

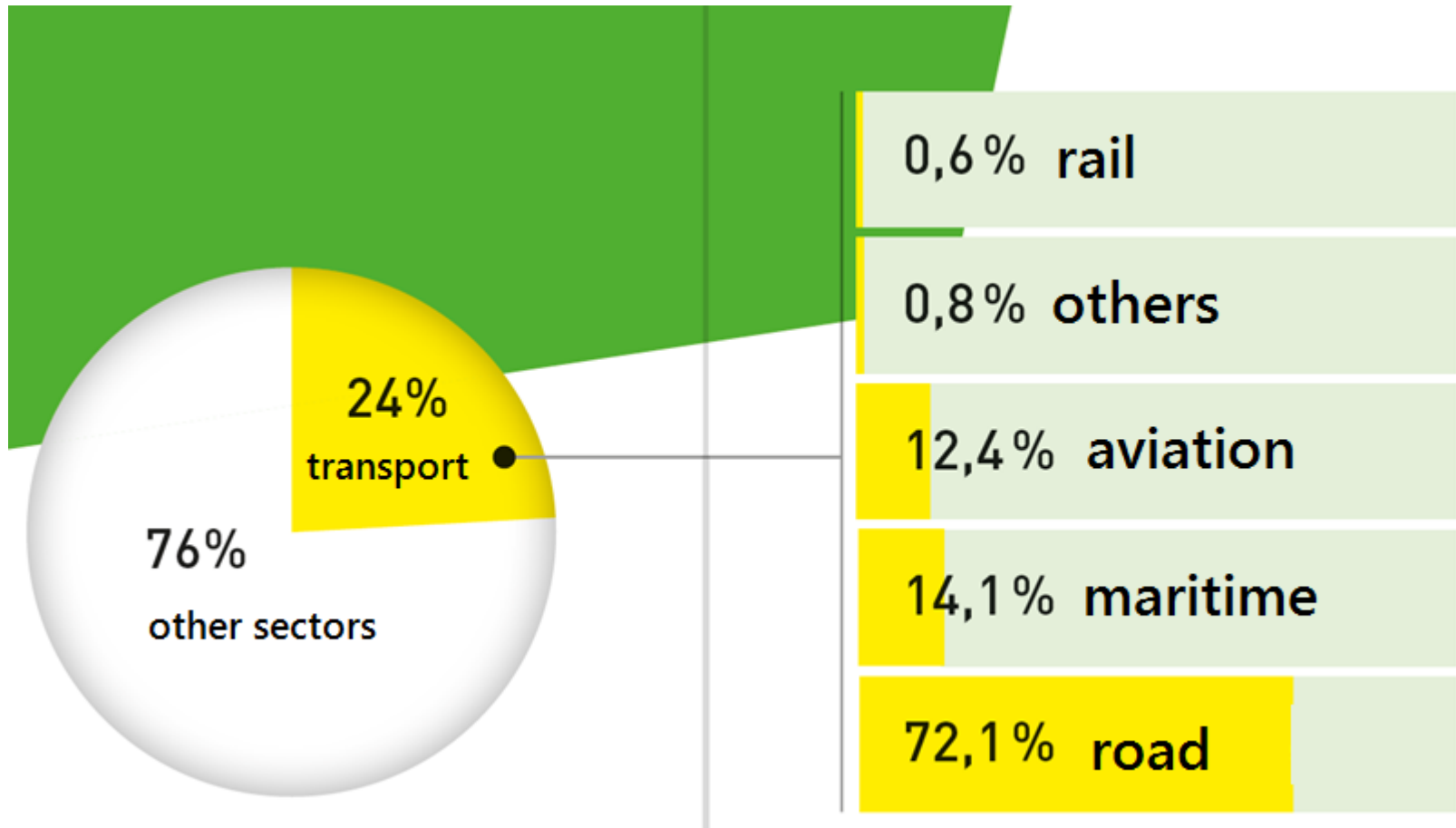
Bicycle Tourism on EuroVeloRoutes

Cycling along the Baltic Sea

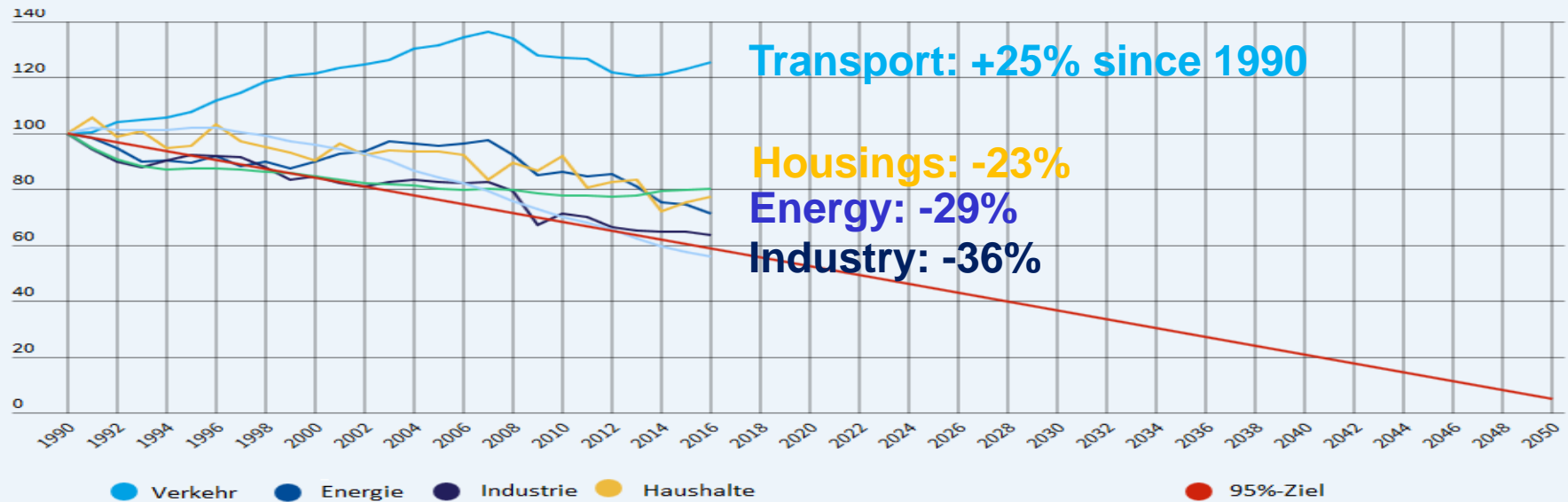


**Presentation by Michael Cramer
Brussels, 13th November 2019**

CO2 emissions by sector (2011)

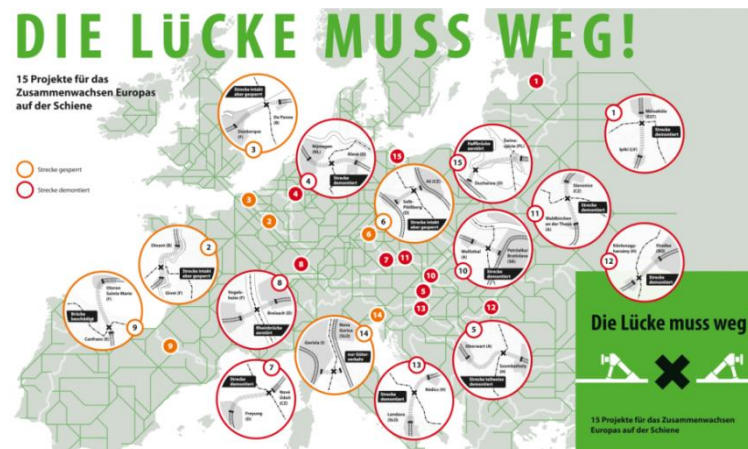


Development of the Emissions



Data source: 1990-2015: Member State reporting to the UNFCCC; 2016: EEA Approximated EU greenhouse gas inventory

We have to close the gaps



- More interest for the european connections crossing the borders are
- Now we have an extra budget für those small cross border projects
- On this map you see 15 very important cross border projects

Facts & figures

A cross-cutting sector, the 3rd largest economic activity in the EU (after Distribution and Construction)

Involves a big diversity of services and professions

Mainly dominated by SMEs

Socio-economic importance of tourism:

- 5% of the EU GDP
- 5.2% of the total labour force
- 9.7 million jobs

But with the related sectors:

- 10% of the EU GDP
- 12% of the total labour force
- 24 million jobs

Cooperation of Ports in the Adria

North Adriatic Ports Association (NAPA)

Ravenna, Venice and Trieste (Italy)

Rijeka (Croatia)

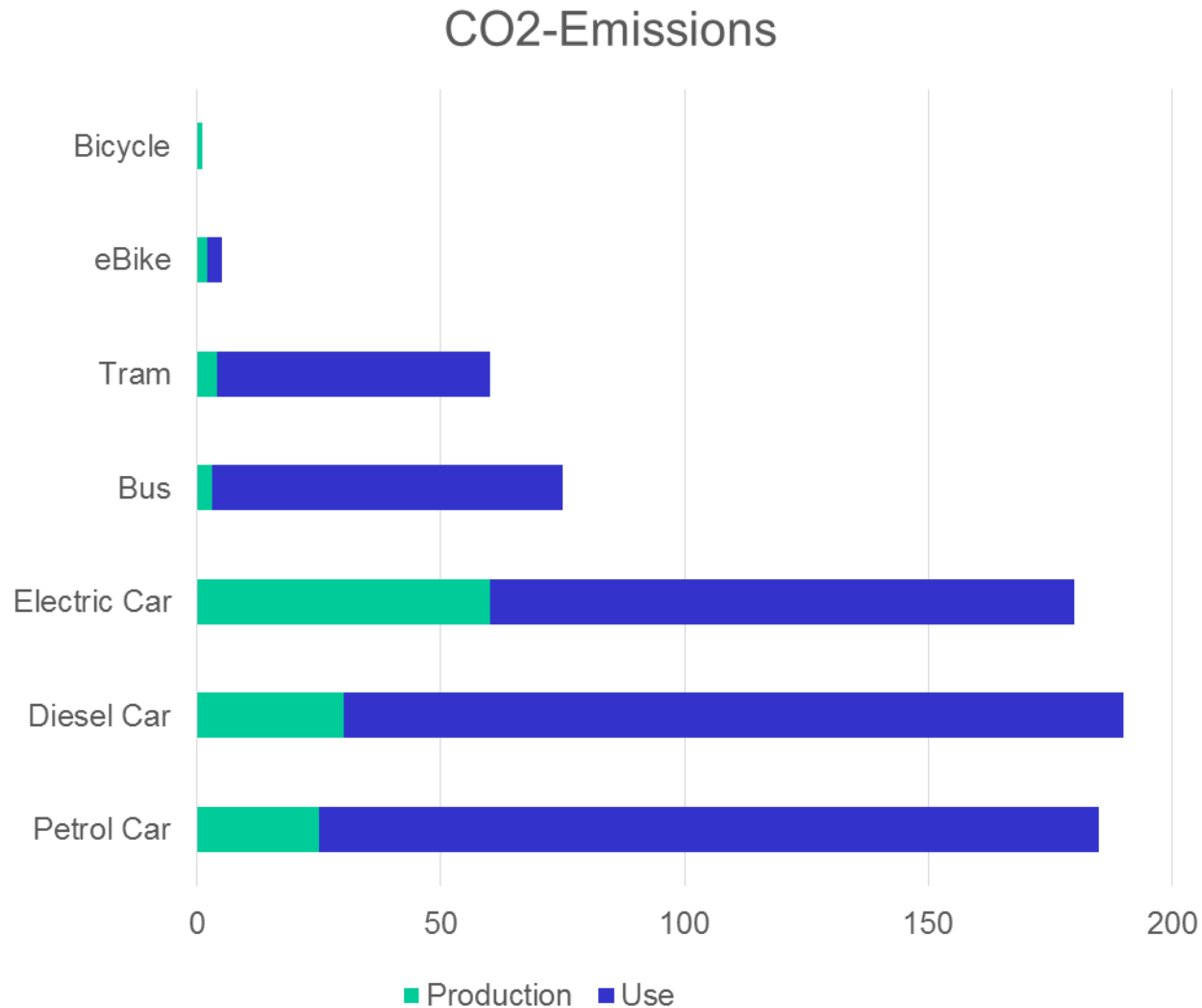
Koper (Slovenia)

We need Cooperation in the tourism

We know that tourism can destroy tourism

Therefore we need more sustainable tourism

Cycling is very environmentally friendly



Bicycle tourism

- Since several decades an increase of 20% per year
- The infrastructure on the coast is then used for ten months
- The loipes for Skiing is used for the cycle route as well
- Bicycle tourists - without accomodation - spend 35 € a day, car tourists only 10 € and therefore support the local economy
- Investment costs for bicycle infrastructure are low while benefits are high
- Finnish study (Helsinki): For one invested Euro, the return is eight (!) times more
- Example of the Danube Cycle Route in Serbia: After signposting an increase from 500 cycle tourists in 2008 to 13 000 in 2012

Cycling is very healthy

Non-cyclists are three times more ill than cyclists

Cyclists live five years longer than non-cyclists

Cycle tourism has also a big economic effect

Cycle industry creates 700.000 jobs

- more than in coal mines
- more than in steel production

In 2020 it would be 1 Million jobs

44 billion Euro



Vs

39 billion Euro



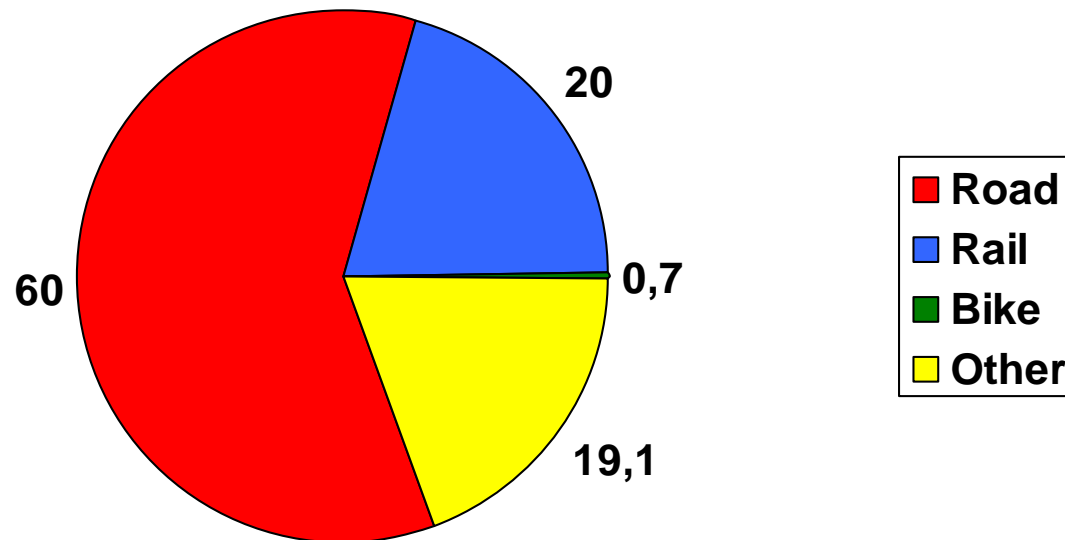
Cycle tourism in Brandenburg

23% of all tourists in Brandenburg
are cycle tourists

Positive for the local economy and for small
and medium-sized enterprises

EU-funding

Allocation of EU co-funding by mode of transport



Hungary leads the way: It uses 2% of EU funding for cycling

Support of Cycle tourism

EU-Cofinance up to 85%

In Germany, Latvia and other member states there is no federal financial support

Therefore it is difficult for the regions and the cities to finance the missing 15 %



Carriage of bicycles on trains has to be improved!

The European Parliament has voted with a big majority that bicycles have to be accepted on all trains, also on high-speed trains.

The second chamber of the German Parliament (**Bundesrat**) requests that unanionomously!

In **Austria** it has been realized, also for austrian high-speed trains. Not only for the new trains - the old ones have been retrofitted as well.

In **Germany** it is possible to take bicycles on all regional trains and on the new high-speed trains (ICE 4).

In **Russia** it is not possible on the „Allegro“ from Helsinki to St Petersburg

Airlines make bicycle transport very much easier – no separate package

By being bike-unfriendly the railway companies chase away their best customers into the arms of their competitors such as busses and airlines.

Passenger rights

To take bicycles in the train

PKP IC

Deutsche Bahn
ICE 4

Railjet
ÖBB

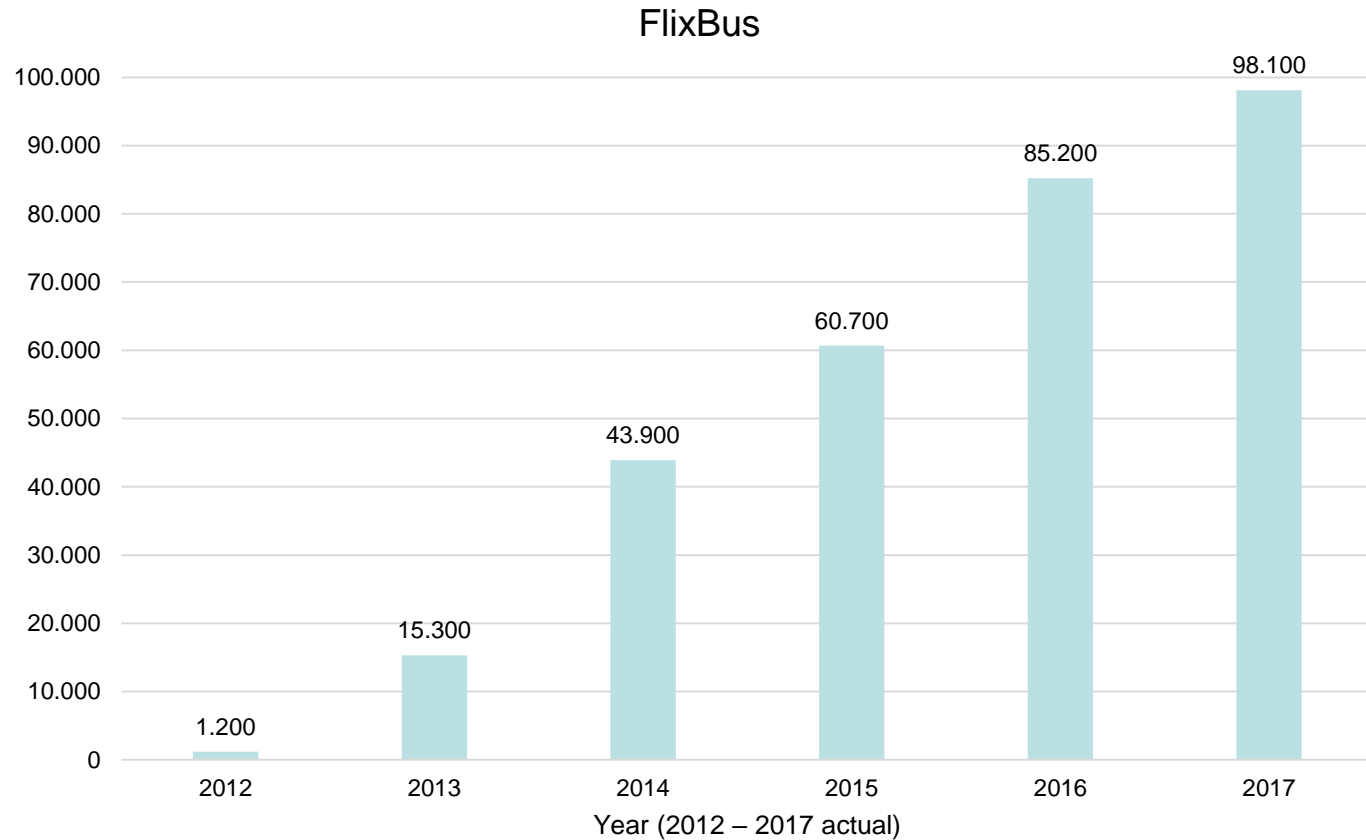


EC
Česke Drahy



Pro Railjet-Garnitur stehen fünf Fahrradabstellplätze zur Verfügung. Foto: -ÖBB-

Carriage of Bicycles on FlixBus



Quelle: Präsentation FlixBus aus 2018







EUROVELO, THE EUROPEAN CYCLE ROUTE NETWORK



**National
Routes**

**Regional
Routes**

Local Routes





The EuroVelo Network



1. Atlantic Coast Route
2. Capitals Route
3. Pilgrims Route
4. Central Europe Route
5. Via Romea Francigena
6. Atlantic – Black Sea
7. Sun Route
8. Mediterranean Route
9. Baltic - Adriatic
10. **Baltic Sea Cycle Route**
11. East Europe Route
12. North Sea Cycle Route
13. **Iron Curtain Trail**
15. Rhine Route
17. Rhone Cycle Route
19. Meuse Cycle Route





Kołczewo

8

Międzyzdroje

21



Patrons of the Iron Curtain Trail



Central Part:
Marianne Birthler

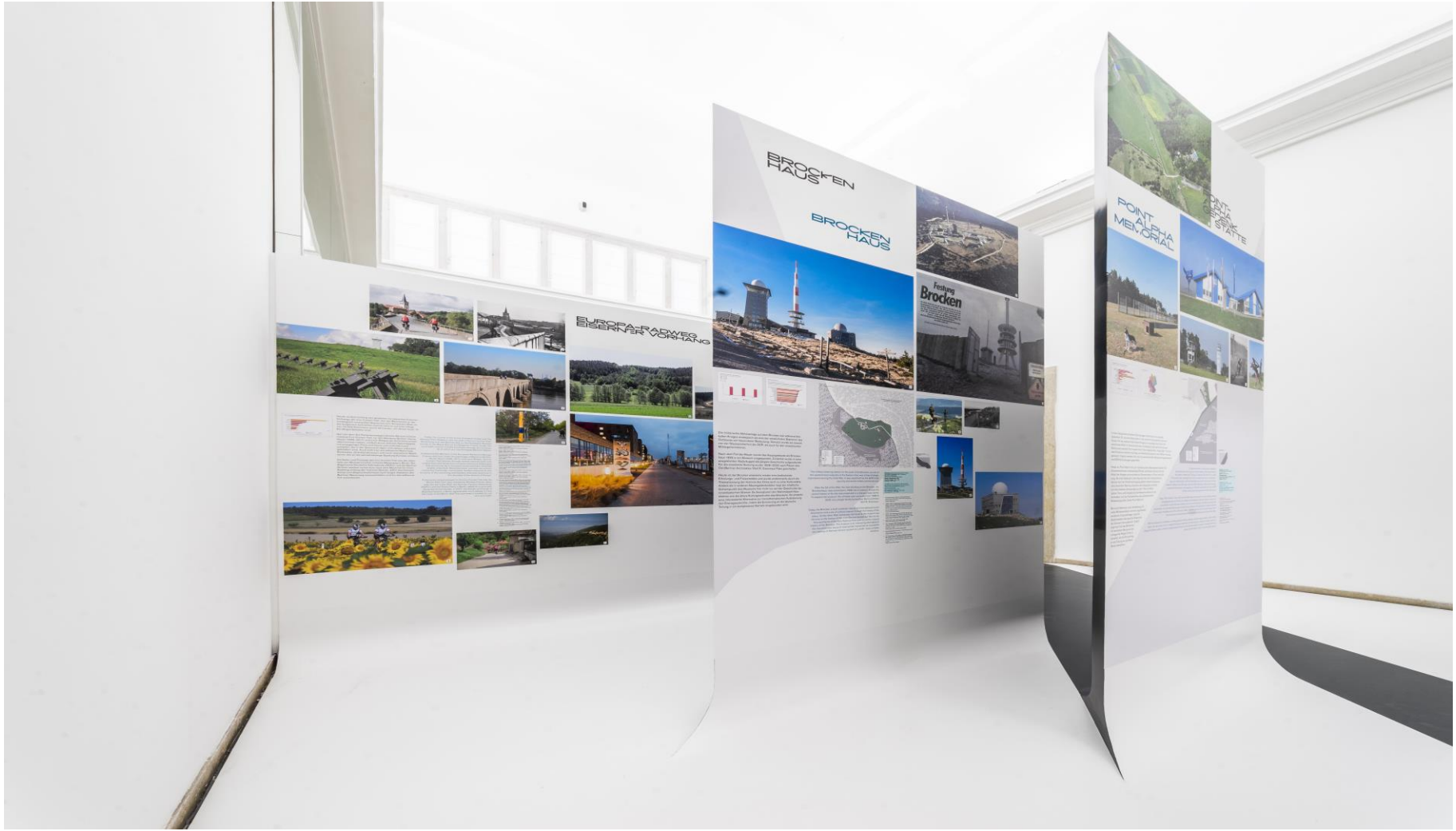


Northern Part:
Lech Wałęsa

Southern Part:
Václav Havel



The Iron Curtain Trail on the Biennale in Venice 2018



The Iron Curtain Trail in 2019 was certified as a Cultural Route of the Council of Europe



Cultural route
of the Council of Europe
Itinéraire culturel
du Conseil de l'Europe



Cultural route
of the Council of Europe
Itinéraire culturel
du Conseil de l'Europe



Cultural Routes of the Council of Europe

Itinéraires culturels du Conseil de l'Europe

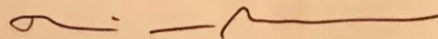
The Council of Europe awards the certification
"Cultural Route of the Council of Europe" to
Le Conseil de l'Europe décerne la certification
« Itinéraire culturel du Conseil de l'Europe » à la

Iron Curtain Trail Route du Rideau de Fer

Strasbourg
Fait à Strasbourg, le

Thorbjørn Jagland
Secretary General
Secrétaire Général

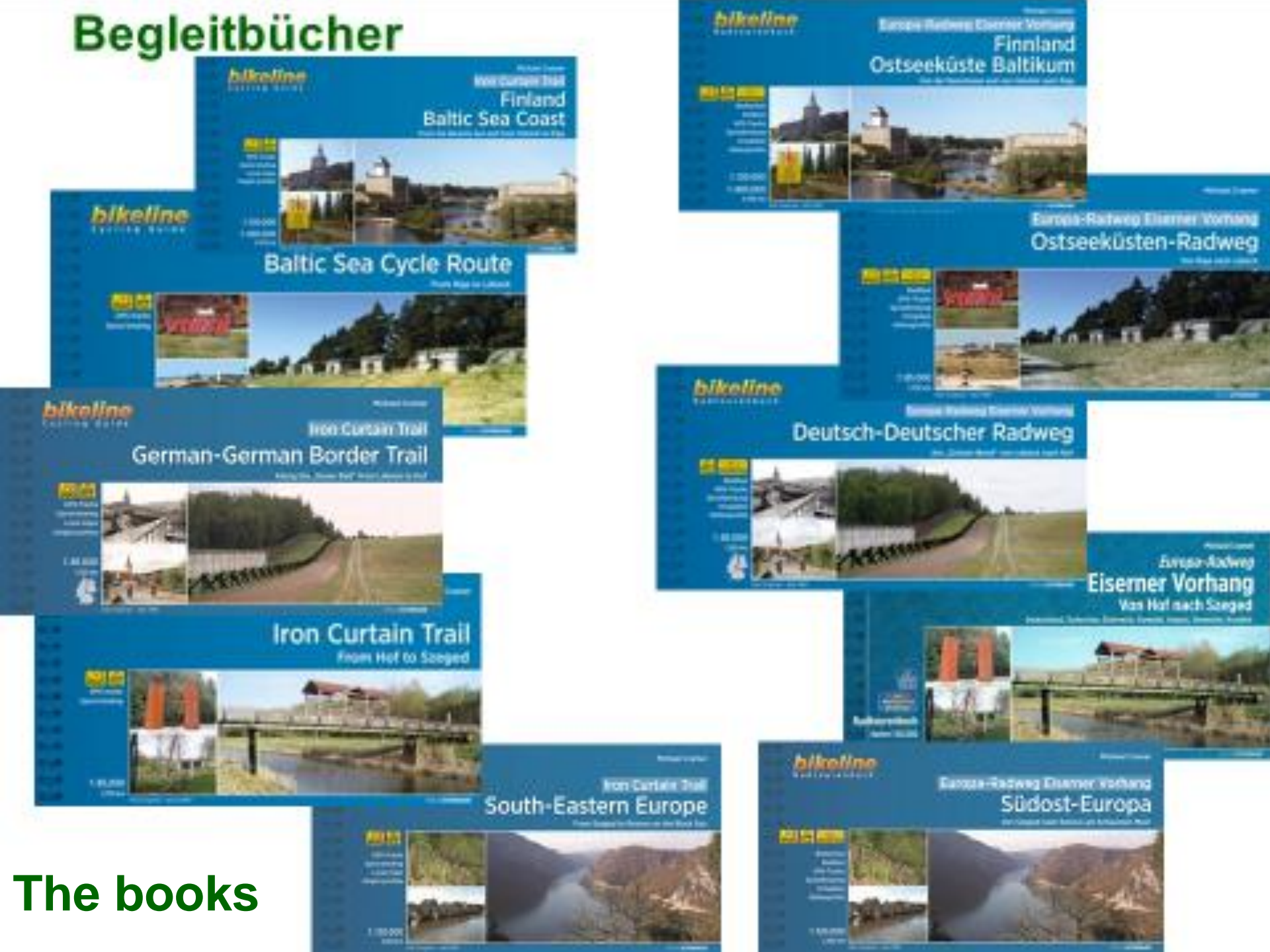
29/5/2019



Cultural route
of the Council of Europe
Itinéraire culturel
du Conseil de l'Europe



Begleitbücher



The books

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