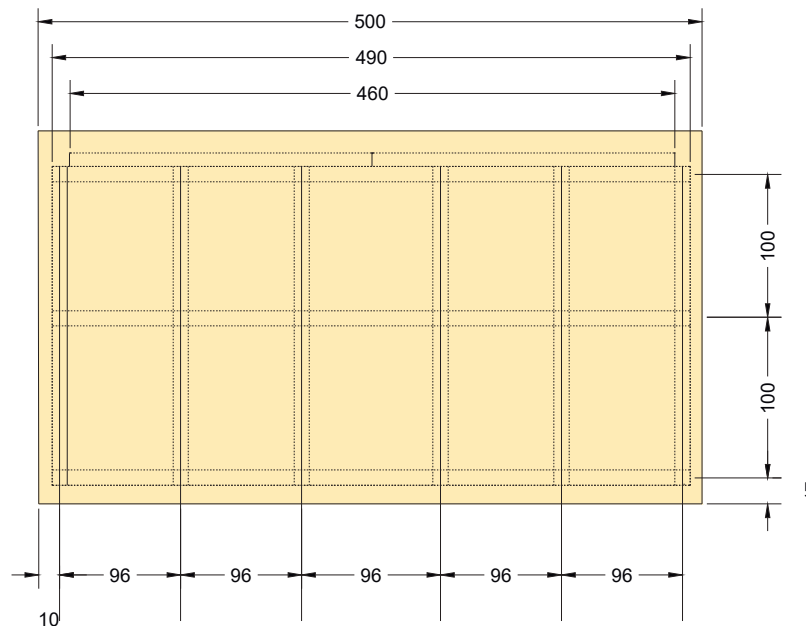
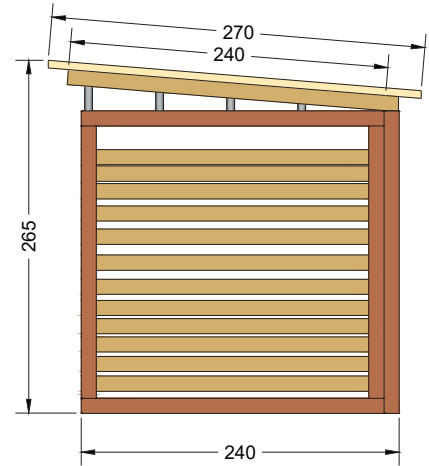
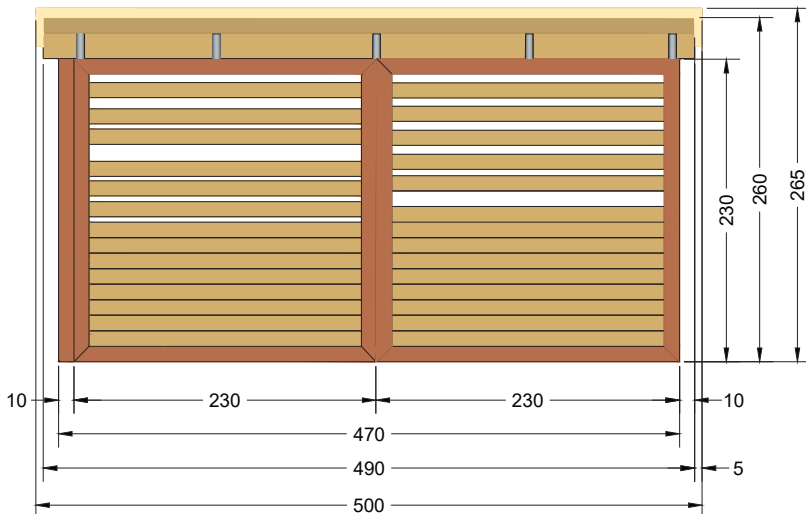
metal pipe welded onto metal plates (thickness 1cm, dimension: see in drawing)

welded onto large frame

7.16 Resting area, examples

needed elements:

- 7 large frames
- 2 metal slabs (length: 210 cm)
- roof construction
- floor-filling material (concrete or gravel or metal grid)
- wooden planks (10x10 cm roof construction)
- wooden planks, depending on the needs (10x3 cm side fillings)
- screws (self cutting drilling screws)



wooden planks fixed on metal plates by screws.

metal plates positioned in the middle centre of the frame element (5cm).

Dimension of the metal plate: 10x3cm
thickness: 3mm



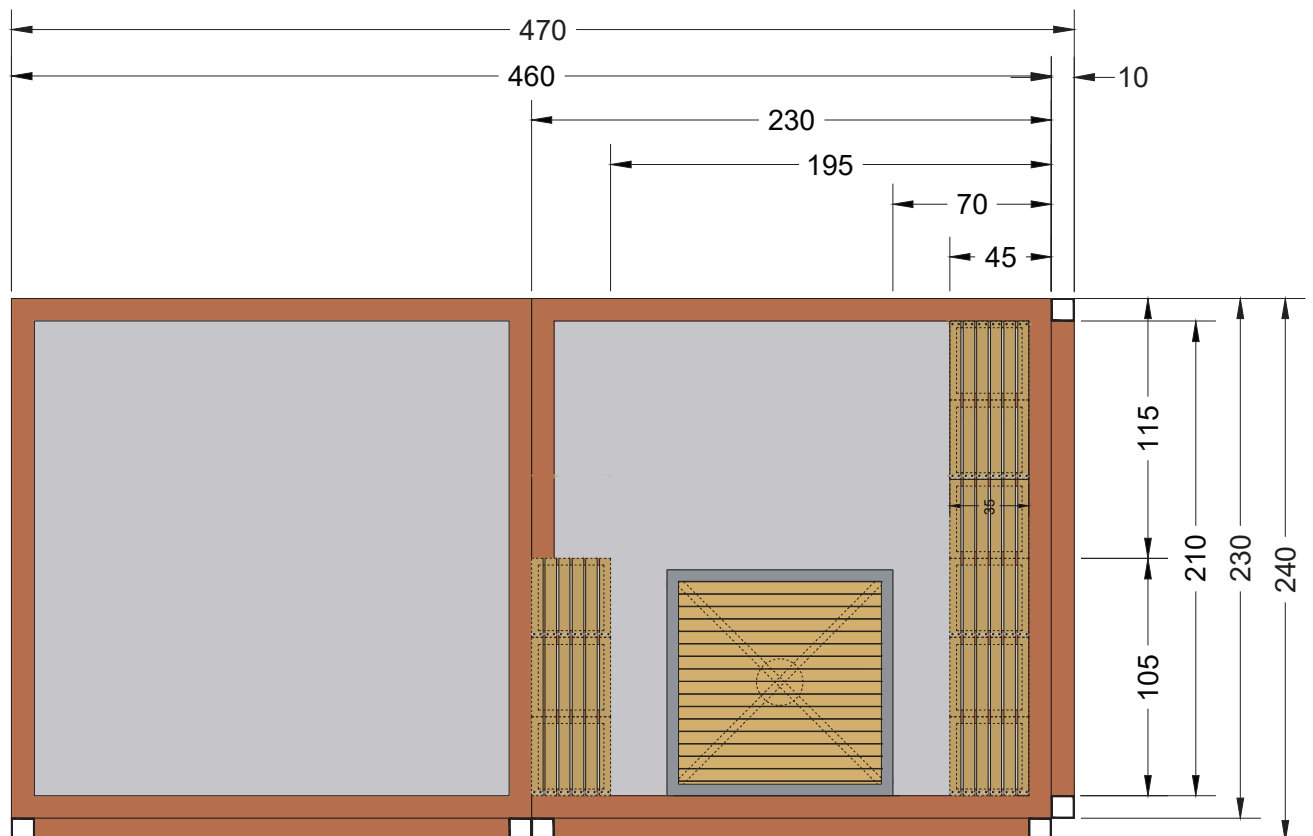
bird watching hide



resting point with benches and bike racks



resting point with benches and table



7.17 Welcome and goodbye element

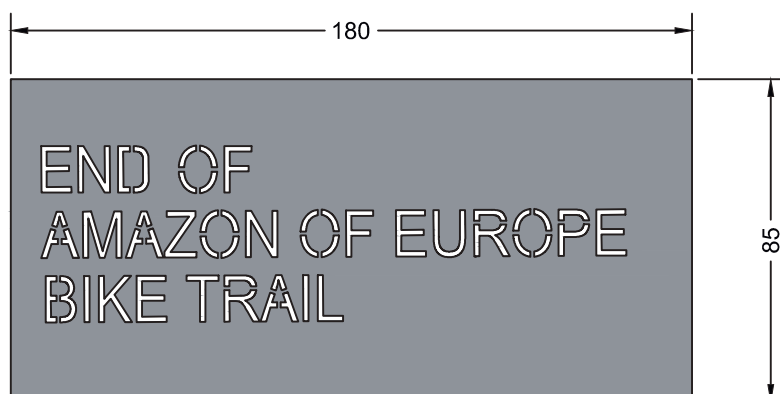
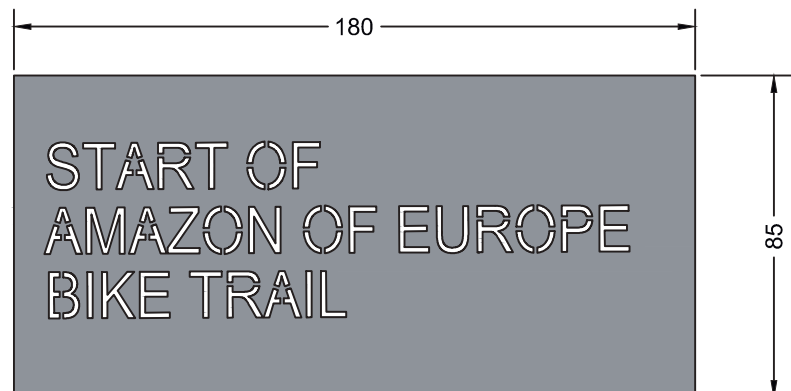
needed elements (like infoboard large):

Front:

- 2 large frames
- 2 middle frames
- 1 metal slab (10x10x210 cm, sub construction for vertical large frame)
- wooden planks (10x3 cm), number of planks depending on the needs
- screws (self-cutting metal screws, e.g. PIAS drilling screw)
- metal sheet for roof (130x230 x0.4 cm)
- roof covering (e.g. reed or wood)
- footing (optional, according to a static calculation)
- 2 distance blocks for roof construction
- flooring: concrete or gravel
- dimension for infopanel 170 x 120 cm

Metal plate with printed labelling:

- The middle parts of the letters: A, O, R and P have to be connected to the metal plate.
- Thickness of metal plate 5mm
- Font Size 12 cm
- Font type Arial



This element is planned to be built in Mureck as starting point of the AoE Bike Trail and in Mohács as the final destination of the AoE Bike Trail.

Example for Mureck:

Text: Start of
 Amazon of Europe Bike Trail



Example for Mohács:

Text: End of
 Amazon of Europe Bike Trail

7.18 Examples on how to combine the various infrastructure elements

added „AoE Bike rack“ to the sitting element



7.19 Bench element examples



bench length: 70cm,
 2 small frames vertical, 2 frames
 horizontal



bench length: 105cm,
 2 small frames vertical, 3 small
 frames horizontal



bench length: 140cm,
 3 small frames vertical, 4 small frames horizontal

Maximum span between vertical frames is
 105 cm in order to assure stability

7.20 Infopanel for Infoboard large

The Infopanel is used in combination with the Infoboard large, which is placed on start and end of each daily stage. On the following pages the horizontal version is described.



AMAZON OF EUROPE BIKE TRAIL



KOLESARI ZA NARAVO
Kolesari in odkrij območje evropske Amazonke ob Muri, Dravi in Donavi.

Območje evropske Amazonke se razteza na skoraj milijon hektarjev izjemnih zavarovanih naravnih območij. Kjer ti reke Mura, Drava in Danava povzročajo Avstrlijo, Slovenijo, Hrvaško, Madžarsko in Srbijo v prvo 5-državno transnacionalno UNESCO biosferno rezervno območje.

Odkrij neeksplovirane kotičke ob rekah in doživi pristo gostoljubje domačinov. Kolesari za naravo po več kot 1.250 km kolesarskih poti: 11 etap na Severni trasi in 16 etap na Južni trasi.

CYCLE FOR NATURE
Discover the Amazon of Europe by cycling along Mura, Drava and Danube.

The Amazon of Europe spans across almost 1 million hectares of highly valuable natural and cultural landscapes, where the 3 rivers Mura, Drava and Danube connect Austria, Slovenia, Croatia, Hungary and Serbia to the world's first 5-country UNESCO biosphere reserve.

Follow the rivers to discover stunning landscapes, threatened species and the genuine hospitality of locals. Cycle for nature along more than 1.250 km of bike trail: 11 stages of the North Route and 16 stages of the South Route.

Lokalne informacije/Local information

Turistička zajednica grada Koprivnice/ Tourist Board of Koprivnica

Trg bana Josipa Jelačića 7
48000 Koprivnica
+385 48 621 433

Infrastructure Investment in the framework of the Amazon of Europe Bike Trail project
Duration of project: 1.6.2016 - 31.3.2024
Total project budget: 1.170.000,00 €

Project led by: **REVITAL Integrative Naturraumplanung GmbH**
Project partners: **AMAZON OF EUROPE BIKE TRAIL**

www.aoe-bike-trail.com

ETAPA/STAGE S6 PRELOG – KOPRIVNICA

Opis/Description
Zaradi svoje lokacije pri vzhodni Međuravni in vstopu v Podravsko Muru, Lepoglavi, Kupa in odprto pokrajino podravsko Muru in Dravo. Različni mednarodni projekti, ki so bili uspešno izvedeni, so vključili lokalne in regionalne akcije. Vse to skupaj ustvarja edinstveno in zanimivo sliko območja.

Start your trip in the heart of the Amazon of Europe through eastern Međuravje and end your trip in the heart of the Amazon of Europe through the confluence of Mura and Drava. Research the most untouched Danube basin area, experience the most beautiful Danube basin area, experience the most beautiful Danube basin area. Enjoy the scenic views. Finish the day in historic city of Koprivnica where you can taste typical Podravsko dishes and try great wines from surrounding Bilogora hills.

Must See

- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title

ETAPA/STAGE S7 KOPRIVNICA – ĐURĐEVAC

Opis/Description
Čudovito levo bregovje Donave vzhodno od Koprivnice, ki je za od počitniških domov, oprejen s številnimi objekti, ki so jih postavili v obdobju od leta 1950 do leta 1970. Vse to skupaj ustvarja edinstveno in zanimivo sliko območja. Čudovito levo bregovje Donave vzhodno od Koprivnice, ki je za od počitniških domov, oprejen s številnimi objekti, ki so jih postavili v obdobju od leta 1950 do leta 1970. Vse to skupaj ustvarja edinstveno in zanimivo sliko območja.

Discover the left bank of the Danube river, which is a beautiful area for holiday homes. The area is characterized by a unique landscape and a rich cultural heritage. Experience the diversity of nature and enjoy the scenic views. Finish the day in historic city of Đurđevac where you can taste typical Podravsko dishes and try great wines from surrounding Bilogora hills.

Must See

- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title
- Naselje**
Title

Content:

- Summary text about the Amazon of Europe Landscape and the baseline idea of cycling for nature (valorisation)
- Legend with description of the elements of the Map (5)
- Current and previous / next stage name
- Stage description
- Map of the daily stage
- Daily stage top highlights
- Local information
- Mandatory project and product information (non-variable across info boards)

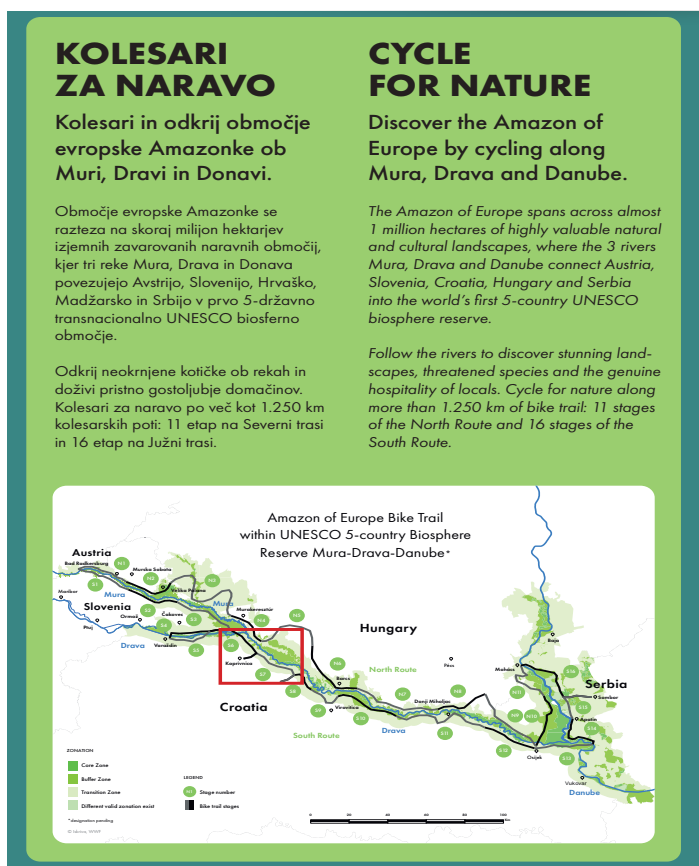
Dimensions:

Infopanel for infoboard large (chapter 7.12): 170 x 120 cm

Font, sizes and colour:

Font name:	Futura
Stage title / daily stage:	font: Futura PT Bold, font size: 72pt
Stage description (national language):	font: Futura PT Book, font size: 40pt
Stage description (English):	font: Futura PT Book, font size: 40pt
Must see (national language):	font: Futura PT Book, font size: 40pt
Must see (English):	font: Futura PT Book, font size: 40pt

1 Summary text about the Amazon of Europe Landscape and the baseline idea of cycling for nature (valorisation):



KOLESARI ZA NARAVO
 Kolesari in odkrij območje evropske Amazonke ob Muri, Dravi in Donavi.

Območje evropske Amazonke se razteza na skoraj milijon hektarjev izjemnih zavarovanih naravnih območij, kjer tri reke Mura, Drava in Donava povezujejo Avstrijo, Slovenijo, Hrvaško, Madžarsko in Srbijo v prvo 5-državno transnacionalno UNESCO biosferno območje.

Odkrij neokrnjene kotičke ob rekah in doživi pristno gostoljubje domačinov. Kolesari za naravo po več kot 1.250 km kolesarskih poti: 11 etap na Severni trasi in 16 etap na Južni trasi.

CYCLE FOR NATURE
 Discover the Amazon of Europe by cycling along Mura, Drava and Danube.

The Amazon of Europe spans across almost 1 million hectares of highly valuable natural and cultural landscapes, where the 3 rivers Mura, Drava and Danube connect Austria, Slovenia, Croatia, Hungary and Serbia into the world's first 5-country UNESCO biosphere reserve.

Follow the rivers to discover stunning landscapes, threatened species and the genuine hospitality of locals. Cycle for nature along more than 1.250 km of bike trail: 11 stages of the North Route and 16 stages of the South Route.

Amazon of Europe Bike Trail within UNESCO 5-country Biosphere Reserve Mura-Drava-Danube*

Legend:
 Core Zone
 Buffer Zone
 Transition Zone
 Different valid protection exist
 *Designated pending

Legend:
 Stage number
 Bike trail stages

Right side: text in English.
 This text should not be changed.

Left side: text in national language, translated by the regional coordinator (one partner from each country should provide and share translation).
 The content of the text should not be changed.

The map of the TBR is included in the designfile that is provided to the partners by WWF Austria.

2 Legend with description of the elements of the Map (5):



The legend shows the icons with a description of the icon in national language as well as in English.

The icons listed here should match with the icons visible in the map of the daily stage.

3 Current and previous / next stage name:



Two stages are listed, the stage name und number of the upstream stage and the downstream stage.

4 Stage description:

In this section, the stage is described in national language and English.

The peculiarities and general informations about the stage are described.

Max. numbers of characters for national language: 400

Max. numbers of characters for English: 400

Opis/Description

Začni svojo kolesarsko pot v Prelogu, nadaljuj skozi vzhodno Medimurje in vstopi v Podravino blizu Legrada, kjer se ti odpre pogled na čudovito sotočje Mure in Drave. Raziskuj nedotaknjena kotičke ob reki Dravi in uživaj v slikovitih razgledih na reko in romantična jezera. Zaključi svoj dan v zgodovinskem mestu Koprivnica, kjer lahko poskusiš tipične jedi, ki jih ponuja kulinarka Podravine in okusna vina z Bilogorskih gričev.

Start your tour on bike from Prelog through eastern Medimurje area and enter to Podravina near the Legrad and picturesque confluence of Mura and Drava. Research the most untouched Drava basin area, experience the most scenic views to river and enjoy the romantic lakes. Finish the day in historic city of Koprivnica where you can taste typical Podravina dishes and try great wines from surrounding Bilogora hills.

 **DOLŽINA/LENGTH:** 56 km
 **DRŽAVA/COUNTRY:** Hrvatska/Croatia

This section also includes stage information about the distance and altitude (uphill und downhill; has to be added by the regional coordinator). This information is provided by Westpannon or WWF Austria.

An additional legend showing AoE Bike Trail Main route and AoE Bike Trail Add-on as well as the current location and a scale bar and north arrow on the map.

5 Map of the daily stage:



The map (including daily stages, pins for highlights and legend pins) will be provided by WestPannon, once regional coordinators have delivered exact location (e.g. GPS) of the points, that should be visible on the map.

6 Daily stage top highlights:

Must See

1 **Naslov**
Title

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Pellentesque imperdiet nibh ac augue venenatis rhoncus. Nullam sit amet pellentesque mi, in iaculis nunc. Morbi luctus sapien sit amet maximus imperdiet.

2 **Naslov**
Title

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Pellentesque imperdiet nibh ac augue venenatis rhoncus. Nullam sit amet pellentesque mi, in iaculis nunc. Morbi luctus sapien sit amet maximus imperdiet.

3 **Naslov**
Title

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Pellentesque imperdiet nibh ac augue venenatis rhoncus. Nullam sit amet pellentesque mi, in iaculis nunc. Morbi luctus sapien sit amet maximus imperdiet.

4 **Naslov**
Title

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Pellentesque imperdiet nibh ac augue venenatis rhoncus. Nullam sit amet pellentesque mi, in iaculis nunc. Morbi luctus sapien sit amet maximus imperdiet.

5 **Naslov**
Title

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Pellentesque imperdiet nibh ac augue venenatis rhoncus. Nullam sit amet pellentesque mi, in iaculis nunc. Morbi luctus sapien sit amet maximus imperdiet.

6 **Naslov**
Title

>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Pellentesque imperdiet nibh ac augue venenatis rhoncus. Nullam sit amet pellentesque mi, in iaculis nunc. Morbi luctus sapien sit amet maximus imperdiet.

In this section maximum 6 top highlights / discover river points are described in national language and English.

The location of the highlight is also shown in the map.

Each highlight is represented by a picture.

Max. numbers of characters for national language: 100

Max. numbers of characters for English: 100

7 Local information:

This section includes local information (local tourism board and information on booking centre) and respective telephone numbers.

Lokalne informacije/Local information

<p>Turistička zajednica grada Koprivnice/ Tourist Board of Koprivnica</p>	<p>Trg bana Josipa Jelačića 7 48000 Koprivnica +385 48 621 433</p>
--	---

8 Mandatory project and product information (non-variable across info boards):



Infrastructure Investment in the framework of the Amazon of the Europe Bike Trail project
Duration of project: 1.6.2018 - 31.12.2021
Total project budget: 3.176.000,00 €
Beneficiary: Aziona d.o.o.

Project co-funded by European Union Funds (ERDF, IPA), ERDF Contribution: 2.400.000,00 €
IPA Contribution: 258.000,00 €



www.auebiketrial.com

This section includes the Logo and funding information about the Interreg project and the Amazon of Europe Bike Trail logo. Regional coordinator needs to include their project partner names after “Beneficiary”.

7.21 Infopanel for Infoboard small

The Infopanel is used in combination with the Infoboard small, which is placed along the Amazon of Europe Bike Trail to show information and photos about natural and cultural highlights or for explaining a detour/alternative route.



4 PA/STAGE
S6

1 **NASLOV – TITLE**

Opis/Description

Začni svojo kolesarko pot v Prelogu, nadaljuj skozi vzhodno Međimurje in vstopi v Podravino blizu Legrada, kjer se ti odpre pogled na čudovito sotočje Mure in Drave. Raziskuj nedotaknjene koticke ob reki Dravi in uživaj v slikovitih razgledih na reko in romantična jezera. Zaključí svoj dan v zgodovinskem mestu Koprivnica, kjer lahko poskusiš tipične jedi, ki jih ponuja kulinarika Podravine in okusna vina z Bilogora hribov.

2

Start your tour on bike from Prelog through the Međimurje area and enter to Podravina near the Legrad and picturesque confluence of Mura and Drava. Research the most untouched Drava basin area, experience the most scenic views to river and enjoy the romantic lakes. Finish the day in historic city of Koprivnica where you can taste typical Podravina dishes and try great wines from surrounding Bilogora hills.

Lokalne informacije/Local information

Turistička zajednica grada Koprivnice/
Tourist Board of Koprivnica

Trg bana Josipa Jelačića 7
48000 Koprivnica
+385 48 621 433

5

Investment in the framework of the Amazon of Europe Bike Trail project
Project 1.4.2018 - 31.3.2021
Budget 1.170.000,00 €
of which 400.000 €

3 **ATTRACTION PHOTO CONTAINER**

www.aeobiketrail.com

Content:

- 1** Attraction / detour name
- 2** Attraction /detour description
- 3** Photos of attraction / small map of detour
- 4** Stage Number
- 5** Information about the Interreg project AoE Bike Trail

Dimensions:

Infopanel for infoboard small (chapter 7.11): 80 x 50 cm cm

Font, sizes and colour:

Font name:	Futura
Attraction name:	font: Futura PT Bold, font size: 90pt
Title, "Attraction Description":	font: Futura PT Bold, font size: 32pt
Description (national language):	font: Futura PT Book, font size: 22pt
Description (English):	font: Futura PT Book, font size: 22pt

1 Attraction /detour name (example):

NASLOV – TITLE

A short name of the attraction / detour along the Amazon of Europe Bike Trail is shown.

Max. numbers of characters for national language: 17

Max. numbers of characters for English: 17

2 Attraction / detour description:

Opis/Description

Začni svojo kolesarko pot v Prelogu, nadaljnj skozi vzhodno Međimurje in vstopi v Podravino blizu Legrada, kjer se ti odpre pogled na čudovito sotočje Mure in Drave. Raziskuj nedotaknjene koticke ob reki Dravi in uživaj v slikovitih razgledih na reko in romantična jezera. Zaključi svoj dan v zgodovinskem mestu Koprivnica, kjer lahko poskusiš tipične jedi, ki jih ponuja kulinarika Podravine in okusna vina z Bilogorskih gričev.

Start your tour on bike from Prelog through eastern Međimurje area and enter to Podravina near the Legrad and picturesque confluence of Mura and Drava. Research the most untouched Drava basin area, experience the most scenic views to river and enjoy the romantic lakes. Finish the day in historic city of Koprivnica where you can taste typical Podravina dishes

First text in national language.

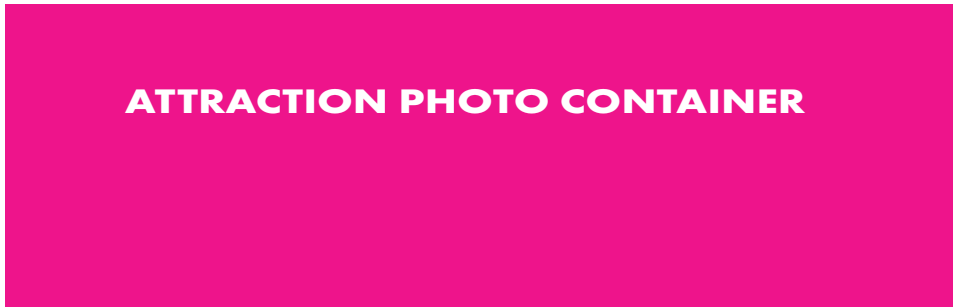
Then text in English.

The text describes the attraction with some facts and data.

Max. numbers of characters for national language: 765

Max. numbers of characters for English: 765

3 Photos of attraction / small map of detour:



Maximum 4 photos of the attraction or one small map of the detour are shown.

4 Stage number:



The number of the daily stage and number of attraction

5 Information about the Interreg project AoE Bike Trail:









This section includes the Logo and funding information about the Interreg project and the Amazon of Europe Bike Trail logo. Regional coordinator needs to include their project partner names after “Beneficiary”.

7.22 Signposting the Amazon of Europe Bike Trail

The following three version of signs are to be used to signpost the Amazon of Europe Bike Trail:

1. Main route
2. Must See (+ indicating the distance)
3. Discover Mura, Drava or Danube (+ indicating the distance)

Type of signpost	Main route	Discover Mura Discover Drava Discover Danube (+indicating the distance)	Must See (+indicating the distance)
When to use	Indicating the MAIN ROUTE of the Amazon of Europe Bike Trail	Indicating a DETOUR or a STOP-OVER of the Amazon of Europe Bike Trail that directs the cyclists to the river > Cyclists are leaving the main route of the Amazon of Europe Bike Trail	Indicating a DETOUR or a STOP-OVER of the Amazon of Europe Bike Trail that is not located at the river. E.g. Points of interest, attraction, etc. > Cyclists are leaving the main route of the Amazon of Europe Bike Trail
How to use: Variant 1: LOGO			
How to use: Variant 2: Text			

to be considered

- The following information is based on input provided by the Amazon of Europe Bike Trail partnership.
- These country specific examples should provide basic information on signing the Amazon of Europe Bike Trail. They should indicate how the Amazon of Europe Bike Trail logo respectively the route name “Amazon of Europe Bike Trail” can be implemented on the planned Amazon of Europe Bike Trail.
- This document does not replace the elaboration of country, county or local specifications for signposting in the respective daily section done by the regional coordinators. It is in the responsibility of each regional coordinator to receive information on correct signposting for the respective daily section and to receive the permissions for the planned signs.

Interreg DTP visibility

- On all documents, printouts and other material the sticker shown below has to be added with the reference to the ERDF/IPA funds (with the exception of road signs).
- The sticker has to be placed on the back of the signposts.
- If the Bike Trail logo is visible on the infrastructure element, the Interreg Logo without the Bike Trail logo has to be used (left one below), otherwise the sticker with the Bike Trail logo (right one below) has to be used.
- If infrastructure elements are combined or next to each other, only one element has to be equipped with the sticker or neither in case one of them already fulfills the visibility requirements.



Infrastructure and equipment financed in the framework of AoE Bike Trail
Project title: AoE Bike Trail - Amazon of Europe Bike Trail
Project budget: € 3.176.000,000
www.interreg-danube.eu/amazon-of-europe-bike-trail
Project co-funded by European Union funds (ERDF, IPA)



Infrastructure and equipment financed in the framework of AoE Bike Trail
Project title: AoE Bike Trail - Amazon of Europe Bike Trail
Project budget: € 3.176.000,000
www.interreg-danube.eu/amazon-of-europe-bike-trail
Project co-funded by European Union funds (ERDF, IPA)

Austrian specifics

The Amazon of Europe Bike Trail is signed on green boards.

Text in white color.

The Amazon of Europe Bike Trail will be signed on already existing signs of a bike trail called "Murradweg".

Example for logo variant:



Main route

Discover

Must See

Example for text variant:



The information is based on written input provided by the project partner Bad Radkersburg.

Slovenian specifics

Example for logo variant:



Main route

Discover

Must See

Size of the sign:

300 x 300 mm

The information is based on the document to be found under the following link:

<http://www.pisrs.si/Pis.web/npbDocPdf?idPredpisa=PRAV13568&idPredpisaChng=PRAV11505&type=pdf>

for Bike signs the numbers 3404 in 3405 on page 76 are relevant

Hungarian specifics

The Hungarian handbook for signposting provides space for the number(s) of route.

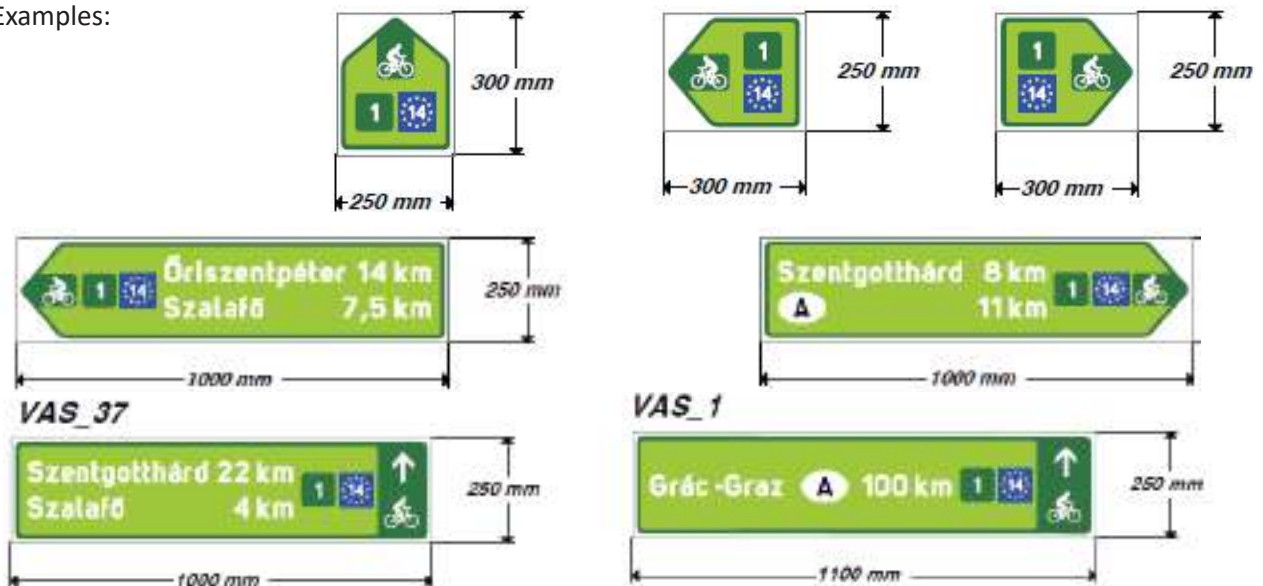
- The number of the Bike Trail (here the number 1) is an example. Depending on the location of the AoE Bike Trail sign, this number needs to be exchanged with the correct number of the Bike Trail.

- The Eurovelo Logo (here with number 14) is an example. Depending on the location of the AoE Bike Trail sign, this number needs to be exchanged with the correct Eurovelo sign (if it is a Eurovelo Trail).

- The locations and distances (here e.g. Szentgotthárd 8 km) are examples. Depending on the location of the AoE Bike Trail sign, the locations and distances shown on the sign need to be updated according to the real situation on the field.

If the signposted route is part of the EuroVelo, the EuroVelo pictogram and the Hungarian route number is needed.

Examples:



If the route is not part of EuroVelo, the usage of the Amazon of Europe Bike Trail Logo is possible (instead of a number). The size of the Amazon of Europe Bike Trail Logo logo cannot be larger than 80 X 80 mm.

Examples:



The information is based on input provided by the Hungarian Ministry for Innovation and Technology.

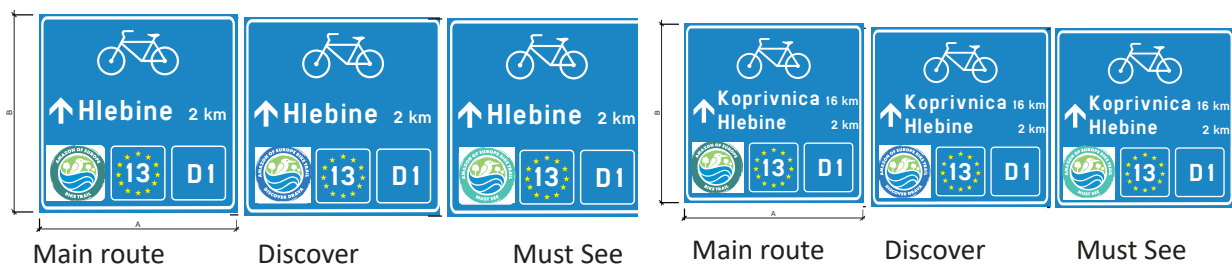
Croatian specifics

- The number of the Bike Trail (here the number D1) is an example. Depending on the location of the AoE Bike Trail sign, this number needs to be exchanged with the correct number of the Bike Trail.
- The Eurovelo Logo (here with number 13) is an example. Depending on the location of the AoE Bike Trail sign, this number needs to be exchanged with the correct Eurovelo sign (if it is a Eurovelo Trail).
- The locations and distances (here e.g. Hlebine 2 km) are examples. Depending on the location of the AoE Bike Trail sign, the locations and distances shown on the sign need to be updated according to the real situation on the field.

Examples for logo variant:

Single destination sign:

Two destination sign:



Size of the sign:

A (width) = 30, 45, 60, 75, 90 cm

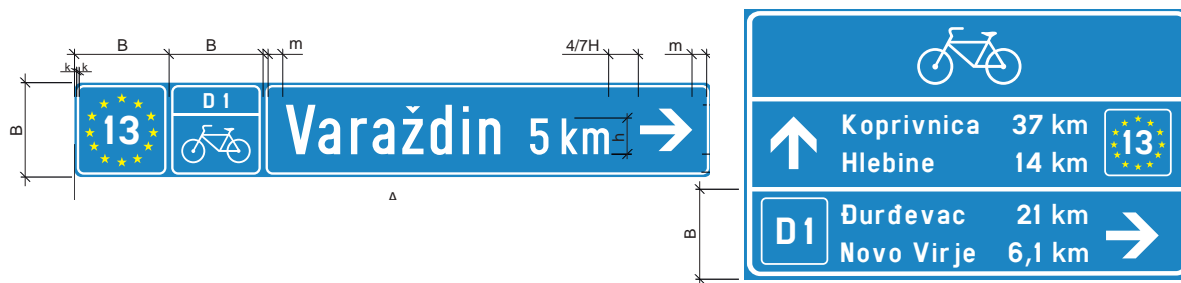
(The choice of character dimensions (A - character width) depends on the destination name and distance)

B (height) = 30 cm

Examples without Amazon of Europe Bike Trail logo:

Single destination sign:

Two destination sign:



The information is based on the rules for traffic sign in Croatia

(https://narodne-novine.nn.hr/clanci/sluzbeni/2019_09_92_1823.html) as well as on the Technical specifications of road signs

(“Tehničke specifikacije prometnih znakova”) pages 223-226

Serbian specifics

- The locations and distances (here e.g. Sombor 43,4 km) are examples. Depending on the location of the AoE Bike Trail sign, the locations and distances shown on the sign need to be updated according to the real situation on the field.



The diameter of the notification signs is:

- 1) 90 cm on highway and motorway;
- 2) 60 cm on other state roads of the 1st and 2nd order, municipal roads and in the settlement;
- 3) 40 cm on the others in the settlement where there are spatial limitations;
- 4) 30 cm if used as inserted signs and 40 cm as inserted signs on the motorway and motoway.

Side squares informational signs are:

- 1) 90 cm on highways and motorways;
- 2) 60 cm on other state roads of the 1st and 2nd order, municipal roads and in the settlement;
- 3) 40 cm on the others in the settlement where there are spatial limitations;
- 4) 30 cm if used as inserted signs and 40 cm as inserted signs on the motorway and motoway.

The dimension of the notification sign rectangle is:

- 1) 90 cm x 135 cm on highway and motorways;
- 2) 60 cm x 90 cm on the other state roads of the 1st and 2nd order, municipal roads and in the settlement;
- 3) 40 cm x 60 cm on the others in the settlement where there are spatial limitations;
- 4) 40 cm x 60 cm if used as inserted characters

The information is based on the rulebook on traffic signaling in the Republic of Serbia ("Sl. glasnik RS", br. 85/2017)

8 Literature

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Department for Transport. (2008). *Local Transport Note*. ISBN 978 0 11 553024 1.

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REVITAL
Integrative Naturraumplanung GmbH
Nußdorf 71
A-9990 Nußdorf-Debant
Tel.: +43 4852 67499-0; Fax: +43 4852 67499-19
office@revital-ib.at; www.revital-ib.at