

EUROVELO

THE EUROPEAN CYCLE ROUTE NETWORK

Route report

EuroVelo Route 7

Middle Europe Route or The Sun Route



December 2004

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Colofon

This Route report has been prepared with funding from:

Danish Tourist Board - www.visitdenmark.dk

City of Copenhagen - www.vejpark.kk.dk/byenstrafik/cyklernesby

Turisme region syd/Østdansk Turisme - www.visiteastdenmark.dk

De Frie Fugle Denmark - www.friefugle.dk

FIAB/Cyclists Federation of Italy - www.fiab-onlus.it

Frontpage Photo: Thanks to Sissel Jenseth Norway

0. Background for EuroVelo

Introduction to EuroVelo, the European cycle route network



EuroVelo is the project, initiated by the European Cyclists Federation in 1995, to develop 12 long-distance international cycle routes spanning all of Europe – both within and beyond the EU. It is being developed by organisations representing most countries in Europe, coordinated by the ECF, De Frie Fugle and Sustrans.

EuroVelo is already happening. The proposed routes, totalling 63,500 km, are based largely on the cycle routes already existing or planned, at local, regional and national level, in the countries through which they pass. More than 21,000 km of the routes are already in place, but EuroVelo is not simply about creating routes - it is about linking them into a pan-European whole. This continental perspective has allowed the EuroVelo vision to support a number of route creation projects since its launch.

EuroVelo allows the EU to involve itself directly in promoting the use of the bicycle, which although primarily a local mode of transport is also ideally suited to gentle, sustainable tourism, both by itself and in conjunction with public transport. It allows exchange of best practice between regions, and offers a European-level marketing vehicle for the bicycle as a modern and practical way of travelling.

The guiding principle of EuroVelo is ***to develop a European network of cycle routes in order to promote a shift from the private car to the bicycle.***

Role of EuroVelo in the promotion of cycling

The future for cycling has never been brighter. European and national policies, on global climate change, local air quality, road safety, tourism development among others, all suggest the possibility of promoting cycling. To do this, champions of cycling need need to act on various levels to change the public agenda.

In local communities, small changes and small-scale projects can assist the use of the bicycle both as a means of transport and for leisure. In bigger cities local cycle route networks, traffic calming, cycle parking and other measures can encourage a greater level of cycle use. Both are delivered locally, and both can bring about a move away from the car.

Linking these progressive communities will be the long distance cycle routes. These will encourage short recreational trips by local residents but will also form the framework for the development of national and international cycle tourism. It is at this level that the EuroVelo project can make a significant difference.

The possibility of a local route becoming part of a pan-European sustainable transport network is a tempting prospect for the citizens, administrators and politicians of any community. High quality cycling facilities will show that the communities on the EuroVelo network are European leaders in this developing area of transport provision; they will be able to enhance their reputation and gain useful publicity both at home and internationally. Meanwhile, the EU can work towards its European-level objectives in modal shift away from the car, without compromising the principle of subsidiarity.

Yesterday trade - tomorrow's tourists

Towns and cities once vied with each other to be on long distance commercial trade routes. Trade now creates such environmental problems that it is unwelcome in many communities and has been banished to motorways, airports and rail. Towns are now often divorced from the industrial and commercial traffic that was their original reason for being. EuroVelo can bring a new breed of international traveller back to the local community; on bikes.

Cycle tourism is already happening. In 1998, the first year of operation of the Swiss national cycle network, it generated tourist revenues of more than €70 million. A study for EuroVelo estimated that by 2020 cycle tourism could bring as much as €21.5 billion per year to the European economy, much of it in rural communities and destinations. Long distance cycle routes can bring a demand for food, services and accommodation to the small communities bypassed by car-borne tourists.

History and achievements of EuroVelo

The European Commission supported the initial feasibility studies on the EuroVelo network, to investigate whether the original vision of a group of ECF members was viable. During 1997/8 a multi-national team surveyed the EuroVelo routes in outline, assessed the political and social atmosphere within which the network must be developed, and commissioned an appraisal of the potential for European cycle tourism. This work was co-funded by more than 50 bodies, public and private, from 20 different countries.

EuroVelo has created a very strong brand image despite the limited resources available. This has supported the creation of many sections of route in individual local projects. Examples include the 100km Destra Po in northern Italy, the Silesia routes network in Poland, EuroVelo route 9 through the eastern Weinviertel in Austria, or the Baltic Sea route being developed through eight countries. EuroVelo has also helped to harmonise standards across Europe, both by the production and distribution of the EuroVelo Guidelines for Implementation and by direct assistance, such as to Estonia and Slovenia in planning national cycle signage systems (based on the system used in Denmark and the UK). More than 21,000 km of route are now in place; one of the tasks for which resources are now needed is to survey more accurately the state of development of these routes.

The EuroVelo partners believe that in the long term EuroVelo should be adopted as the first truly sustainable Trans-European Network. While the EuroVelo vision has won hearts across the continent and has shown itself robust enough to play an important part in supporting many cycle infrastructure projects, it would be unrealistic to expect continued development to the highest standards without a central body to coordinate and assure quality control. EuroVelo, as the only European-scale sustainable transport project, needs and deserves a central office and budget, and we continue to call for its establishment.

Publications etc

- EuroVelo News – newsletter distributed direct to over 1,300 contacts across Europe, and via national EuroVelo partners
- EuroVelo Guidelines for Implementation 2002 – ISBN 1-901389 –36-7
- The Market for Cycle Tourism 2000 – ISBN 2-930288-01-9
- www.eurovelo.org

Note prepared by Philip Insall, International Liaison Manager, Sustrans, UK, 6/9/2002

Progress on EuroVelo, the European cycle route network: 2003-4

EuroVelo continues to develop, and to have an impact much greater than the resources the ECF and its members can put in. Over the last year, the main areas of progress have been:

- Cyprus has negotiated to join EuroVelo, and 500 km of route around the Greek part of the island are now included in route 8
- work continued on EuroVelo route 7, between Berlin and Copenhagen – a very important strategic route in its own right as well as 635 km of EuroVelo route 7
- Antero Naskila in Finland, Jens Erik Larsen and other EuroVelo national representatives met in Helsinki to agree development plans for the Baltic Sea route, EuroVelo route 10
- a meeting was held at Velo-city in Paris, to bring together all the EuroVelo national representatives who attended the conference – many had not met each other. This was a great chance for a strong team to meet.
- major trailblazing bike rides took place on EuroVelo route 11 in Hungary, and route 10 around the Baltic
- Union Cycliste International appointed a consultant to look at the EuroVelo project and recommend ways to collaborate; they were also approached by the President of Moldova, who is personally interested in EuroVelo
- EuroVelo News issue 7 was produced by Sustrans, circulated direct to 1,300 European, national and regional politicians and officials, and thousands more copies distributed by the national representatives
- We received interesting responses from recipients of EuroVelo News, in the European Union:
 - Pat Cox, President of the Parliament, said, “I am happy to learn that your European cycle route network is continuing to expand to take in countries which, like Cyprus, will shortly join the EU. Your efforts to promote two-wheeled transport chime in entirely with the concerns felt by Parliament, which is keen to develop non-polluting modes of transport....”
 - Philippe Busquin, Research Commissioner, said he strongly believes that EuroVelo belongs to the few organisations and ideas which bring Europe closer to the citizen. Out of his Cabinet of 6 members, 2 cycle on a daily basis to work. He took note of EuroVelo comments, that the Trans-European network budgets do not yet support EuroVelo

Important notes for managing EuroVelo

Use of the EuroVelo® name

EuroVelo is a registered trade mark of the European Cyclists' Federation. The name EuroVelo and the EuroVelo logo [Gyuri, can you insert the logo here, small size within the text?] must not be used without prior authority from the ECF EuroVelo management team. No cycle route, section of cycle route, or any other infrastructure or service can claim to be part of EuroVelo or to represent EuroVelo without prior authority from the ECF EuroVelo management team.

Only three people can authorise this use:

Horst Hahn-Klößner	gf@adfc.de
Jens Erik Larsen	JE@Friefugle.dk
Philip Insall	philipi@sustrans.org.uk

EuroVelo is keen to support all cycling initiatives; so please contact us to discuss your relationship with the European cycle route network.

Signing of EuroVelo Routes

We have not tried to fix a standard European pattern for EuroVelo signing; each country has its own road sign regulations and signing system, and we cannot dictate what they should do.

So we have tried instead to set guidelines. The recommendations in the guidelines are as far as we can go; the decision then belongs to national or regional governments.

What has been done in countries like Estonia works very well.

Look in the EuroVelo guidelines or at www.visitestonia.com

Ideally in future we would like to see a number patch for the EuroVelo route number as well as the national route number (if you look at the Estonia example of the EuroVelo guidelines and imagine also another number patch with 10 or 11 on it). This is because, also to use Estonia as an example, you might be in Tallinn and see a sign saying EuroVelo, but not know whether this is route 10 to Copenhagen or route 11 to Warsaw. But until this is possible we prefer national signing for each country and then information boards telling that you are on an international EuroVelo route and here you can show the EuroVelo logo etc.

EuroVelo Management Team:

The EuroVelo project is managed by 3 organisations:

ECF, Att. ADFC: Secretariat:	Horst Hahn-Klößner gf@adfc.de
De Frie Fugle, Denmark: Route Coordination:	Jens Erik Larsen JE@Friefugle.dk
Sustrans, UK: Communication:	Philip Insall philipi@sustrans.org.uk

Main point to be aware of is:

- the route selection and design standards should comply the EuroVelo guidelines for implementation
- route alignment should be agreed in writing with the route coordinator.
- EuroVelo need external financial support in order to prepare EuroVelo News.

EuroVelo Basis criteria

EuroVelo routes will:

- connect Europe from one end to the other
- connect towns and pass through town centre
- connect existing long distance cycle routes and utilise existing stretches of other cycle routes, whether signed or not, which will not necessarily meet the EuroVelo standards at this time
- have a good topic/theme (usually geographic or cultural e.g. following a river or coastline, a pilgrims route, etc)
- stimulate physical activity, environmental awareness and international contact throughout Europe

They should be consistent in terms of standards of safety

Surfacing should be consistent - avoiding frequent changes between asphalt and gravel, for example.

The surface and traffic conditions should satisfy safety, speed and comfort standards for cyclists with fully-laden bikes.

They should be adequately signed to guide foreign cyclists

Accommodation and other facilities should be available

All European countries should be reached by at least one route and each route should pass through as many countries as feasible.

Especially attractive cycling areas should be integrated into the route

Uninteresting or monotonous stretches should be avoided wherever possible

Each European cycle route should guarantee a great cycle experience

Existing information related to the European routes should be up-to-date and reliable. It should be aimed at visitors from abroad, including information on local laws and customs. It should be easily available abroad.

Technical Criteria

- there should normally be less than 1000 vehicles per day and never more than 3000 on a shared route.
- separate cycle facilities should not be co-located with roads carrying more than 10,000 vehicles per day for longer than 2 km at a time and should wherever possible be located away from such roads.
- we defined sections with maximum 50 cars per day as "carfree".
- the width should be such that 2 cyclists could cycle side by side most of the time.
- gradients more than 6 % should be avoided wherever possible and information about gradients more than 3 % should be shown on maps. On mountain stages the maximum gradient may well be 10 % or more.
- routes should be open all year and in all weather (some exceptions in the far north or in high mountain areas).
- sections very heavily used by other types of non-motorised users (pedestrians/walkers, horse riders etc) should be avoided wherever possible
- surface should be metalled or similar good quality - at least 80 % of the distance.
- there should if possible be shops every 30 km, accommodation every 50 km and public transport every 150 km.
- the route should be aesthetically pleasing in terms of its location and design.

1. Norway and Finland

Norway has developed a concept for national cycle routes including signing, but the most northern part of the routes have not been signed yet.

Finland has also a concept for national routes - and most of them are already signed.

Weather conditions and temperatures are so that it is only recommended to reach these far north areas in June, July and August. North Cape is actually as north as northern part of Alaska. However the warm Gulfstream makes the climate more comfortably. In order to experience that the sun is shining all night, you must visit North Cape between 11/5 and 31/7. In any case take care of the mosquitos up here! And remember that there are quite a long distance between the shops and other services.

1.1 General overview

North Cape is the goal for many tourists (200,000 per year) because it is called the point of north of Europe. Even many cyclists do cycle to this place. Most of them are more or less trained cyclists who prefer to cycle on roads with good surface.

A North Cape Cycle Route following roads and not signed as cycle route has been discussed. However we have chosen alternatives to main roads where ever possible in order to give the cycling tourists a safe travel and the possibility to meet the outstanding nature and culture of this isolated place of the earth.

How to reach the start point: fly to Alta via Oslo or take the boat "Hurtigruten" from Bergen (5 days to North Cape).

1.2 Route description and sights

Norway:

1. North Cape - Honningsvåg

North Cape is the famous northernmost point in Europe that can be reached on a (paved) road - and the starting point of the EuroVelo Route number 7. It is situated on the Magerøya Island. So everybody will do this stretch of 33 km two times. So leave the luggage at the youth hostel in Honningsvåg for example. At North Cape you will have to pay an entrance fee, if you would like to be at the famous point of North Cape. Some cyclists however have told that they got in free, because they were cycling and then saved 200 NKR (ca. 27 €).



The viewpoint of North Cape is a plateau 309 m above the sea. If you are very lucky it is not totally surrounded by fog and you will be able to look vertically down to the sea. A monument called "Child of the Earth" made by 7 children from different countries symbolize hope, happiness friendship.

2. Honningsvåg - Olderfjord

The island and the mainland are from 1999 bounded together with three tunnels. One of them are submarine, and 6,8 km long and steep (10% down and 8 % up) – not allowed for cyclists.

Two other tunnels are allowed:

Honningsvåg Tunnel 4,4 km

Nordmannseth tunnel 110 m.

Further south the route follows the E 69 road along the shoreline of the Porsanger fjord with a beautiful view passing a small place (harbour) called Repvåg. In Repvåg one can spend the night and have something to eat. South of Repvåg there is another tunnel, Skarvberg tunnelen (3 km). This tunnel is slippery when wet, and one can meet reindeer outside as well as inside.

3. Olderfjord - Alta

Now we leave the fjord and cross the isolated country side. It goes a bit up and down. Highest point about 400 m above sea level. Finally we reach the valley Stokkedalen and pass through a forest to reach the North Sea (fjord). The route follows the coastline ca. 10 km into Alta.

Alta was once called "the Italia of Finmark" because of relative high temperatures and green surroundings and a relative high number of inhabitants. Actually it consist of two villages, Elvebakken and Bossekop, grown together. The river Alta is very good for salmon fishing.

4. Alta - Kautokeino

Untill now the route have been the same as EuroVelo 1 (Atlantic Route) – and also national cycle route 1, but not signed yet -, but now we take EV 7 south. Here we have the possibility to follow the old main road, which have gravel surface, but should be fine for cycling - and actually is a bit shorter. Then we avoid the national road 93.

However the first 8 km have to follow the paved main road, but then we change to the old road along Altaelven (the Alta river) on the east side of road 93. After 16 km we reach the Gargia Fjellstue (inn), where you can rest before next part which goes up rather steep. Then however the rest of the route is rather plain and easy.

At Soulovuobmi Fjellstue (another inn) we cross the new road again and then continue now west of 93 untill Mierojavri (54 km) - unless you regretted and want to cycle on the paved road! Then again road 93 for 12 km to Kautokeino.

5. Kautokeino - Kivilompola

From here there is no alternative to road 93. So we follow this 44 km to the border of Finland at Kivilompola. The surroundings will be forest all the way with small rivers.

Finland:

6. Kivilompola - Hetta

Arrived in Finland we continue on the same road 93. After 12 km reaching the lake Palojärvi with camping ground incl. shop and restaurant. In Hetta you find another camping ground and also hotel and shops. It is worth of visiting in the quite village and there in the Fell Lapland Nature Centre and in the Lapp Museum.

7. Hetta - Palojoensuu

Then the route follows the national cycle route 21 - (still road 93) - direction west on to Palojoensuu (camping and shop) passing a small airport and several lakes.

8. Palojoensuu - Karesuvanto (the village on Finnish side is called Karesuvanto and that on Swedish side Karesuando)

From here the national cycle route 21 goes north on the E 8 road and reaching the border of Sweden at Karesuando (shops and hotel). Nature sight: Dyvit . The route goes up to about 400 m above sea level.

The Finnish section is quite a even, but a variable, typical landscape of Lapland.

1.3 Technical facts

Overview scheme for EV 7 in Norway

Stretch	Km	Type of Road	Surface	Signing + -	Service	Remarks
North Cape - Honningsvåg	34	E 69	Asphalt		Youth Hostel Airport	North Cape
Honningsvåg-Olderfjord	60	E 69	Asphalt			Tourist traffic to North Cape
Olderfjord - Alta	100	E 6	Asphalt		Airport	
Alta - Kautokeino	8 16 30 54 12 4	National road 93 Old nat. road Old nat. road Old nat. road National road 93 National road 93 Old nat. road	Asphalt Gravel Gravel Gravel Asphalt Gravel		Gargia Fjellstue Suolovuobmi Fjellstue	
Kautokeino - Kivilompola	44	National road 93	Asphalt		Aidejauri Fjellstue	Border to Finland

Overview scheme for EV 7 in Finland

Stretch	Km	Type of Road	Surface	Signing + -	Service	Sights
Kivilompola - Hetta	37	Nat. road 93	Asphalt		Camping huts, shop, restaurant	
Hetta - Palojoensuu	26	Nat. road 93	Asphalt	Nat. Cycle Route 21	Camping, shop, hotel	
Palojoensuu - Karesuando	38	E 8	Asphalt	Nat. Cycle Route 21	Camping, hotel, shop	

(In Palojärvi there is camping, huts and restaurant, in Hetta camping, huts, hotel, restaurant and shop, in Palojoensuu camping and huts, in Karesuvanto huts, hotel and shop)

Signing of National Cycle Routes in Norway: White symbols on brown background. Route number white on green.



Signing of National Cycle Routes in Finland: By brown stickers with the picture of bike and the number of the route.



1.4 Further information - maps and guides

Norway:

Statens Kartverk 1:250.000: 20 (Nordkap), 19 (Porsanger), 17 (Finmarksvidda).

Cappelens Kort 1:400.000: Troms- og Finmark.

Sykkelruter i Norge. Map ca. 1:1.000.000.

Sykkelferie i Norge. SLF og Cappelen Fakta 1993.

www.visitnorthcape.com

Trains: www.nsb.no

Ferry along the coast: www.hurtigruten.no

Youthhostels: www.vandrerhjem.no

Camping: www.camping.no

Hotels and Tourism: www.visitnorway.com

Cyclists Organisation: www.slf.no

Maps: www.statkart.no

Tunnel Guide: www.visveg.no/visveg

Information about cycling to North Cape:

<http://www.schaik.com/cape/trip0623.html> (eng.)

<http://www.oslo-nordkapp.subnet.dk/>

<http://www.sykkel.de> (tysk)

<http://vogler.nwy.at/travel98/home.html> (german)

<http://come.to/nordicbike> (german)

Finland:

Genimap: Pyöräily GT 6 1:400.000 (next year a new edition and Genimap want to change its name to more literary like language)

1.5 Contacts

Norway:

Sissel Jenseth, SLF. Jenseth@online.no

Unni Myklevoll, Destination Lofoten. U-myklevoll@c2i.net

Henrik Duus, Statens Vegvesen. henrik.duus@vegvesen.no

Statens Vegvesen, Finmark tel. + 47 78 95 01 00.

Finland:

Antero Naskila, city of Helsinki antero.naskila@hel.fi

www.cyclingfinland.com

www.laplandfinland.com



2. Sweden

In the former proposal the EuroVelo 7 and 10 were running parallel to each other between Haparanda and Sundsvall. We decided to rationalize this into one itinerary and chose the Baltic Sea Cycle Route, because this could strengthen the work going on now to implement this route and because the EuroVelo 7 in general do not have very much access to the sea.

Besides it was decided to cut some km of the route by crossing Sweden between the big lakes and reach Göteborg, from where we can follow the already established North Sea Cycle Route along the coast down to Helsingborg.

2.1 General information

Accommodation:

It is very easy to find camping grounds along the route. And you have also the possibility to put up your tent wherever you want (for one night, and not disturbingly near buildings), for instance near a lake or a river, or in the woods (according to the traditional Swedish ²allemansrätt² (=every-man's-right). But - no littering is a condition!

Swimming:

If you feel like a swim and are not close to the sea, there are a lot of lakes along the route.

Look for the official signs (Badplats and/or symbolic waves). Note that the water can be cooler deep down than on the surface.

Museums:

In many villages you find a small museum, just one house or a few, showing how the local people lived in the past. Look out for signs "Hembygdsmuseum" or "Hembygdsgård".

Access:

Unfortunately, it is generally not possible to bring or send your bike on trains in Sweden.

But you could always try local or regional buses. Ferries do take bikes.

2.3 Technical facts

Signing:





Overview scheme for EV 7 in Sweden

Stretch	Km	Type of Road	Surface	Signing + -	Service	Remarks
1. Karesuando - Haparanda	414		Asphalt	Sverigeleden Green signs (Ishavsleden)	Youthhostel in Masugnsbyn	
Karesuando-Vittangi	111	Nat. road 45				
Vittangi-Antinrova	84	Road 395			Motel in Junosuando	
Antinrova- Pello	87	Road 395/400				
Pello - Övertornea	59	Road 400				
Övertornea -Karungi	49	Road 400				
Karungi- Haparanda	25	Road 400			Railwaystation	
2.Haparanda - Sundsvall	920			Cykelspåret Blue signs		Coince with Baltic Sea Cycle Route. Flat landscape
Haparanda-Töre	110	Road 400				
Töre-Pitea	140	Local roads				
Piteå-Skellefteå	110	Local roads				
Skellefteå-Robertsfors	130	Local roads				
Robertsfors-Umeå	100	Local roads				
Umeå-Ørnskølvik	120	Local roads				
Ørnskølvik-Utansjö	110	Local roads				
Utansjö-Sundsvall	100	Local roads				
3. Sundsvall - Torsång	343			Sverigeleden Green signs		Rather hilly
Sundsvall-Hassela	55					
Hassela-Bollnäs	110	Road 305				
Bollnäs-Enviken	113	Road 294				
Enviken-Torsång	65	Road 266				
4.Torsång - Snavlunda	227		Part with gravel	Sverigeleden Green signs	Youthhostel in Hassela	Rather hilly
Torsång-Gustafs	7	Road 245				
Gustafs-Mallingsbo	82	Road 246				
Mallingsbo-Storå	38	Road 240				
Storå-Gärphyttan/Örebro	58					
Gärphyttan-Snavlunde	42					
5. Snavlunda - Borås	254			Sverigeleden Green signs		
Snavlunda-Tived	37					
Tived-Horn	68					
Horn-Falköping	59	Road 193				
Falköping-Ulricehamn	52	Disused railway	Mainly asphalt	Local Route Signs		
Ulricehamn-Borås	38					
6.Borås - Fjärås Bräcka	65	Local roads		Västgötaleden Red signs		
7. Fjärås Bräcka - Helsingborg	160	First part bicycle path		Ginstleden Cykelspåret Blue signs		Coince with North Sea Cycle Route. Rather flat landscape
Fjärås Bräcka - Båstad						
Båstad - Helsingborg						

2.2. Overall route description

1. Karesuando - Haparanda

This northern part follows the route of "Sverigeleden" (green signs) through an isolated part of Lapland, along the Finnish border. There are some hills, many bird resorts and beautiful nature, but rather few shops and other services. In the village of Vittangi (900 inhab.) you will find some service and a church built in 1850. The village was established in 1674. Further on we follow the river Torneälven, which here marks the border to Finland. The village of Pajala lies beautifully on the riverside. Here iron mining has got its own museum.

Haparanda is the easternmost town of Sweden. Neighbouring Torneå on the Finnish side is older and was Swedish until 1809, when Sweden lost Finland to Russia. Haparanda was built to replace it. In these parts people often speak two languages: Swedish and Finnish.

2. Haparanda - Sundsvall

Next stage follows another signed route, "Cykelspåret" along the Baltic Sea (blue signs). The route runs as close to the sea as possible, but it also has to avoid the busy road E4. So when the route makes a detour into the country, we strongly recommend you to stick to that instead of taking a short cut along the E4. A little longer, maybe, but more to see, less stress and greater security!

From Haparanda you go back a little to Kukkola (famous rapids with traditional fishing), and then continue down to Kalix, where one of Sweden's few remaining "free" rivers (no power plants) reaches the sea, 450 kms from its source in the Kebnekaise mountains.

Further down south the landscape rolls on, past lakes and rivers, into forests and out again, sometimes with views of the sea, islands etc. Now and then quiet little villages with wooden houses appear, and bigger towns like Luleå and Piteå (both founded in 1621), and Skellefteå, where you cross the river on Sweden's oldest and longest wooden bridge.

Next in turn is the university town of Umeå, with excellent facilities for cyclists and the interesting museum area of "Gammlia", where in the ski museum you find the world's oldest ski (5 000 years). Örnsköldsvik is beautifully set right on a gulf of the Baltic, Härnösand lies astride over a passage between the mainland and an island. Sundsvall is your last town on the "Cykelspåret", and here you must not miss the "Stone Town" in the centre, magnificently rebuilt after a fire in 1888, and the "Kulturmagasinet", old harbour ware houses restored into a cultural centre with library, exhibitions - and a café!



Kulturmagasinet i Sundsvall. (Foto: Gun Högglund)

3. Sundsvall - Torsång

Back to "Sverigeleden" with the green signs and away from the coast! But water will not be missing, since the route passes many rivers and lakes. Bigger farms and mansions appear. This is the case in Hassela and Hedvigsfors Bruk. In Bjuråkers Kyrkby (church village) you also find a school museum and an inn.

In Bollnäs the route runs on a separate path between the wooden houses, passes the church from 1700, as well as a "hembygdsgård" and a hotel. The museum in Alfta kyrkby consists of up to 10 houses (Lökgården). The same further south in Svärdsjö.

We are now in the province of Dalarna, which boasts of rich traditional culture and handicraft. More mansion houses and bigger farms appear.

If for a change you would like to try canoo sailing, do stop in Mållångsta. And enjoy also the nature resort of Väckelberget.

Maybe you know of the idyllic art of Carl Larsson, the beloved Swedish painter? Do stop then at the village of Sundborn and the house where he lived, which is now a museum. There are also paintings by him in the church. At the southern tip of Lake Runn you find the village of Torsång.

4. Torsång - Snavlunda

The route now runs south-west and some interesting spots to stop at would be: Söderbärke (beautiful surroundings), Baggå bruk (mansion), Östra Silvberg (old silver mine), Stråssa (iron mining), Nora (idyllic small town), Riseberga kloster (ruins of a nuns' convent). Finally the church of Snavlunda.

5. Snavlunda - Borås

Sweden is a big country with many forest and lakes. The change now will be that there are not so many kms between the villages like more in the north and the endless row of spruce/coniferous trees is now and then broken by the appearance of oak or beech. From Falköping we have the possibility to cycle free of cars on a disused railway south to Ulricehamn and then further west to Borås. Most of the way the surface is good asphalt.

This part of the route takes you close to the Göta-kanal - the system of lakes and canals which makes it possible to sail straight through Sweden. This is also a popular route for cyclists.

Interesting places on this stage could be:

Sättra Bruk (beach at lake), Kung Ranes Hög, Garparöv (nature resort), Varnhems Klosterkyrka, Ekornavallen (reminds from Iron and Bronze age), Kvarnö Forsar (the same + nature resort), Erska Kyrka (hexagone shape with byzantine inspiration).

6. Borås - Fjärås Bräcka

The Cycle Route Västgötaleden follows minor roads via Viskafors, Seglora, Hyssna, Sätira and then goes north of lake Lygnern to Fjärås.

7. Fjärås Bräcka - Helsingborg

Having crosses Sweden we continue south along the westcoast south of Göteborg - Sweden's second biggest town, with good cycling facilities - along the west coast of the country. Follow the signed Ginstleden/Cykelspåret (blue signs) passing Kungsbacka and going down to Varberg. A charming coastal town. Visit the historic (14th - 16th centuries) fortress here! Then continue through Falkenberg and Halmstad to Båstad. There will be acces to good beaches here and also futher on. Now the route change name to Cykelspåret (only) and follow the beach to Ängelholm and then straight to Helsingborg. Ferry to Helsingør in Denmark.



2.4 Contacts and more information:

In Sweden there are two cyclists' organizations. The oldest is Cykelfrämjandet (www.cykelframjandet.se), founded in 1934. They have initiated, planned and signed the routes all along the Swedish coast, from the Norwegian border in the west up to the Finnish border in the east ("Cykelspåret", blue signs).

Gun Hägglund and Stella Fare Cykelfrämjandet. www.cykelframjandet.se

The other organization, Svenska Cykelsällskapet www.svenska-cykelsallskapet.se have planned and signed the interior route "Sverigeleden" (green signs). This organization has refused to cooperate with EuroVelo and to send us information material.

Bicycle Routes in Sweden. Cykelfrämjandet & Vägverket (National Road Administration). Presents briefly (also in English and German) all signed bicycle routes in Sweden.

Cykelspåret - your bike route along Sweden's east coast, from Ystad to Haparanda (235 kms). Gun Hägglund, Cykelfrämjandet. Maps 1:250 000 and text description.

(Separate English translation is available). Appendix with lodgings and tourist bureaus.

Turist & Cykelguide Sverige 1-3. Lars Brynolf, Svenska Cykelsällskapet. 1995-1996. Maps 1:400 000. Text only in Swedish.

Discover Sweden along Sverigeleden (leaflet). Svenska Cykelsällskapet.

Camping: info@scr.se

Youth hostels: info@stfturist.se & info@svif.se

Trains: Tel. + 46 8 762 44 57 www.sj.se

Tourism: www.sverigeturism.se

Roads and cycle routes: Vägverket: www.vv.se

Map with cycle routes of Skåne: www.vv.se/templates/page3wide_3720.aspx

Cycle routes on disused railways: www.cykelleder.nu

3. Denmark

3.1 General overview

Planning history:

The Danish Roads Directorate has established regulations for signing cycle routes, which conform to the signing standards for other traffic. The general symbol is a white bicycle on a blue background plus the number or name of that particular route. The various local and regional tracks, forest paths and public roads thus form route networks linked by signage.

You can recognise national routes by the national colours - white numbers on a red background. They are numbered from 1 to 15. The regional routes are white on a blue background with numbers from 16 to 99. Then local routes are signet with numbers from 100 to 999 or just names.

Since its invention a century ago, the bicycle has been an essential form of transport in Denmark. When cars began to dominate in the 1950s, paved cycle tracks were established alongside the roads with the heaviest traffic. Today more than a quarter of the main roads are thus provided with asphalt cycle tracks. On smaller roads, however, cars and cyclists often had to share the carriageway.

In 1993 a network of 3,500 km of signed national cycle routes were opened. These form a network with regional routes and tracks along the main roads, linking regions, towns, tourist attractions and areas of natural beauty. All in all there are now approximately 12,000 km of signed cycle routes, a real red carpet for the holiday cyclist!

Services:

Accommodation: The *Hotels in Denmark* guide is available at tourist offices. www.danskehoteller.dk
www.dansk-kroferie.dk. B&B or Rooms signs are now quite common www.bbdk.dk

Youth Hostels in Denmark are very comfortable and family rooms are available (rooms must be booked in advance between June 1st and September 1st). The list of youth hostels *Vandrerhjem i Danmark* is free from Danhostel (English section). www.danhostel.dk

Campsites welcome cyclists, some even have a special area for non-motorists and several sites also let out cabins. *Camping Danmark* published by Campingrådet provides information on more than 500 campsites (English section). www.camping.dk

A network of cheap, basic tent sites has recently been established ranging from free to 15 DKK a night. These are described in *Overnatning i det fri. Teltpladser og naturlejrpladser*, issued by Friluftsrådet and published by De Frie Fugle with an English summary. www.teltpladser.dk

Transporting your bicycle: You can take your bike on all trains, but on certain fast trains you have to reserve a space in advance. The bicycle discount card, from any station, can be used on all lines. For more information, consult the timetable and the leaflet *Bikes and Trains in Denmark*, from all stations. Limited numbers of bikes can be taken on regional coaches outside the greater Copenhagen area and on a number of long-distance coaches as well. Bikes are allowed on all ferries. www.rejseplanen.dk
Ferries: Bogø - Stubbekøbing (only summerseason. Tel + 45 30 53 24 28). Gedser - Rostock: www.scanlines.dk

Weather: www.dmi.dk

Tourism: www.visitdenmark.dk

Countryside access

In Denmark cycling is allowed on roads and paths in public forests day and night and in private forests over 5 hectares between 7 a.m. and sundown, only on surfaced roads and paths. Cycling in the country is allowed on roads and surfaced paths unless prohibited by a sign.

Camping is allowed only at official campsites and tent sites. Unlike Sweden and Norway, in Denmark the public do not have the right to camp anywhere in the open. In woods and in open country you must not camp close to inhabited houses. Fires are only allowed in designated areas.

Other Traffic Regulations

Keep to the **RIGHT** on all roads and paths. Most tracks along roads are one way. To make a left turn at crossroads you **MUST** stay on the right until after the right turning, then cross the road you are on, at right angles.

Language and shopping hours

The national language is Danish, but English is widely spoken especially among younger people. Shopping hours vary from town to town but are typically from 9 am to 5 pm (Saturdays only until 1 pm). Most shops are closed on Sundays. New laws have extended opening hours in many towns. Petrol stations, kiosks and shops at campsites sell a limited range of goods seven days a week. Banks are open weekdays approx. 9.30 am until 4 pm.

3.2 Route description

Helsingør - Gedser 300 km

The route from Helsingør to Gedser, is an international link between the Scandinavian countries and Europe but the landscape of Sealand and Falster, with its winding roads, manor houses and farmland, is typically Danish. Nearly all the way it is signed as national cycle route number 9.



1. Helsingør (Elsinore) - København (Copenhagen) 45 km

The northern part of the route is a built-up area extending almost all the way from Helsingør to Copenhagen. For a while you follow the *Kystbanestien (coastal railway path)*, which runs inland by the railway tracks, but there are views across Øresund to the island of Ven, to Glumsløvs Backar and Barsebäck nuclear power station in Sweden (now decided to close down fortunately). At Humlebæk, the largest museum of modern art in the country, Louisiana, are definitely worth a visit.

Copenhagen is "probably" the best cycle city in the world! Many of the main streets have cycle-tracks and most Copenhageners use them. The centre, excellent for pedestrians, still lacks cycle provision, but there are excellent excursion paths such as the Vigerslev path, which links with national route 9 on *Vestvoldstien (western rampart path)*.

You can also take your bicycle on the S-toget (*commuter train*) off-peak on weekdays and all weekend, to escape from the city.

2. København - Køge 70 km

Southwest of Copenhagen you pass the man-made paradises of Vestamager (the "lungs" of the capital), Hersted Høje hill and Strandparken (*Beach Park*). Here you have another interesting museum for modern art, Arken (built to illustrate a stranded ship). Køge is a very nice provincial town with old grossery houses and big "plaza".

3. Køge - Præstø 67 km

The most beautiful part of the route is south of Køge, a corner of Sealand just made for cycling, dotted with villages, copses and manor houses. The route follows more or less the coast with the limestone cliffs. Don't miss the old church in Højer - half of it has already fallen into the sea. In the southernmost part of Sealand the route takes you to Præstø - another nice provincial town.

4. Præstø - Stege - Stubbekøbing 53 km

From Præstø to Kalvehave the route follows small asphalted roads (shared with cars) in a zikzak manor. Take care of the signs. At Sandvig we reach the beach again and in Kalvehave we cross on to the island of Møn by a bridge. Møn is a lovely place to stay and to make trips by bike. So if you have time consider an excursion out to the famous limestone cliff, Møns Klint.

After visiting the capital of the island, Stege with old tower and gate, you follow minor road through a lighthilly landscape south on. Via an embarkment you get to a smaller island, Bogø. Here you can visit the inn or the galleri in the old windmill before you take the small ferry to Stubbekøbing.



5. Stubbekøbing - Gedser 65 km

From Stubbekøbing you continue along the harbour and then through some of the loveliest and most typically Danish scenery imaginable from Næsgård to Korselitse Manor. You cycle close to the beach where beech and oak trees lean menacingly over the water as they did in the stone age. The tree roots are laid bare towards the coast, giving the impression that the trees have grown legs and are about to march into the sea.



In Hesnæs you can see the traditional houses completely "wrapped" in straw. South of Hesnæs there is an excellent beach and a little further on the refreshments at Pomlenakke Traktørsted restaurant and café may tempt you to take a break. Before leaving the coast for Korselitse it's worth going on to Generalens Lysthus (*the general's pleasure house*) which looks like a trim little railway station with a thatched roof.

Just a few beet fields and you are in Nykøbing Falster, the island's capital. After passing the abbey you head straight for Gedser Fyr (*lighthouse*). The final kilometres are flat.

3.3 Technical facts

Overview scheme for EV 7 in Denmark

Stretch	Km	Type of Road	Surface	Signing + -	Service	Remarks
1. Helsingør - København	45	Mainly separate cycle path. Last part cycletracks along roads.	Asphalt	Nat. 9 Into Copenhagen not signed pt just straight on cycle tracks.	All kind all the way	
2. København - Køge	70	Paths through green areas then municipal roads	Gravel/Asphalt	Nat. 6 out of town then 9 again	Passing Copenhagen youth Hostel	
3. Køge - Præstø	67	municipal roads	Asphalt	Nat. 9	Shop "vejs ende" (roads end) south of Køge, next in Rødvig and Præstø	
4. Præstø - Stege - Stubbekøbing	53	municipal roads	Asphalt	Nat. 9		

5. Stubbekøbing - Gedser	65	Forrest roads/ municipal roads	Asphalt	Nat. 9	Few facilities between Stubbekøbing and Marielyst	
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3.4 Further information - maps and guides

Maps and Books

All counties issue cycle route maps. They contain detailed information on accommodation and points of interest. Where not otherwise indicated the maps are on a scale of 1:100,000. All maps have a key in English.

CykelGuide 2004. Vejdirektoratet & Amterne i Danmark. www.trafikken.dk (English version).

Berlin - Copenhagen. Bielefelder Verlag. www.bva-bielefeld.de

Sealand and Lolland-Falster

Cykelruter i Frederiksborg Amt (Free map 1:100,000), **Cykelruter i Roskilde Amt** (a plastic folder including route descriptions and detailed maps 1:50,000, 50 DKK, English edition available). The city of Copenhagen often revises its cycle track map **På cykel i København** on a scale of 1:20,000. The map is also available in English and is free.

Cykelruter i Storstrøms Amt. 70 DKK. Incl. tour descriptions. 2003.

Lolland-Falster på cykel. Booklet. 30 DKK. 2004. Danish and german language.

3.5 Contacts

Overview scheme for EV 7 in Denmark

Stretch	Km	Authority	Contact person	Adress		
1. Helsingør - København	45	County of Frederiksborg	Peter Fabricius	Pf@fa.dk		
2. København - Køge	70	Municipality of Copenhagen County of Copenhagen County of Roskilde	Niels Jensen Henriette Voigt Charlotte Helsted	nijen@btf.kk.dk henvoi@tekniskforvaltning.kbh.amt.dk TFNCH@ra.dk	43 22 27 51 46 30 36 93	
3. Køge - Præstø	67	County of Roskilde County of Storstrøms	Charlotte Helsted Ove Knudsen	TFNCH@ra.dk Ovk@vej.stam.dk		54 84 49 20
4. Præstø -	53	County of	Ove			

Stege - Stubbekøbing		Storstrøms	Knudsen			
5. Stubbekøbing - Gedser	65	County of Storstrøms	Ove Knudsen			
2.-5. Copenhagen - Berlin (tourism)	255	Østdansk Turisme	Søren Sørensen		www.visiteastdenmark.com	
1.-5		Danish Cyclists Federation	Jens E. Pedersen	Jep@dcf.dk	www.dcf.dk	



4. Germany

4.1 General overview

Germany has about 200 long distance cycle routes, totally about 40.000 km. All routes are described in the book "Radfernwege in Deutschland" - and shown on a overview map - produced by the German cyclists organisation, ADFC.

A new, completely revised map, sponsored by the Ministry of Transportation, is soon to be published. Please write to wolfgang.richter@adfc.de to get a copy.

The federal authorities have not defined a national network of cycle routes as so, but ADFC together with the national tourist board, Deutscher Tourismusverband, DTV has now defined a national network. In addition ADFC and Deutsche Zentrale für Tourismus (DZT) together have made a catalogue, "Deutschland per Rad entdecken" with the best routes "die schönsten Routen auf einen Blick". Next of the two-years editions will be published in March 2005.

Signing:

Like the route-planning, signing has mainly been decided in the provinces (Die Bundesländer), but the most general way of signing is green on white and is now widely used and also on the EV 7. From Rostock to Berlin it is supplied with a special logo for the Berlin - Copenhagen Route. The Elbe Radweg also has a logo - a blue wave with an "e".



Services:

Bikes on trains etc.

Bikes can be taken with you in most trains and there is a common price system. About 60% of long distance trains (getting worse) take bikes and you can reserve space in advance. No transportation in ICE trains. More information: "Radfahrer-Hotline": (00 49) 1805 15 14 15 and the leaflet "Bahn & Bike" available at all stations.

Ferries: Gedser - Rostock: www.Scandlines.dk

Accommodation:

In towns - also the small ones - you find hotels and inns ("Gasthof" or "Pension"). Germany has a similar system of "Cyclists friendly hotels, "Fahrradfreundliche Gastronomie" like Austria. However not seen so much on this route. But rising: meanwhile, 4150 B&B-accomodation in Germany. A leaflet/book "Bett & Bike Deutschland" by ADFC gives an overview; every accommodation is mentioned in the ADFC-Maps 1:150.000 Direct booking by www.bettundbike.de

Another possibility from ADFC is "ADFC-Dachgeber" with more than 13.500 overnight possibilities for cyclists in "cyclists homes". If you offer accommodation yourself, you can stay at other members.

Youth hostels: Booking for most of the youth hostels is possible via internet: www.jugendherberge.de or email service@djh.de; phone: + 49 5231 7401 0

Finally you find camping grounds everywhere.

Tourism: Mecklenburg: www.tmv.de or www.auf-nach-mv.de in English and German. Brandenburg: www.tmb-brandenburg.de Germany: www.germany-tourism.de/
Elbe Radweg: info@sax-ch.de

4.2 Route description

1. Rostock - Güstrow

The ferry from Gedser, Denmark passes Warnemünde, but doesn't go all the way to city center of Rostock. There will be 8-9 km to cycle. Follow the signs (some were missing just outside the harbour area June 2003) and use the Bielefelder guide maps.

Possible: take the train to Rostock main station, railway station just nearby the ferry, it takes bikes. Rostock - also called Hansestadt Rostock - has been the most important town in the area for more than 800 years. Note the beautiful house ends/gables and the old storehouses, 3 big churches and the partly still existing wall around the old township.



The route passes near the main railway station and continues on a track along southern ring road until it reach an appropriate minor road to go south through small villages like Gross Stove. Note outside Huckstorft the new ecological settlement and between Benitz and Schwaan a very fine new separate path with asphalt and special rest- and viewpoint. Güstrow has a nice central square near the church (Gothic Dome from 1226) with cafés. Don't miss the castle (renascence build by Duke Ulrich 1558) - today art museum.



2.1 Güstrow-Krakow am See

Next stage goes through small forests and along lakes unto the idyllic Krakow am See lying at the shore of a bigger lake system. Very good and cheap hotel at Blechernkrug on the route in northern part of town.

2.2 Krakow am See - Waren

Round the lake system and further south through forests. You pass the biggest beech tree in Mecklenburg (8 m in circumference) and several restaurants and hotels. At Waren we reach the biggest in lake of Germany, Müritz.

2.3 Waren - Neustrelitz

Now into the open countryside north of Müritz National Park - info point at the route. Ankershagen is a nice village with small museum for Heinrich Schliemann, who was known as archaeologist for his findings in Troja and Mykene. Note the Troja Horse at the playing ground. Further on follow lake system into Neustrelitz or make a shortcut south through Wesenberg with the 600 years old lime tree in front of the gothic church Marienkirche. Inside a story of a chain made by the devil.

3.1 Neustrelitz - Dannenwalde

The landscape continues in blue and green colours with lakes and forests. This part especially has good views to lakes, like in the sanatorium town Neuglobsow. Another small and nice place is Himmelpfort (gateway to heaven!) between 4 lakes with 700 years old convent.

3.2 Dannenwalde - Oranienburg

Near Dannenwalde you find the impressive castle Rheinsberg by the lake. Continue along lake Wentowsee and further among more lakes along river Havel down to Zehdenick with historic town centre. Note that these last 6-7 km runs on a special Fahrradstrasse (cycle road) through the forest etc. A new asphalt road where only few cars are allowed.

3.3 Oranienburg - Berlin

In Lehnitz the route crosses back to the eastern side of the canal and into the forests of Brandenburg with nature resort Stolper Heide. Another crossing of the Oden Havel Kanal in Henningsdorf - nice town with a beautiful pedestrian street. Further south the route still follows the water, but a little north of Spandau the signing disappears and if you haven't a map of Berlin, it can be difficult to find your way. Then take the train (metro) from Spandau or from Nieder Neuendorf, where you can see an exhibition with a tower from the Berlin Wall. By train go to Friederichstrasse close to Brandenburger Thor.

In Berlin there is a lot to see and you find good cyclists facilities with paths, tracks and signing.

3.4. Berlin - Potsdam - Brück - Klein Marzehns - Wittenberg

As far as you find the signs it is possible to follow the cycle route R1 from the centre of Berlin to Potsdam. Mainly through build up areas, but also several parks and a bit of open landscape and along lakes. If you prefer, it's very easy to take your bike on a train to Potsdam. This is a very beautiful green town. Take a cycle trip in Park Sanssouci (means without sorrows) and look at the impressive castles, Sanssouci and Neues Palais.

Continue south on R1 in a flat landscape to Brück. Afterwards - still on R 1 - it goes up through Fläming mountains to Belzig and Klein Marzehns and down to Luther-town Wittenberg at the Elbe river, the town, where Luther founded the protestant religion. Cycling in this desert countryside remind you that it belonged to the former East Germany.

3.5. Wittenberg - Torgau - Riesa - Dresden

Now the route becomes more easy since it follows the Elbe river - though against the stream. Lutherstadt Wittenberg has the Martin-Luther high school in a building of very special Bauhaus architecture among other buildings in this stile. Leave the town and get out in the countryside along the gentle slopes of the river and passing Düben Heath nature reserve. Around Riesa we pass nice wine fields (the smallest wine area of Germany) with idyllic villages and then reach Dresden, which is called "Florence on the Elbe". Many restored historical buildings can be admired, like Semper Opera house, Zwinger Palace, Church of Our Lady.



3.6. Dresden - Czech Republic

Last part before the border to Czech Republic gets even more beautiful and hilly with nearly dramatic landscape, when we are looking forward to meet next country.

4.3 Technical facts

Overview scheme for EV 7 in Germany

Stretch	Km	Type of Road	Surface	Signing + -	Service	Remarks
1. Rostock - Güstrow	66	Paths and tracks along roads and small shared roads	Asphalt. Some small parts gravel	Berlin-Copenhagen logo	Castle in Güstrow	
2. Güstrow - Neustrelitz	157	Paths and tracks along roads and small shared roads	Parts with gravel	Berlin-Copenhagen logo	Nice accommodation Müritz Nat. Park	
2.1 Güstrow-Krakow am See	30					
2.2 Krakow am See - Waren	69					
2.3 Waren - Neustrelitz	58					
3. Neustrelitz - Berlin	156	Paths and tracks along roads and small shared roads + Fahrradstrassen	Parts with gravel	Berlin-Copenhagen logo		
3.1 Neustrelitz - Dannenvalde	70					
3.2 Dannenvalde - Oranienburg	56					
3.3 Oranienburg - Berlin	30					

4. Berlin - Lutherstadt Wittenberg	135			R 1		
4.1 Berlin - Potsdam	30					
4.2 Potsdam - Brück	40					
4.3 Brück - Klein Marzehns	35					
4.4 Klein Marzehns - Wittenberg	30					Bicycle Museum Werder near Potsdam
5. Wittenberg - Dresden	170			Elbe Radweg		
5.1 Wittenberg - Torgau	60					
5.2 Torgau - Riesa	50					
5.3 Riesa - Dresden	60					
6. Dresden - Czech Rep.	60			Elbe Radweg		

4.4 Further information - maps and guides

Germany is systematically covered by ADFC's Radtourenkarten 1:150.000. www.adfc.de Following are relevant for this route: 3. Ostsee küste, 8. Havelland, 9. Brandenburg.

These and almost all cycle maps are from Bielefelder Verlag, BVA, tel. + 49 521 59 55 40. www.bva-bielefeld.de E-mail: bestellung@bva-bielefeld.de

Bikeline books from Esterbauer in Austria tel. + 43 222 332 06 85 also have many guides and maps for Germany.

Radweg Berlin - Kopenhagen. Radwanderkarte 1:75.000. Bielefelder Verlag. www.bva-bielefeld.de
Cykelruten København - Berlin. Booklet. Turisme region syd.

www.bike-berlin-copenhagen.com

Potsdam per pedales: www.potsdam-per-pedales.de

Elbe Radweg. Bikeline. Map 1:75.000. Esterbauer Verlag.

www.elberadweg.de

4.5 Contacts

Cyclists organisation ADFC tel. + 49 421 346 29 0. kontakt@adfc.de www.adfc.de Horst Hahn-Klößner.

ADFC Schleswig - Holstein: Andrea Schulte: andreaschulte@yahoo.de

Bielefelder Verlag, BVA: tel. + 49 521 59 55 40. www.bva-bielefeld.de Thomas Froitzheim.



5. Czech Republic

5.1 General overview

Climate: Continental with hot and long summer and cold winter.

Landscape: Varied with mountains, rivers, valleys, forests. No coast, but possibilities to swim in many open air pools, rivers and lakes.

Accommodation: Many camping grounds (often with huts and bungalows) and small hotels/pensions. In bigger towns all kinds of hotels. The 30 youth hostels will in summertime be extended with student rooms etc. Price level outside Prag much lower than other countries on this route.

Bikes on trains etc.: Possible with most trains. You can send let your bike to be transported by the rail personnel (the bike will be stored in a special compartment and you can go yourself in the same train) or you can put your bike to the compartment yourself (lower price) and travel in another compartment. If you let the rail assistants to transport your bike, you have to fill in forms identifying the type, colour and registration number of the bike, its special equipment. You need to be at the station at least an hour before your departure. In some cases the trains are equipped for hanging your bicycle in the same compartment as you will be travelling or to fix it in special stands on the floor. The Metro in Prague does take bikes outside rush hours. Bike with busses: no determinate system, just some pilot schemes for leisure time cycling exist (in some regions it is possible to load the bikes into bicycle boxes hung on the back of the bus).

Railway service: www.cdrail.cz

National cycle routes and signing: 80 routes signed as so:



Black-yellow signs. Before signing was done by the Czech Tourists Club only for the stretches through forests and fields (recreational cycle paths with orientation signs), but now the cycling network is much broader and offers connections also for daily cycling, so the cycling infrastructure is ensured and maintained by the road authorities. The cycle route network is dense today and offers about 19.000 km of signed cycle routes in total (commuting and leisure time altogether, many stretches serve for both purposes).

Regional Development Agency for Central Moravia (RDA) has played a leading role in developing pilot regional cycle routes in Central Moravia and upon the first regional projects the national cycle network was conceived by the CDV (Czech Transport Research Centre which preped the National Cycling Strategy).

Other important actors contributed to the development of cycling projects in the Czech Republic, to mention some of them I would like to highlight the Foundation Partnership, Greenways/Zelene stezky, regional and local governments of the Czech Republic etc.

5.2 Route description

1. Bad Schandau - Decin

The route continues along the river Elbe (in Czech Rep. Labe) on the west side. The town Dolni Zleb is the lowest place in the country (ca 300 m above sea level). The river Labe has cut itself through a dramatic landscape of sandstones with the largest sandstone gate in Europe: Pravcická Gate - a landmark for the national park, Bohemian Switzerland National Park. Reaching Decin you find a beautiful castle and the Pastyrská Rock with an elevator inside.



2. Decin - Ústí Nad Labem

In Decin the route switched to the other (eastern) side of the river. Passing villages like Téchlovice and Svadov and continues up to Velké Brezno (castle) and Ústí Nad Labem cutting it's way through the sandstone mountains and basalt rocks and former submarine volcanoes.

3. Ústí Nad Labem - Melnik

Still we follow the Labe river through the Central Bohemian Highlands with views to many castles, like in Pansig Litomerice and Roudnice. Melnik is an old wine town with traditional cosy wine bars, wine Museum and wine fields around the town. The central old township lies high over the merging rivers Labe and Vltava. Inside you find characteristic arcades and a renaissance castle and a gothic cathedral.



North and east of Melnik you find a good area for cycling with hills and forests - called "The Czech Paradise".

4. Melnik - Praha

Now we change to follow another river - The Moldau/Vltava and a cycle route with the same name, but also still signed as Nat. Route 2. Passing Kralupy and Roztoky and going on to the capital. Praha is a big experience and you probably have to stay here some days at least to have time enough to walk in the sunset on the Karluv bridge. But take care while cycling in Praha. There are too many cars and too few cycle tracks.

5. Praha - Tábor - Lom

First a bit east inside Praha and then south to Pruhonice, Tilove u Prahy to cross the river Sazava just before Tynec nad Sazavou. Here we follow a part of the Greenway made by the organisation Zelené Stezky between Praha and Vienna (440 km) initiated by Czech-American association Greenways. The route avoids roads with cars and leads to the most attractive places. The landscapes of southern Bohemia between the cultural towns is green and varied with hills up to 5-600 m above sea level. Before Tábor we pass the towns of Kosova Hova, Libenice and Vlasenice.



6. Lom - Ceske Budejovice - Border of Austria

Next stage goes to one of several famous beer-towns in Czech Rep. Where the beer was invented more or less before the bicycle. Names like Plzen (Pilsen) and České Budejovice (Budweise) indicate this. We

pass Lom, Zelec, Dolni Bukovske, Lisnice, Hluboka nad Vltavou and Hrdejovice before Ceske Budejovice.

And the last small stage in Czech Rep. continues through green hills, forests and near some lakes and rivers passing the towns Doudleby, Rimov, Kladiny, Smrhov, Kaplice, Rychnov nad Malsi and Dolni Dvoriste, which is the last town before the border. The route do also pass the town Cesky Krumlov, which is a very interesting middle age town - a place worth staying one night or two.

5.3 Technical facts

Overview scheme for EV 7 in Czech Rep.

Stretch	Km	Type of Road	Surface	Signing + -	Service	Remarks
1. Bad Schandau - Decin	15	Paths along river and small roads	Asphalt	Elbe Radweg CZ national route 2		Labe = Elbe
2. Decin - Usti Nad Labem	25	Paths along river 6 km and small roads	Asphalt	Elbe Radweg Labska Stezka CZ national route 2		
3. Usti Nad Labem – Melnik	60	Paths along river 12 km and small roads	Asphalt	Elbe Radweg Labska Stezka CZ national route 2		
4. Melnik - Praha	35	small roads	Asphalt	Moldau Cycle Route CZ nat. route 2		
5. Praha – Tábor - Lom	114	small roads	Asphalt	Prague-Vienna Greenway CZ Nat. route 11		Route goes to Lom 13 km south of Tábor
6. Lom - Ceske Budejovice - Border to Austria	117	Paths along river 20 km and small roads	Asphalt	CZ Nat. route 12		

5.4 Futher information - maps and guides

Maps 1:50.000 for all areas available in shops and very cheap to buy. The signed cycle routes are shown on these maps.

Elbe-Radweg, Prague-Melnik-Dresden. 1:100.000. Bikeline. Esterbauer Verlag.
Cycling free and easy. SHOCart. Made for Czech Tourist Authority.

Greenways/Zelené Stezky, Matulkova 21, CZ-612 00 Brno. Tel. + 420 541 21 86 37. E-mail: greenways@ecn.cz www.ecn.cz/org/greenways

National Cycle routes: www.cdv.cz go to "Cyklistická doprava" (cycling transport) and then "B. Cyklistické trasy CR" (national cycle routes). For the strategy see "Národní cyklostrategie" on the website of CDV and its specific website: www.cyklostrategie.cz

Euro Cart 1:300.000: Repubblica Ceca. Studio F.M.B. Bologna.

Czech Tourists Club: Klub Českých Turistů. Tourism: www.visitczech.cz

Skocart (cykelkort). Tel. + 420 23 70 852. E-mail: shocart@ms.anet.cz

Mike Special Bike Tours tlf + 420 206 622111. Fax + 420 2 310576 (3 rundture a 490-600 km fra Prag og Brno).

Czech & Slovak Traffik Club Tlf./fax + 420 5 539 646.

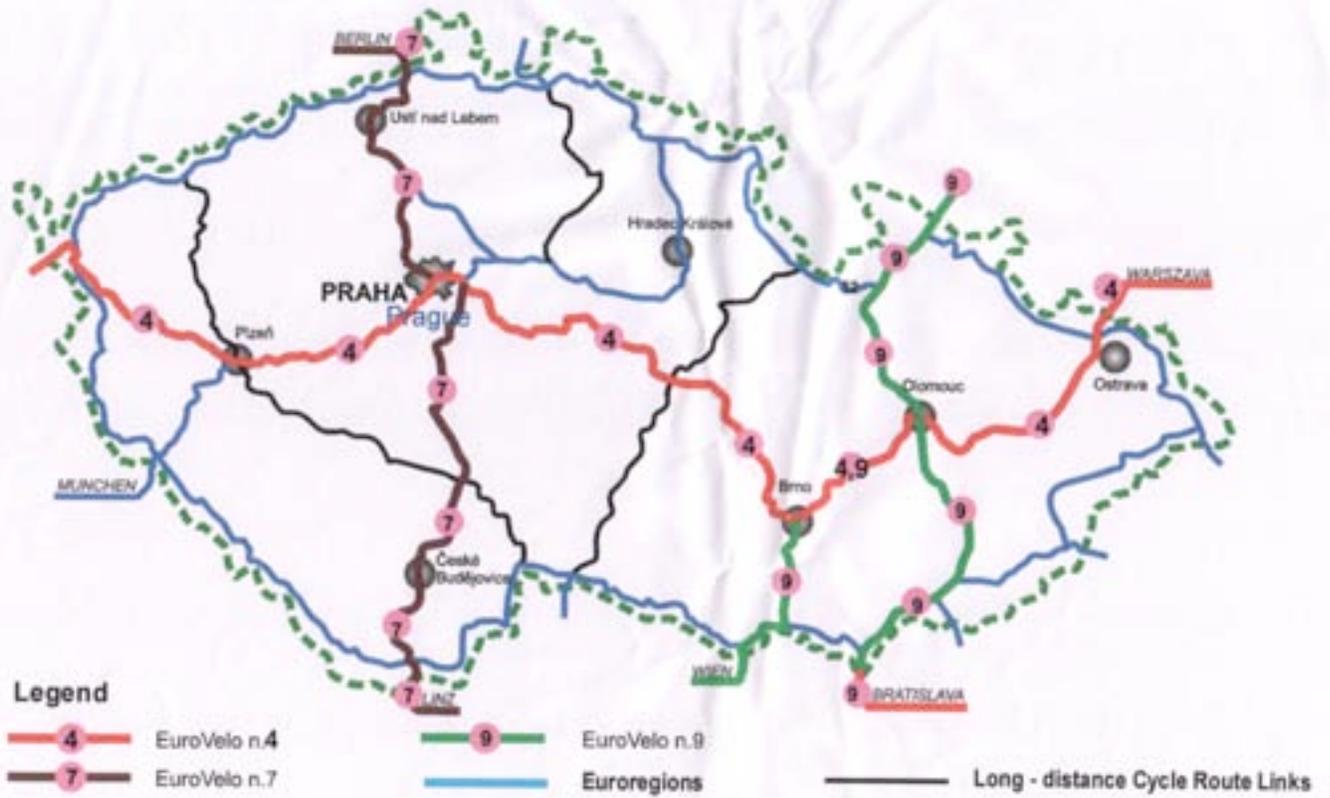
5.5 Contacts

Radka Pliskova: pliskova@cdv.cz and Jaroslav Martinek: martinek@cdv.cz

Centrum dopravního výzkumu (CDV), Krapkova 3, 772 000 Olomouc. Tel. + 420-58 541 66 18



Main Long-distance Cycle Route Network in the Czech Republic with the EuroVelo Itineraries



6. Austria

6.1 General overview

Climate: Nice summer for cycling, even September very good. Note that the weather can change from one valley to another.

Landscape: Many hills, mountains and beautiful green valleys. No coast, but possibilities to swim in many open air pools, rivers and lakes.

Accommodation: Many camping grounds, tent sites and small hotels/pensions. In bigger towns all kind of hotels. Special concept with "Fahrradfreundliches hotel" (cyclist friendly hotels) shown on green flags etc. Some of the criteria are:

- possible to stay only one night
- safe bike parking outside and inside
- information available about cycle routes etc.
- tools available to repair bikes
- good cyclists food, especially breakfast

Also B&B and even restaurants use this concept though with slightly different criteria.

Bikes on trains etc.: Possible with most trains and railways often follow the rivers like the cycle routes do. Extra price on intercity trains. Sometimes you have to reserve space in advance. Look in the timetables and at the stations. You can rent a bicycle at 130 railway stations and deliver it at another station.

National cycle routes and signing:

There is no national concept for signing. Things have grown up from the bottom with Donau Radweg as a locomotive. There are about 30 signed routes of total 4000 km. Mainly signed with white on green, but some new signs use green on white, because this is supposed to be more visible.

Environmental awareness

Hohe Tauern is the biggest national park in Central Europe and the initiative to conserve nature started all ready in 1971. For example building of skilifts has stopped and a priority for rambling and cycle tourism has come instead. Private cardriving are limited in the smaller side valleys, like Blumautal Golling - now a true cyclists paradise.

6.2 Route description

1. Czech border - Linz

Dolní Dvůr was the last town in Czech Rep. before the border. After Dolní Dvůr crossing the border and following the signed "Grenzland-Radweg" by passing lovely rural villages along the Austrian-Czech border via Reichenthal (lovely mill museum) and Schenkenfelden with the highest altitude between the border and Linz (800m). Afterwards rolling down most of the part with a great panorama-view on the hilly world of the Mühlviertel the Gusental-Radweg (R26) is joining Reichenau with the Danube-Cycling-Route via Gallneukirchen and St. Georgen along the lovely river Gusen. After 10 km pedalling up the river (Donau Radweg) arriving at Linz (240 m). This is a big town with all kind of accommodation from youthhostels/houses to 5 stars hotels and many bike shops. Besides beautiful house gables and trams to get around.



2. Linz (260 m above sea) - Passau (313 m above sea) Donauradweg

It's not so pleasant to cycle in the town of Linz, but down along Donau everybody cycles. We go upstream to Passau, but it's very plain - don't worry for this stretch! And most of the route is totally free from cars. You can even jump on a riverboat up the stream if you prefer.

Follow the route south of the river, passing the marvellous rococo-abbey of Wilhering. This is a small shared road, but then afterwards it's carfree to Aschach. Further to Obermühl (north side - ferry) and the beautiful place at Schlögen where Donau turns 180 degrees in a special meander. From here cross to north side (carfree) or stay south on shared road. Rest of

the way there are always two possibilities, but use one of the excellent map-guides to make your choice and to get more information.

3. Passau (313 m above sea) - Salzburg (425 m above sea) Tauernradweg

Next stage also goes upstream, but still not so much up that it's worth worrying about. We follow the river Inn on the eastern side through Schärding, Stift Reichersberg and Braunau and Laufen. Then another river Salzach (Salt River) comes in and we continue east of it to Burghausen, St. Georgen and Oberndorf to Salzburg.

Salzburg is also a nice town with all kind of accommodation and other services. Mozart was born here in the charming street Getreidegasse (1756). In the very centre you find tourist information near the cycle bridge Mozartsteg and if you look up, you will see the castle Hohensalzburg high above the town.



4. Salzburg (425 m above sea) - Zell am See - Krimml (1076 m above sea) Tauernradweg

The route has been easy until now, but it's time to change this! As shown in headline there will be a net climb of 651 m and in between there are some ups and downs. The landscape is incredible with green valley with cows and high above the mountains covered with snow. Some times the route has to follow small roads up the hill side to get around a farm, other times it goes easier along the river.

The national park Hohe Tauern is the biggest national park in Europe and the name (high towers) comes from the high mountains with snow caps which suddenly stands there in the narrow valley.

The Tauernradweg has two legs from Salzburg. One goes into Germany (at Bad Reichenhall). However we choose other, the Austrian way and continues through Hallein. Here in front of the small townhall you find a very interesting hotel - if still open - Löwenbräu. The building taste of ghosts and old brewery and with its meter tick walls does go back to 15. Century. Near Bischofshofen and Werfen and St. Johan there are several exiting nature fenomenos to see the caves and waterfalls inside the rocks etc. Also just before Taxenbach there is a 100 m waterfall at Kitzlochklamm, while in Uttendorf everything is more quite. Especially in the village after, Stuhlfelden, where you can see the castle Lichtenau and eat and sleep in the farm Schwaigerlehen, which is also from the 16. Century. Finally in great landscape of green valleys between high mountains to Neukirchen and up to Krimml. If the last part is too hard, take the train up there.

5. Krimml - Border to Italy

Continue west down to Gerlos and further along the river to Zell am Ziller. From here two alternatives:

- A. Down road 169 through Aschau, Uderms to Strass. Then west nearly to Innsbruck and south to Steinach and Brenner Pass.
- B. Mayrhofen - Donauberg-Ginzling - along lake - paths up to a pass at Zillertaler Alpen and down to Sterzing/Vipiteno.

6.3 Technical facts

Overview scheme for EV 7 in Austria

Stretch	Km	Type of Road	Surface	Signing + -	Service	Remarks
1. Czech border - Linz	50	Minor roads	Asphalt	Grenzlandradweg (Wulowitz – Schenkenfelden), Gusentalradweg (Reichenau – St. Georgen/Gusen)		
2. Linz - Passau	98	Mainly separate cycle path	Asphalt	Donauradweg		
3. Passau - Salzburg	150	Mainly separate cycle path	Mainly Asphalt	Tauernradweg		

4. Salzburg - Zell am See - Krimml	175	Mainly separate cycle path	Mainly Asphalt	Tauernradweg		
5. Krimml - Border to Italy	A: ca. 100 ? B: ca. 50 ?	?	?	?		



6.4 Further information - maps and guides

"Radtouren in Österreich"

Bikeline: Tauern Radweg, Tauern-Salzburg-Passau. Map 1:60.000.

Bikeline: Danube Bike trail. Follow the famous bike route along the Austria Danube. Map 1:50.000.

Schubert & Franzke: Donau Radweg 1:100.000 map. English edition.

Schubert & Franzke : Tauernradweg. Der salzach und Saalach entlang. Map 1:100.000.

www.radfahren.at

Cyklistorg. Argus: + 43 1 505 84 35

Train information: Österreichische Bundesbahnen, www.oebb.at, 051717 – 2 (national and international trains), - 3 (busses), 4 (regional trains);

Oberösterreich Touristik, Freistädter Straße 119, A-4041 Linz, Telefon: +43 (0)732 / 72 77 - 200

Fax: +43 (0) 732 / 72 77 - 220

e-Mail: info@touristik.at

Donau Touristik: + 43 738 37 85 77. Linz Tourist office: + 43 732 2393 - 1773

Cykeltourism: www.tcs.co.at/radtour

Salzburg Land Tourismus. www.Salzburg.com/salzbürgerland

www.radtouren.at

Manfred Traummüller: Danube, Inn and salzach. Tips for Cyclists. Landesverlag.

Ernst Miglbauer, Grenzland-Radweg – Radwanderbuch, Landesverlag, 1993;

6.5 Contacts

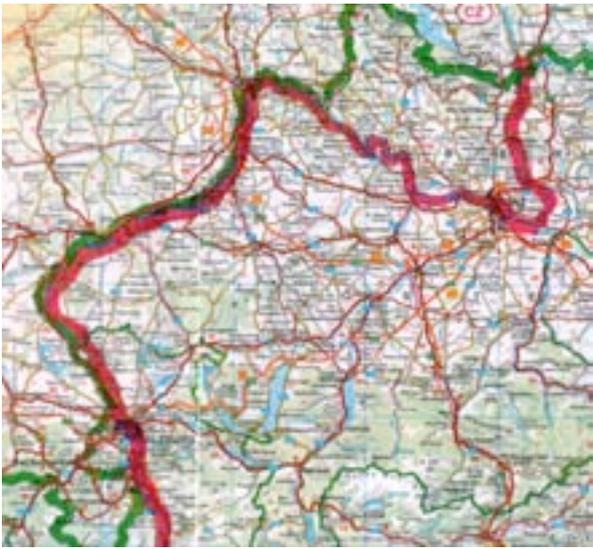
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Argus, Frankenberggasse 11, A-1040 Wien. Att. Evi Doppel + 43 1 505 84 35

Amt der Tiroler Landesregierung, Günther Zimmermann. Tel + 43 512 50 84 605. G.zimmermann@tirol.gv.at



7. EuroVelo 7 in Italy

7.1 General overview

Climate: very nice and hot in summer in south.

Landscape: Big variation from high mountains in north to other mountains more south and further on to beaches and plains etc.

Accommodation: In towns a lot of hotels of all kinds. In Riccione some hotels offer luggage transport: Riccione Bike Hotels fax + 39 0541 642004, E-mail: bikehotels@riccionehotels.net

You also find accommodation on many farms - look for signs "Agriturismo" and ask tourist offices.

Besides many camping grounds along the sea.

The cyclists organisation offers a list of members, who like visits of foreign cyclists: FIAB att. Michele Mutterle, tel. + 39 0444 912762, E-mail: mutterle@tin.it

Bikes on trains etc.: Bikes can be brought on many regional trains and some intercity trains. Metro and local trains doesn't normally take bikes. Exceptions on weekdays on metro in Milano and Rome (info tlf. 800431784).

National cycle routes and signing: There is no national concept for signing. The EV 7 follows the national cycle route **Ciclopista del Sole** (Cycle route of the sun). The Cyclists organisation FIAB have produced maps in scale 1:100.000 incl. good explanation of the route, so it's possible to follow it, though it is not signed yet.



7.2 Route description

In the Italian part of EV7 the route will follow the one named CICLOPISTA DEL SOLE (in English should be *The Cycle-Route of the Sun*) is a itinerary for cyclist on suitable roads, namely with the lowest traffic available, for traveling from the North to the South of Italy (and vice versa).

The route environment reflects the great differences of Italian landscapes from high mountains to blue marine waters. We start with the alpine territory of the German speaking South Tyrol and Trento Province following the valleys of Eisack and Adige rivers on the cycle path built on the banks.

We get in close contact with beautiful Garda lake and then enter in the vast plain of river Po along the cycle path of Mincio river to Mantova. Here is possible to go to Verona as an alternative longer way

From Mantova the route goes south-east and still follow the river Mincio until the river Po which is crossed near the historical town of S. Benedetto Po. Then some brand new cycle paths (it is nice to see that they take care of cyclists too and not only of the Ferrari sport cars) in the province of Modena to Nonantola with his XI century abbey and then to Bologna.

From Bologna to Firenze climbing the Appennini mountains along the Zena river valley until the Raticosa and Futa passes. The path is now hilly and we have to swear to cycle to Florence that we reach through the Cascine park

We leave Florence following the cycle path of the Arno river to San Miniato where we cross the Eurovelo nr 5 route "via Romea Francigena. From San Miniato we go south on hilly roads to reach the sea at Marina di Cecina. (from San Miniato is possible to reach Pisa continuing along the river Arno) We continue along cycle path in pine coastal forest. The route now enter in the "Maremma" with his mediterranean landscape. Some cycle path until Grosseto where again we abandon the coast line to enter in a pretty wild environment in the heart of Maremma. We are now approaching Rome again on the

coast line but now with some traffic.



Now in Rome maybe we can stop a few days to visit the old city. Cycling Rome is not easy but is not that bad and some cycle paths are present and some others are coming.

To continue we go south along the old roman Via Appia which we'll follow and again on the coast line in Terracina and Gaeta. We have to survive Napoli and going on we enter in the deep south with beautiful small villages, quite roads, excellent food, forest on the coast and deep blue sea waters. The roads are very hilly now and we'll sweat accordingly We'll cross the Cilento, Pollino and Sila National Parks with unsuspected high mountains and vaste forests and again the sea (Ionian sea) Passing through and crossing Calabria until Reggio where the ferry will take you to Messina Sicily ;

From Messina to Catania and Siracusa along the coastal line under the incredibly high and snowy Etna Volcano. Some traffic on this tract but some cycle path on abandoned railways are planned and the cyclist life will be easier We can take the ferry to Malta in Siracusa or even better in the small harbour of Pozzallo leaving Italy.

7.3 Technical facts

EV 7 cycle-route report on Italy route (Brenner (Austrian border), Mantua, Bologna, Firenze, Grosseto, Roma, Napoli, Catanzaro, Reggio Calabria, Messina, Siracusa, Pozzallo (Ferry to Malta)



STRETCH Brennero–Bologna. Province of: Bolzano

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Brennero To: Colle Isarco Road class/type: Main roads Paving: Tarred Gradient: Downhill southward	-	-	9
From: Colle Isarco To: Vipiteno Road class/type: Minor roads	5	-	-

Paving: Tarred Gradient: Very hilly			
From: Vipiteno To: Gasstein Road class/type: Minor roads Paving: Tarred Gradient: Mod. Hilly	15	-	-
From: Gasstein To: Fortezza Road class/type: Cycle path Paving: Tarred Gradient: Mod. Hilly	9	-	-
From: Fortezza To: Bressanone Road class/type: Minor roads Paving: Tarred Gradient: Mod. Hilly	-	7	-
From: Bressanone To: Chiusa Road class/type: Minor roads Paving: Tarred Gradient: Mod. Hilly	-	17	-
From: Chiusa To: Colma Road class/type: Cycle path Paving: Tarred Gradient: Mod. Hilly	10	-	-
From: Colma To: Cardano Road class/type: Main roads Paving: Tarred Gradient: Flat	-	-	15
From: Cardano To: South Bolzano Road class/type: Cycle path Paving: Tarred Gradient: Flat	9	-	-
From: Bolzano sud To: Salorno <i>border Tr.</i> Road class/type: Cycle path Paving: Tarred Gradient: Flat	31	-	-
Tot km	77	24	24
Tot gen prov.BZ		125	



Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: <i>border</i> Bz To: Borghetto <i>border</i> Vr Road class/type: Cycle path Paving: Tarred Gradient: Flat	85	-	-
Tot km TR	85		
Tot km BZ + TR	162	24	24
Tot gen TR		85	
Tot gen BZ + TR		210	

Province of **Verona**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: <i>border</i> TR. To: Canale Road class/type: Minor roads Paving: Tarred Gradient: Flat		20	
From: Canale To: Bardolino Road class/type: Main roads Paving: Tarred Gradient: Hilly			15
From: Bardolino To: Peschiera Road class/type: Minor roads Paving: Tarred Gradient: Mod. hilly		15	
From: Peschiera ponte autostrada To: Borghetto s.M. <i>border</i> Mn Road class/type: Cycle path Paving: Tarred Gradient: Flat	15		
Tot km VR	15	35	15
Tot km BZ + TR + VR	177	59	39
Tot gen prov. VR		65	
Tot gen km BZ + TR + VR		275	

Province of **Mantova**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: <i>border</i> Vr To: Marengo Road class/type: Cycle path Paving: Tarred Gradient: Flat	20	-	-
From: Marengo To: Soave Road class/type: Minor roads (Bridle road) Paving: lime macadam Gradient: Flat	12		
From: Soave To: Mantova Road class/type: Cycle path Paving: Tarred Gradient: Flat	12		
From: Mantova To: Po Governolo Road class/type: Minor roads (Bridle road) Paving: no pavement Gradient: Flat	20		
From: Governolo To: Quistello (<i>border</i> Modena) Road class/type: Minor roads (River Banks) Paving: Tarred Gradient: Flat		25	
Tot km	64	25	-
Tot km BZ + TR + VR + MN	241	84	39
Tot gen prov.		89	
Tot gen km BZ + TR + VR + MN		364	

Province of **Modena**

Present route	Satisfactory	Improvement	Unacceptable
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	km	needed km	km
From: Concordia (<i>border Mn</i>) To: Nonantola Road class/type: Minor roads Paving: Tarred Gradient: Flat		40	
From: Nonantola To: <i>border Bo</i> Road class/type: Minor roads Paving: Tarred Gradient: Flat		8	
Tot km		48	
Tot km BZ + TR + VR + MN + MO	241	132	39
Tot gen prov.		48	
Tot gen km BZ+TR+VR+MN+MO		412	

Province of **Bologna**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Tivoli To: Bologna downtown Road class/type: Minor roads Paving: Tarred Gradient: Flat	-	28	-
From: Bologna downtown To: S.Lazzaro Road class/type: Cycle path Paving: Tarred Gradient: Flat	7	-	-
From: da S.Lazzaro To: Raticosa (<i>Filigare</i>) <i>border Fi</i> Road class/type: Minor roads Paving: Tarred Gradient: Hilly	-	40	-
	Satisfactory km	Improvement needed km	Unacceptable km
Tot km	7	68	
Tot km BZ+TR+VR+MN+MO+BO	248	200	39
Tot gen prov BO		75	
Tot gen km BZ+TR+VR+MN+MO+BO		487	

STRETCH Firenze-Roma

Province of **Firenze**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Raticosa <i>border Fi</i> To: Barberino Road class/type: Main roads Paving: Tarred Gradient: Downhill southward		28	
From: Barberino To: Calenzano Junction Travalle Road class/type: Main roads Paving: Tarred Gradient: Hilly			20
From: Calenzano Junction Travalle To: Calenzano Road class/type: Minor roads Paving: gravel (bad) Gradient: Mod. hilly	5		
From: Calenzano To: Signa Road class/type: Main roads Paving: Tarred Gradient: Flat			10
From: Signa To: Montelupo Road class/type: Main roads Paving: Tarred Gradient: Flat			12
From: Montelupo To: Empoli Ponte Elsa <i>border Fi/Pi</i> Road class/type: Minor roads Paving: Tarred Gradient: Flat		14	
Tot km FI	5	42	42
Tot gen prov.		89	

Province of Pisa

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Isola ponte Elsa <i>border</i> Fi/Pi To: Ponte Callone Road class/type: Minor roads Paving: Tarred Gradient: Flat		15	
From: Ponte Callone To: Forcoli Road class/type: Minor roads Paving: Tarred Gradient: Very hilly		15	
From: Forcoli To: Peccioli Road class/type: Minor roads Paving: Tarred Gradient: Mod. hilly		10	
From: Peccioli To: Junction Sterza Road class/type: Main roads Paving: Tarred Gradient: Flat			8
From: Junction Sterza To: Junction SS 68 Road class/type: Minor roads Paving: Tarred Gradient: Hilly	27		
From: Junction SS 68 To: <i>border</i> LI Road class/type: Main roads Paving: Tarred Gradient: Flat			13
Tot km PI	27	40	21
Tot km PI		88	
Tot gen prov. PI FI	32	82	63
Tot gen prov. PI+FI		177	

Province of Livorno

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: SS 68 <i>border</i> LI/PI To: Marina di Cecina Road class/type: Main roads Paving: Tarred Gradient: Flat		-	6
From: Marina di Cecina To: Marina di Bibbona Road class/type: Cycle path Paving: no pavement Gradient: Flat	10		
From: Marina di Bibbona To: Bolgheri Road class/type: Minor roads Paving: Tarred Gradient: Flat		9	
From: Bolgheri To: Castagneto Road class/type: Minor roads Paving: Tarred Gradient: Hilly		9	
From: Castagneto To: Suvereto Road class/type: Minor roads Paving: Tarred Gradient: Mod. hilly		20	
From: Suvereto To: Torre Mozza <i>border</i> LI/GR Road class/type: Minor roads Paving: Tarred and lime macadam Gradient: Mod. hilly		18	
Tot km LI	10	56	6
Tot gen prov. LI		72	
Tot km LI+PI+LI	42	138	69
Tot gen km LI+PI+LI		249	

Province of Grosseto

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Torre Mozza <i>border</i> To: Portiglione Road class/type: Minor roads and Cycle paths Paving: Tarred Gradient: Flat	11	-	
From: Portiglione To: Castiglione della Pescaia Road class/type: Main roads Paving: Tarred Gradient: Hilly			18
From: Castiglione della Pescaia To: Grosseto Road class/type: Cycle path Paving: Tarred Gradient: Flat	21		
From: Grosseto a Capalbio/Pescia Fiorentina Road class/type: Minor roads Paving: Tarred Gradient: Mod. hilly		50	
From: Pescia Fiorentina To: <i>border</i> Ponte Abbadia Road class/type: Minor roads (no road!) Paving: no pavement Gradient: Mod. hilly			12
Tot km GR	32	50	30
Tot gen prov		112	
Tot km LI+PI+LI+GR	74	188	99
Tot gen km LI+PI+LI+GR		361	

Province of Viterbo

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: <i>border</i> Ponte Abbadia To: Tarquinia Road class/type: Minor roads Paving: Tarred and lime macadam Gradient: Mod. hilly		34	
From: Tarquinia To: <i>border</i> Roma Road class/type: Minor roads Paving: Tarred Gradient: Flat		12	
Tot km VT		46	
Tot gen prov		46	
Tot km LI+PI+LI+GR+VT	74	234	99
Tot gen km LI+PI+LI+GR+VT		407	

Province of Roma (North)

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: <i>border</i> Roma To: Civitavecchia Road class/type: Minor roads Paving: Tarred Gradient: Flat		14	
From: Civitavecchia To: Staz. Furbara Road class/type: Main roads Paving: Tarred Gradient: Flat			25
From: Staz. Furbara a Cerveteri Ladispoli Road class/type: Minor roads Paving: Tarred Gradient: Mod. hilly		18	
From: Ladispoli To: Maccarese, Ponte Galeria Road class/type: Minor roads Paving: Tarred Gradient: Flat		35	
From: Ponte Galeria To: Roma downtown Road class/type: Main roads Paving: Tarred Gradient: Flat			25
Summary	Satisfactory km	Improvement needed	Unacceptable km

		km	
Tot km RM		67	50
Tot gen prov		117	
Tot km LI+PI+LI+GR+VT+RM	74	301	149
Tot gen km LI+PI+LI+GR+VT+RM		524	
Tot km BZ+TR+VR+MN+MO+BO	248	200	39
Tot gen BZ+TR+VR+MN+MO+BO		487	
Total partial Brennero Roma	322	501	188
Total gener. Brennero Roma		1011	

Stretch **Roma – Reggio Calabria**

Province of **Roma (south) RM**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From : Roma to Frattocchie Road class/type: Via Appia Antica ¹ Paving: stones old roman road Gradient: flat			17
From: Frattocchie to Velletri sede: national road 217 pavimentazione: tar pendenze: alcune salite rilevanti + tratti di strada tortuosa in discesa verso sud			22
From: Velletri to Castel Ginetti (border LT) Road class/type minor road pavimentazione: tar Gradient: moder. hilly		6	
Tot km		6	39
Tot gen. prov. RM		45	

Province of **Latina LT**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Castel Ginetti (border RM) to : Cisterna di Latina Road class/type minor road paving: tar Gradient: moder. hilly		6	
From: Cisterna di Latina to :Terracina ¹ Road class/type minor road paving: tar Gradient: moder. hilly		60	
From: Terracina to Formia Road class/type minor railway road paving: tar Gradient: moder. hilly		26	12
From: Formia to Border CE (river Minturno) Road class/type national trafficked road paving: tar Gradient: moder. hilly			22
Tot km LT		92	34
Tot km RM+LT		98	73

Tot gen. LT	126
Tot gen. km RM+LT	171

Note:

1. from Velletri to Fossanova 75 km of abandoned railway available

Province of **Caserta CE**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Border LT (river Minturno)to Capua ¹ Road class/type national trafficked road paving: tar Gradient: moder. hilly		30	16
From: Capua to Confine NA Road class/type national trafficked road Paving: tar Gradient: flat		6	15
Tot km CE		36	31
Tot km RM+LT+CE		134	104
Tot gen. prov. CE		67	
Tot gen. km RM+LT+CE		238	

Province of **Napoli NA**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Border CE to Napoli downtown Road class/type national trafficked road ss87 Paving: tar Gradient: flat			14
From: Napoli to border SA Road class/type national trafficked road Paving: tar Gradient: mod hilly			23
Tot km			37
Tot km RM+LT+CE+NA		134	141
Tot gen. prov. NA		37	
Tot. gen. km RM+LT+CE+NA		275	

Note roads in the province of Napoli are very trafficked the use of bicycle is not recommended

Province of **Salerno SA**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: border NA to Magazzeno (near Pontecagnano) Road class/type national trafficked road ss18 Paving: tar in bad condition Gradient: hilly			33
From: Magazzeno to: Agropoli ¹ Road class/type minor coastal road Paving: tar Gradient: mod hilly		38	
From: Agropoli to: Palinuro Road class/type national trafficked road Paving: tar Gradient: hilly			64
From Palinuro to: S. Severino Road class/type national trafficked road Paving: tar Gradient: hilly			8

From S. Severino to border PZ Road class/type national road and minor road Paving: tar Gradient: mod hilly		18	37
Tot km		56	142
Tot km RM+LT+CE+NA+SA		190	283
Tot gen. prov. SA		198	
Tot gen. km RM+LT+CE+NA+SA		473	

Provincia di **Potenza PZ**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: border SA to Lagonegro Road class/type national road ss 104 Paving: tar Gradient: very hilly			16
From: Lagonegro to Border CS Road class/type national road ss19 Paving: tar Gradient: hilly			40
Tot km			56
Tot km RM+LT+ CE+NA+SA+PZ		190	339
Tot gen. prov. PZ		56	
Tot gen. km RM+LT+CE+NA+SA+PZ		529	

Province of **Cosenza CS**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Border PZ to Castrovillari Road class/type national road ss19 Paving: tar Gradient: hilly			40
From: Castrovillari to border KR Road class/type national road ss106 and minor roads Paving: tar Gradient: hilly first kms and then flat		73	25
Tot km CS		73	65
Tot km RM+LT+ CE+NA+SA+PZ+CS		263	404
Tot gen. prov. CS		138	
Tot gen. km RM+LT+CE+NA+SA+PZ+ +CS		667	

Province of **Crotone KR**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: border CS to: Crotone Road class/type national road and minor roads Paving: tar Gradient: flat		24	31
From: Crotone to border CZ Road class/type national road (ss106) and minor roads Paving: tar Gradient: flat		27	16
Tot km KR		51	47
Tot km RM+LT+ CE+NA+SA+PZ+CS+KR		314	451
Tot gen. prov. KR		98	

Tot gen. prov. RM+LT+ CE+NA+SA+PZ+ +CS+KR	765
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Province of **Catanzaro CZ**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: border KR to Catanzaro ¹ Road class/type national road ss 106 and minor roads Paving: tar Gradient: flat		30	32
From: Catanzaro to border VV Road class/type minor roads Paving: tar Gradient: moder hilly		40	
From: Catanzaro Marina to: Confine RC Road class/type national road and minor roads Paving: tar Gradient: moder hilly		10	34
Tot km CZ		80	66
Tot km RM+LT+ CE+NA+SA+PZ+CS+ KR+CZ		394	517
Tot gen. prov. CZ		146	
Tot gen. prov. RM+LT+ CE+NA+SA+PZ+ +CS+KR+CZ		911	

Province of **Vibo Valentia VV**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
Da: Border CZ to Vibo Valentia Road class/type: minor roads Paving: tar Gradient: moder hilly		24	
From: S. Onofrio to: border RC Road class/type: minor roads Paving: tar Gradient: moder hilly		25	
Tot km VV		49	
Tot km RM+LT+ CE+NA+SA+PZ+CS+ KR+CZ+VV		443	517
Tot gen. prov. VV		49	
Tot gen. prov. RM+LT+ CE+NA+SA+PZ+ +CS+KR+CZ+VV		960	

Province of **REGGIO CALABRIA RC**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
Da: border VV to: Reggio Calabria Road class/type national road ss 18 and minor roads Paving: tar Gradient: flat		38	40
Da: Confine CZ to: Reggio Calabria Road class/type national road ss 106 and minor roads Paving: tar Gradient: flat		50	81
Tot km RC		88	121
Tot km RM+LT+ CE+NA+SA+PZ+CS+ KR+CZ+VV		531	638
Tot gen. prov. RC		209	
Tot gen. prov. RM+LT+ CE+NA+SA+PZ+ +CS+KR+CZ+VV+RC		1169	
Tot part Roma - Reggio Calabria		531	638
Total general Roma - Reggio Calabria		1169	

Stretch Sicilia – Messina - Pozzallo (ferry to Malta)

Provincia di **MESSINA ME**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: Messina to: Taormina Road class/type ss114 pavimentazione: tar Gradient: moder. hilly		50	-
From: Taormina to: border CT Road class/type minor road pavimentazione: tar Gradient: flat		8	
Tot km	-	58	
Tot gen prov ME	58		

Province of **CATANIA CT**

From: border CT to: Acireale Road class/type ss114 pavimentazione: tar Gradient: moder. hilly		26	
From: Acireale to: Catania Road class/type ss114 pavimentazione: tar Gradient: moder. Hilly		20	
From: Catania to: border SR Road class/type ss114 pavimentazione: tar Gradient: moder. hilly		18	
Tot km		64	
Tot gen prov CT	64		

Province of **SIRACUSA**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: confine provinciale to: Siracusa Road class/type ss114 pavimentazione: tar Gradient: moder. Hilly		48	
From: Siracusa to: Avola Road class/type ss115 pavimentazione: tar Gradient: moder. hilly		27	
From: Avola to: Pachino Road class/type minor roads pavimentazione: tar Gradient: moder. hilly		27	
From: Pachino to: border SR Road class/type minor roads pavimentazione: tar Gradient: moder. hilly		9	
Tot km		111	

Tot gen prov SR	111
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Province of **RAGUSA RG**

Present route	Satisfactory km	Improvement needed km	Unacceptable km
From: border SR to: Pozzallo Road class/type minor roads pavimentazione: tar Gradient: moder. hilly Pozzallo ferry to Malta		16	
Tot Sicily		249	
Total partial Brennero Roma	322	501	188
Total gener. Brennero Roma	1011		
Total part Roma – Reggio Calabria		531	638
Total gen Roma - Reggio Calabria	1169		
Tot Brennero Pozzallo	322	1281	826
Tot gen Brennero Pozzallo	2429		

7.4 Futher information - maps and guides

Michellin maps 1:400.000 avaible - 6 maps cover Italy.

Maps for Ciclopista del Sole can be bought at FIAB. Mappa 1: Brennero - Trento, Mappa 2: Trento - Mantova, Mappa 3: Mantova - Passo della Cisa.

Cycling in Tuscany. 1996. Edifrice Le Balza.

Emilia-Romagna in bicicleta. Touring Club Italiano. ISBN 8881860007.

7.5 Contacts

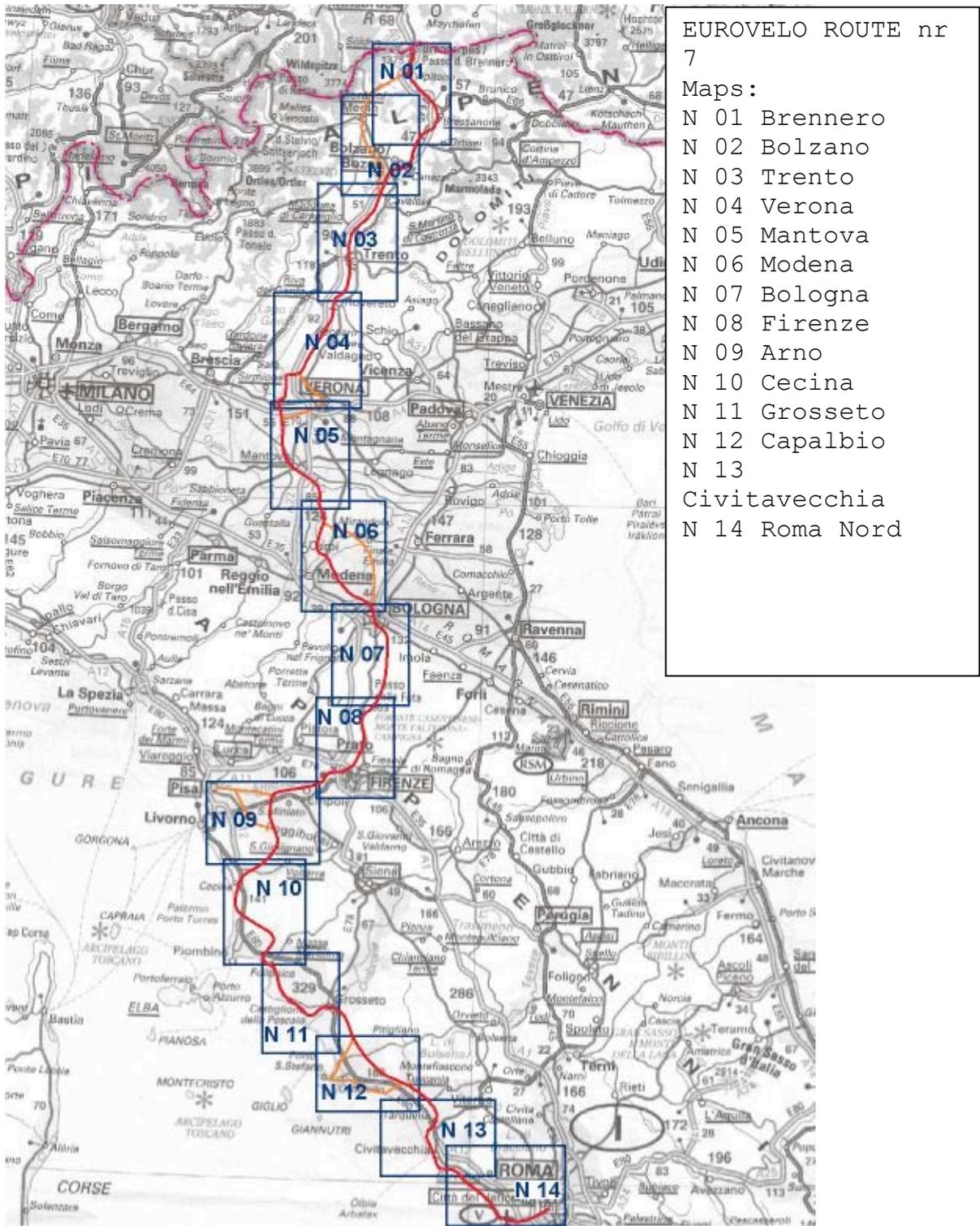
Claudio Pedroni: claudio.pedroni@tuttinbici.org

Tourisme : www.sima.dk/italien & www.enit.it

FIAB (Federazione Italiana Amici della Bicicletta): Luigi Riccardi, tlf/fax. + 39 02 331 3664. E-mail: fiab@poboxes.com
www.arpnet.it/-bici/fiab.htm

Maps: Ediciclo Editore. E-mail: ediciclo@adria.it

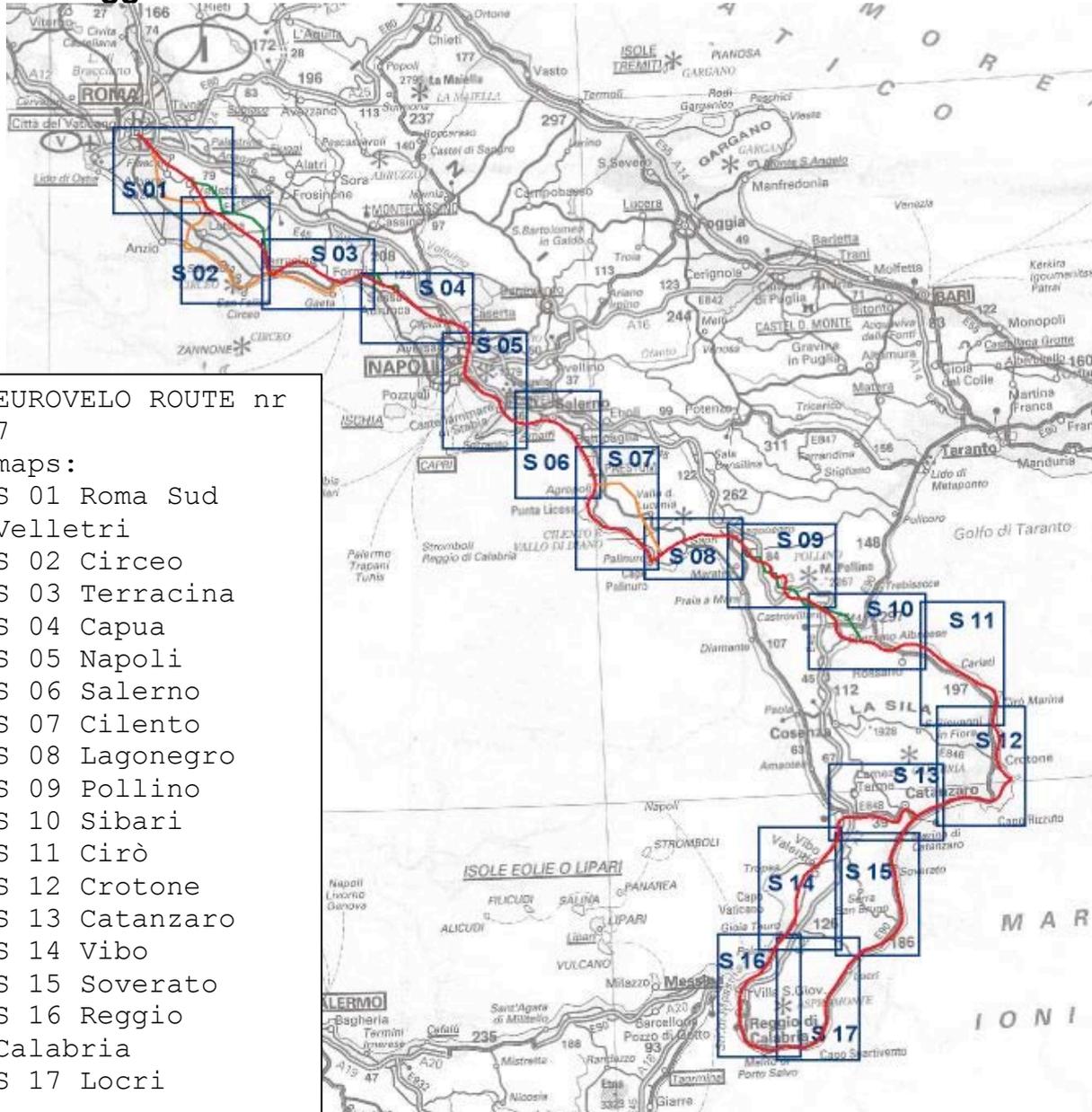
EUROVELO ROUTE nr 7 (Ciclopista del Sole): Feasibility map from Brennero to Roma



key

- PRESENT MAIN ROUTE
- PRESENT ALTERNATIVES
- FUTURE MAIN ROUTE
- FUTURE ALTERNATIVES

EUROVELO ROUTE nr 7 (Ciclopista del Sole): Feasibility map from Roma To Reggio Calabria

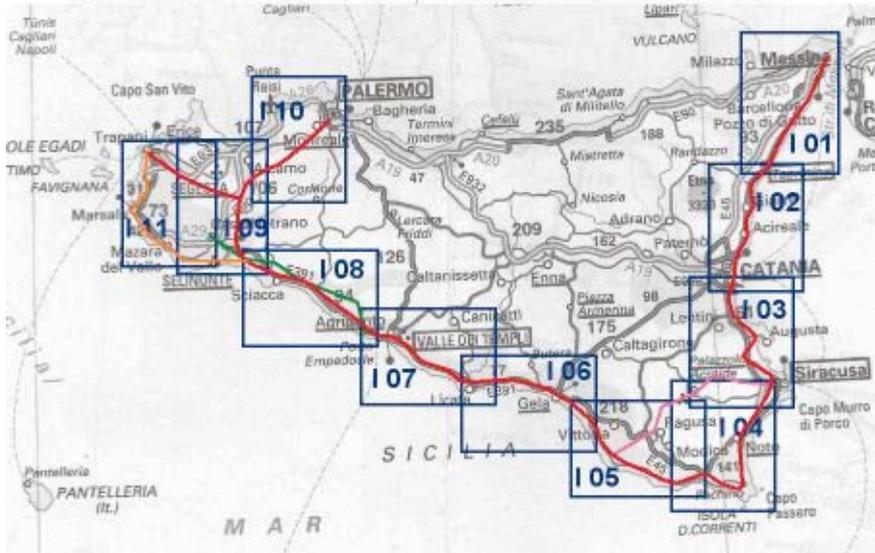
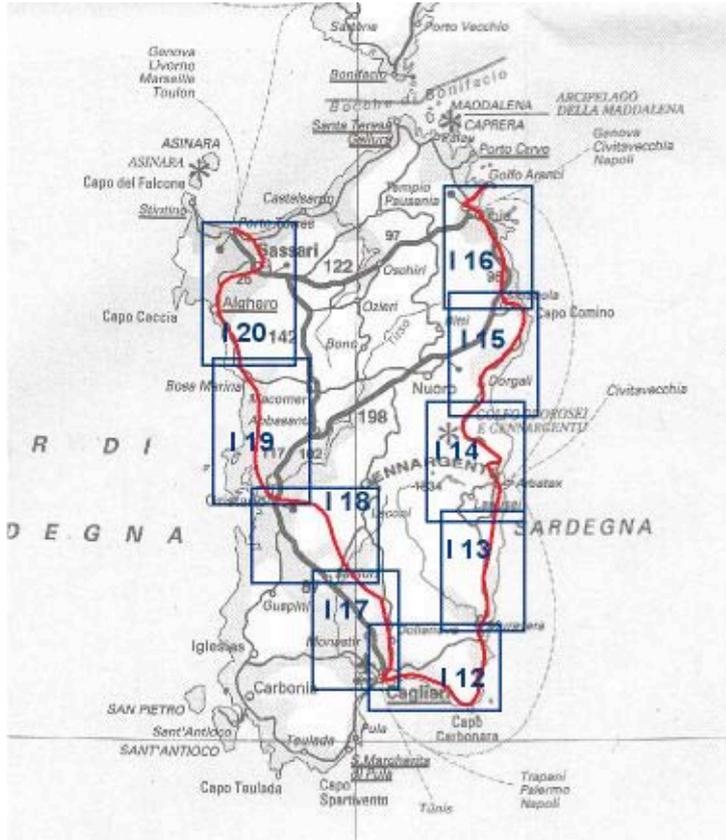


- EUROVELO ROUTE nr 7 maps:
- S 01 Roma Sud Velletri
 - S 02 Circeo
 - S 03 Terracina
 - S 04 Capua
 - S 05 Napoli
 - S 06 Salerno
 - S 07 Cilento
 - S 08 Lagonegro
 - S 09 Pollino
 - S 10 Sibari
 - S 11 Cirò
 - S 12 Crotona
 - S 13 Catanzaro
 - S 14 Vibo
 - S 15 Soverato
 - S 16 Reggio Calabria
 - S 17 Locri

KEY

- PRESENT MAIN ROUTE
- PRESENT ALTERNATIVES
- FUTURE MAIN ROUTE
- FUTURE ALTERNATIVES

EUROVELO ROUTE nr 7 (Ciclopista del Sole): Feasibility map of Sicily and Sardinia) (EV7 stops in Pozzallo)



- EUROVELO ROUTE nr 7
- Maps:
- I 01 Messina
 - I 02 Catania
 - I 03 Siracusa
 - I 04 Noto
 - I 05 Ragusa
 - I 06 Gela
 - I 07 Agrigento
 - I 08 Sciacca
 - I 09 Salemi
 - I 10 Palermo
 - I 11 Trapani
 - I 12 Cagliari
- Est
- I 13 Muravera
 - I 14 Urzulei
 - I 15 Dorgali
 - I 16 Olbia
 - I 17 Cagliari
- Nord
- I 18 Oristano
 - I 19 Cuglieri
 - I 20 Sassari

KEY

- PRESENT MAIN ROUTE
- PRESENT ALTERNATIVES
- FUTURE MAIN ROUTE
- FUTURE ALTERNATIVES

8. Malta

8.1 General overview

Malta lying 93 km south of Sicily consist of 3 islands (Malta, Comino, Gozo). Total only 316 km² - like Isle of Wight. Malta 15x27 km. Gozo 15x8 km. 350.000 inhabitants.

It is the most southern country of Europe. Independent republic 1974. The capital and airport is Valletta. Everybody speaks English. Local language: Malti.



Climate: Very mild climates with no extremes. Might be too hot for cycling in Juli-August.

Landscape: Highland with terrasses going down to the sea.



Accommodation: Good hotel standard. Contact CTC Malta, who would like to help (fax + 356 21 238 226).

Traffic safety: Too many cars. Note left driving.

Bikes on trains, buses and ferries: No trains. Bikes cannot be taken with busses! Ferry between Northern Malta and southern Gozo takes bikes (20 min.). Ferry from Siracusa on the island of Sicily to Valetta incl. catamaran ferri.

8.2 Route description

A proposal for a roundtrip:

Kalkara - Mscala (a small cycle track or rather pavement exist here) - Mosta - Rabat - Dingli.

There are some good places for cycling in the rural West and South of Malta, as well as on the

neighbouring Island of Gozo, which is still a mainly rural area.

Country lanes there are usually asphalted and without intensive traffic, but sometimes difficult to survey due to the rubble stone walls on both sides.

Generally the best way to discover Malta by bicycle would be staying in a hotel in the tourist resorts of St. Paul's Bay/Bugibba/Qawra or Mellieha, since from there you have the rural areas on your doorstep, without crossing any urban areas.

8.3 Technical facts

The route follows roads with cars - take care. Remember left driving.

The CTC of Malta says that you can only cycle between 7 and 9 am because of the 100.000 cars on the islands. They especially propose some facilities established on the way to Portes Des Bombes through a small forest and around Ta' Qali.

8.4 Further information and contacts

Tourist information: www.visitmalta.com

Philip Agius, Cycling Touring Club Malta, P. O. Box 16 Msida MSD 01 Malta. Tel. 356 79 000 116.

Fax + 356 21 238 2 26.

Philip Agius at Malta Museum Foundation: patc@onvol.net tel. + 356 79 000 116.

Bike Rental: Ask for John Magri tel. + 21 432 890. Fax + 238 226.



CONCLUSION	km total	Signed in km	implementation needed
Norway	362	0	0
Finland	101	64	0
Sweden	2383	2300	100
Denmark	300	300	0
Germany	744	744	0
Czech Republic	366	366	0
Austria	575	425	25
Italy	2429	200	826
Malta	45	0	45
Total total	7305	ca. 4000	ca. 1000

EuroVelo Route 7 has finally been studied in detail and the length will be 7.305 km. Before it was estimated to be 6.000 km, so this adds more than 1000 km to the total EuroVelo network. We could now say around 65.000 km in total, though some km are shared between two routes.

The EV 7 runs centrally down through Europe from the north cape summer sun to the Mediterranean warm sun and could be called "The Sun route". Besides it follows the Ciclopista del sole in Italy for many kms.

More than half of the routes has already been signed with national signs and more than 6000 kms are already possible to cycle. Good luck!

Jens Erik Larsen
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