Interreg
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Transdanube.Pearls - Network for Sustainable Mobility along the Danube

Combining cycling with public transport: Annex - Detailed Information

http://www.interreg-danube.eu/approved-projects/transdanube-pearls

EuroVelo
the European cycle route network

WP/Action 4.1
European Cyclists' Federation
December 2017

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1. Preface

Purpose of this Annex

The *Combining cycling with public transport* manual forms part of the EuroVelo publication series. In preparing the manual, the European Cyclists' Federation (ECF) collected a lot of detailed information regarding combining cycling with public transport based on experiences across Europe. Due to the design and style of the official EuroVelo manuals it was not possible to include all that information that had been collected in the final document. It was therefore decided to prepare an annex, which built on the contents of the manual, but which captured some of the additional material, particularly the good practice examples. In all cases it is considered that the key success factors and good practice examples are applicable both in the Danube region but also elsewhere in Europe.

Introduction

The European Cyclists' Federation (ECF) coordinate the development of EuroVelo, the European cycle route network. When communicating the network the ECF always highlight the connections between the EuroVelo routes and public transport networks. Studies have shown that cycle tourists are more likely to use public transport in comparison with average tourists.

Most locations in Europe are accessible by public transport; however, the terms and conditions for combining the different modes, particularly in terms of bike carriage, can vary considerably.

This guidance aims to identify the main measures that should be implemented by public transport operators, public authorities and other relevant stakeholders to encourage combined bike and public transport journeys. The recommendations apply to both the buses, trains, ferries, aeroplanes themselves as well as the supporting buildings and infrastructure (i.e. stations, terminals, ports etc.)

The guidance is structured with general recommendations that apply to all (or most) modes at the beginning followed by some mode-specific recommendations.

Definitions and clarifications

For the purposes of this document public transport has been defined as being forms of transport that are available to the public, charge set fares, and run on fixed routes. Although aeroplanes do not meet the above definition they have been included in this manual due to their continuing importance in providing connections across Europe, particularly over longer distances. Nevertheless, it should be highlighted that combining cycling with buses, trains and ferries provides has a far smaller ecological footprint compared to flying.

This guidance aims to cover bike and public transport combinations for both touristic and everyday mobility purposes; however, in some cases the needs of these different groups can be different.

Please note that the manual is not designed for users who wish to use these services. For this, the ECF always advise contacting the relevant service provider in advance.

2. Requirements of the target groups

Understanding the requirements and needs of key stakeholders is vitally important to the successful implementation of any new measure. The aim of this chapter is to describe the most important requirements for combining cycling with public transport.

The first step is to identify the key stakeholders. The most important target groups for this topic are considered to be:

- end users (cyclists);
- cycle route operators (e.g. local or regional authorities); and
- public transport operators.

Having selected the target groups it is useful to consider why it is important for them that the two modes can be combined and then use this to inform what their requirements will be.

The importance of connecting cycle routes with public transport networks for users and cycle route operators

Cycle routes, including EuroVelo routes, should be directly connected to public transport interchanges, in order to:

- Provide accessibility to different routes for a wide target audience.
- Reduce the environmental impact of transport and tourism.
- Provide alternatives on challenging route sections (i.e. avoid mountainous sections or public roads with high volumes of motorised traffic.)
- Connect different sections of the same route divided by barriers (e.g. rivers).

Requirements of users

- Accessibility
- Reliability
- Comfort
- Speed
- Clear and up-to-date communication

Requirements of cycle route operators

- Low investment and maintenance costs
- More visitors / cyclists
- Improved environment / public health
- Improved profile

The importance of connecting cycle routes with public transport networks for public transport operators

Public transport operators that activate cyclist friendly measures can benefit from:

- Expanding the catchment area of their services.
- Increasing off-peak usage (by cycle tourists).
- Reducing demand for car parking.
- Reducing congestion around interchanges.
- Increasing revenues.
- Competitive advantage over competitors.

Requirements of public transport operators

- Increased usage / profits
- Efficiency of investment – low costs of investment and maintenance
- Reduce environmental impact
- Improved image
- Manage demand

Basic requirements for connecting EuroVelo routes with public transport

The EuroVelo manual *Guidance on the route development process* sets out some basic requirements for connecting EuroVelo routes, such as EuroVelo 6 – Atlantic-Black Sea, with public transport to create attractive routes. These form the basis for the overarching points set out below. The possible technical, organisational and financing solutions, as well as the type of public transport services (train, bus, ferry etc.) will inevitably vary across Europe.

However, the basic requirements for connecting EuroVelo routes with public transport are the following:

- Public transport connections at intervals no greater than 150 km.
- Detailed and regularly updated service information with reservation possibilities.
- Fair pricing policies.
- Regular services (where bike carriage is possible) with sufficient on-board capacity, comfort and safety.
- Safe bike storage and parking facilities at public transport interchanges.
- Connected bike-sharing systems.

3. Framework conditions for implementation

This document sets out key success factors (with good practice examples) related to combining bicycles with public transport. Before looking in detail at these recommendations for implementation, it is necessary to consider the exogenous (external) and endogenous (internal) factors that will influence these measures. The points listed below are intended to highlight the main issue to be considered but the list is not exhaustive. Furthermore, although they have been identified based on existing conditions in the Danube region, in most cases would equally apply elsewhere in Europe.

Exogenous factors

The exogenous factors that should be taken into account when planning to implement measure to combine cycling with public transport, include:

- Not all cities, regions, routes are the same – in some locations it is harder to connect cycling routes to public transport networks (e.g. if there is no existing railway line close to the route, mountainous areas where people may be put off cycling). It is important to take into account the local conditions and alternative options can be explored (e.g. using local taxi firms, encouraging the use of e-bikes).
- Seasonality - the local climate is an important influencing factor for cycle usage. To combat this promotional measure could be introduced outside of the main cycling season (e.g. reduced pricing for cycle parking / carriage, offers related to combing public transport with public bike share systems).

Endogenous factors

The exogenous factors that should be taken into account when planning to implement measure to combine cycling with public transport, include:

- Suitable rolling stock, buses and ferries – at the moment not all rolling stock, buses and ferries contain dedicated space for bicycles. Municipal/regional authorities are often owners/co-owners of transport companies or the ones who order the transport services in the public interest – understanding municipal/regional needs.

They there often have an influence over the public procurement of new transport vehicles/carriages and should require the purchase of models that include designated spaces for bicycles.

- Interchanges that encourage the combination of cycling and public transport – as well as being the owners/co-owners of public transport operators, municipal/ regional authorities also often are major land owners and through the planning process can also ensure the development of an integrated transport system by encouraging the development of multimodal transport interchanges.
- Willingness or capacity of the operators to invest – the investments required to implement the measures contained in this document are small in comparison to wider infrastructure investments connected to public transport (e.g. new rails / station buildings for railways). Nevertheless it may take some convincing by cycle route operators/local and regional authorities to encourage them to implement the measures.
- User target groups – as set out in the Preface, this document has tried to cover bike and public transport combinations for both touristic and everyday mobility purposes; however, in some cases the needs of these different groups can be different. For example, cycle tourists are less likely to make use of bike parking facilities and public transport interchanges. The services provided in any location should ideally cater for the demand locally.
- Communication – as will be explained later in this document, it is important to communicate to the end user (the cyclists) what services are available, so that everyone has the opportunity to make use of them. The communication methods should be tailored to the different user target groups (e.g. information is translated for cycle tourists).

4. Technical requirements for cycle carriage

A separate document has been prepared as part of the Transdanube.Pearls project, which considers bicycle carriage systems in more detail: *Guidelines for bike rental, bike parking systems and carriage systems*. Set out below are some overarching points.

Recommendations and key success factors

Bicycle carriage of 'assembled' bicycles should be possible on all public transport services. There are two types of carriage: the transport of bicycles as accompanied luggage or as unaccompanied luggage.

Bicycle transport as accompanied luggage

Bicycle transport as accompanied luggage means that the bicycle travels with the customer. This is typically available on trains, ferries and sometimes buses. Ideally there is a specific bicycle 'compartment' where the assembled bicycle can be stalled and locked on bicycle racks.

Some operators allow bicycle carriage without having a dedicated bicycle area. This can work fine but it can also cause problems in crowded trains when it can lead to conflicts between different users.

It is possible to transport folded or dissembled bicycles in nearly all public transport services in Europe although the requirements and conditions do vary (e.g. on Thalys trains they must fit into a bag or box no bigger than 120 × 90cm). While this is an option for some cyclists and is supported, it should not substitute being able to transport assembled/complete cycles. Folding bikes account for a relatively small amount of the market. A large number of cyclists are not comfortable dissembling and reassembling their cycles and for those that are willing to do this, the dissembled bike becomes an additional piece of (heavy) luggage to be carried. In order to encourage intermodal journeys, it should be made as easy as possible to integrate cycling and public transport services.

Bicycle transport as unaccompanied / registered luggage

This final option is when the bicycle does not travel with its owner. While cyclists typically prefer to be able to supervise their bicycles, this arrangement can work and is often found with aeroplanes, buses and coaches and night trains. It is necessary to check whether the particular service provider will require the bicycle to be disassembled as conditions do very between modes and even between operators.

As far back as 2008 more than 70% of buses in the US had bike racks installed. In comparison, European efforts tend to be more limited covering only a few bus services in specific locations, such as hilly areas or long-haul trips. This is starting to change particularly in touristic areas.

Good practice examples

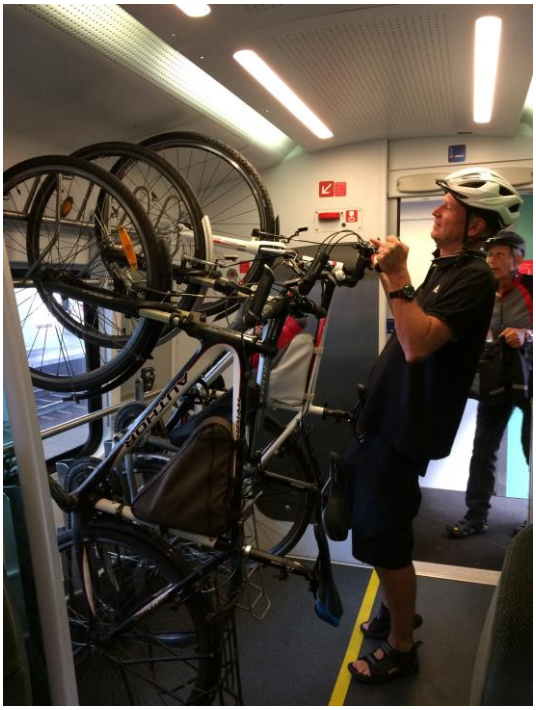
Madrid Municipal Transport Company (EMT), Spain

Source: http://www.emtmadrid.es/Bloques-EMT/EMT-BUS/Mibus.aspx?lang=en-GB

Bike racks have been installed on buses in the Airport Express line of the Madrid Municipal Transport Company (EMT) that connects Atocha and Cibeles with the different terminals of the airport of Barajas, and bus line number 33 which goes to Casa de Campo, the biggest green area in the city.

The buses on these lines have been retrofitted with bike racks installed at the rear that can carry two bikes simultaneously. The bikes are loaded by the customers themselves, while the driver provides assistance if needed.

Railjet, Austria



Source: http://www.oebb.at/en/

ÖBB's flagship high speed trains contain 5 bicycle spaces located within the seating carriages (i.e. they can be supervised). They are used on internal as well as external routes (e.g. Vienna - Budapest). You need to buy a one-day IC/EC bike ticket for approximately €7. Reservations can be made in advance for bikes on specific trains but it is possible to turn up with your bike ticket and put your bike on board if there is space available.

5. Bike parking

A separate document has been prepared as part of the Transdanube.Pearls project, which considers bike parking systems in more detail: *Guidelines for bike rental, bike parking systems and carriage systems*. Set out below are some overarching points.

Recommendations and key success factors

Bicycle parking should be located not far from the main entrance, as close as possible to the main flow of traffic. The number of spaces provided should reflect local circumstances, which should be regularly monitored.

There are four main kinds of bike parking systems:

1. Guarded stations with management – Typically run with a bicycle point or bicycle shop for bike repairs and sale of bicycle and bicycle components. Guarded stations should open 15 minutes before the departure of the first train service and close 15 minutes after arrival of the last one.
2. Automated access system – operated with a subscription card.
3. Bicycle lockers - can often be found at smaller stations and can be rented on an annual basis.
4. Unguarded parking - is the last priority but still provides an important role, as a low cost option (for both rail operator and user). Should at least provide protection from the weather and monitored by CCTV.

Good practice example

NL and ProRail, The Netherlands:

Source:https://www.dezeen.com/2017/08/22/worlds-largest-bicycle-parking-garage-opens-utrecht-netherlands-architecture-news/

When it comes to bicycle parking at public transport interchanges, the Netherlands is second to none. Two figures illustrate and explain this: 40 % of daily train travellers arrive by bicycle at the railway station and 15 % take the bicycle after arrival to cycle to their destination. Dutch railways NS and ProRail therefore started a programme with the objective to create an additional capacity for bicycles at railway. There are now 444, 000 bicycle spaces in Dutch railway stations.

In Utrecht train station there is one of the biggest automated access system parking in the world. More than 6,000 bikes can be parked, over three floors. It is open 24/7 and the first day of parking is free. Cyclists only need their public transport card to check in and out. It is a very secure place and easy to reach as it is in the city centre.

6. Accessibility

Recommendations and key success factors

In this context, accessibility covers access both inside and outside the passenger buildings.

Safe access to stations and terminals by bicycle must be provided. Cycle signs for stations and terminals should be provided on major cycle routes at least within 5 km. On approaching the building it should be clear – both in terms of signage and cycling infrastructure – the best way either to enter or to access the building or to access the bike parking facility. It should equally be clear how to access major cycle routes when leaving then buildings too.

Bicycles, in particular electric ones, can be heavy items for every age group. Even more so if they carry luggage, as it is the case with many cycle tourists. Large elevators at busy interchanges should be a standard facility where there are facilities located at different heights (e.g. to access rail station platforms). At smaller interchanges where elevators are too expensive to operate, bicycle escalators or bicycle stairways should be provided. In the case of bicycle stairways, there should be enough distance from the railing to be able to leave the luggage on the bicycle.

Good practice example

GySEV, Hungary

Source: Béla Németh (GySEV-Raaberbahn)

The Hungarian railway operator GySEV paid for the installation of signs along a section of the route of EuroVelo 13 – Iron Curtain Trail in Hungary indicating where the route passes close by to local train stations where the trains offer bicycle carriage.

7. Sales, offers and prices

Recommendations and key success factors

If there is a charge for the cycle itself then it should be per journey, not per individual service. Ideally, frequent travellers can benefit from annual bike passes, multipacks of 1-day bike passes or other advantageous offers. This can apply to tourists too - in some locations where one operator provides a number of services that are likely to be combined by cycle tourists (e.g. island hopping or multiple river crossings) then special tickets that are valid for a certain period (e.g. one month) can be attractive.

Some transport operators have entered into partnerships with cycling organisations, which include discounted / free bicycle carriage for their members.

With regards to ticket reservation schemes and sales channels, it is important to ensure that there are simple booking procedures.

Reservation should be optional although it should be made clear if this is a risk on popular services with limited space for cycles. Whether buying a ticket from a counter, a ticket machine an automatic machine or online it should be possible to reserve a bicycle space at the same time as the seat and the seats should be reserved near the bicycle (if relevant).

Good practice example

Deutsche Bahn, Germany

Deutsche Bahn has a policy whereby a bicycle ticket needs to be purchased at the same time when travelling on IC trains. This can be done online. The company says on its website the default solution is that the seat and the bicycle space are located in the same coach.

8. Communication and promotion

Recommendations and key success factors

Public transport operators' websites should have a dedicated section containing all necessary information related to bicycles (i.e. terms and conditions) and online timetable search engines should come with a bicycle carriage query function.

Within passenger buildings the location of bike parking and bike rental should be clearly signed.

It should also be indicated where customers should go to load their bicycles (supported by announcements) to reduce the possibility of delays. For example, high-speed trains often stop only for a few minutes. To properly manage the timely loading of bicycles and avoid possible delays, customers need to know which section of the platform their coach is going to halt. They should be guided by diagrams, either paper (e.g. Deutsche Bahn) or electronic (e.g. SNCF), which clearly indicate where the coaches are going to stop. In addition, platform voice announcements in the local language(s), and preferably also in English, should be given before the arrival of the train. For instance: "The coach for transporting bicycles is coupled in the front section of the train." (CĎ).

Similarly it should be made clear on the bus, train and ferry where bicycles should be stored.

Good practice examples

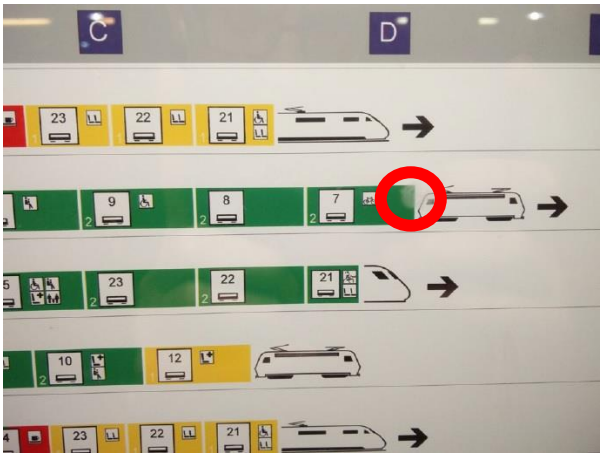
SNCF, France

Signage of a cycle storage at a regional SNCF station (Villefranche sur Saone) France (Desmet, 2016)

Signage of a bikestation at Toulouse-Matabiau station

The signage inside SNCF's stations in France tends to be very clear and easy to follow for both domestic and international visitors. As seen on the pictures above, the text is often translated and provides clear directions to bicycle parking, bike rental or other relevant services.

Deutsche Bahn, Germany



Source: Deutsche Bahn

Deutsche Bahn make available plans of the train services stopping at each station, which indicated in which carriage the designated cycle parking is located.

Rolling stock, (various)

SBB-CFF-FFS (Switzerland). Source: http://img.static.airport-medien.airport-media.com/54646/617118/h_seehas_-_sbb_cff_ffs_komfortable_fahrradbef%C3%B6rderung.jpg

S-train Copenhagen (Denmark)

České dráhy (Czech railways) – special bike coach

ZSSK (Slovakia) – long-distance IC train

TER Rhône-Alpes (France)

NS regional train (Netherlands)

9. Train

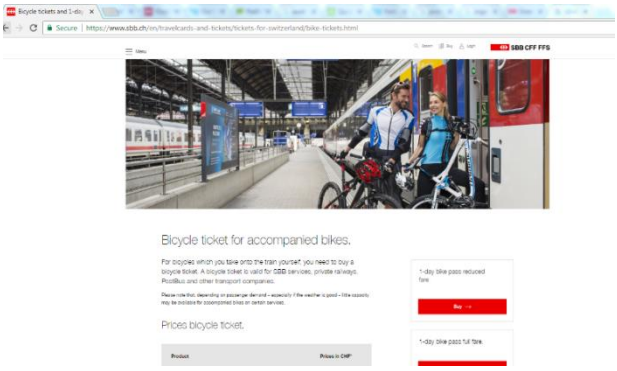
Several studies have shown that compared to average tourists, cycle tourists are much more likely to travel to/from their destination by train. This is partly due to the fact that cycle tourists often intend to cycle between two different locations. Evidence from the Netherlands also suggests that commuters can be encouraged to combine these modes too – over 40% of Dutch rail customer's travel to the station by bike.

Recommendations and key success factors

- Ensure that there is suitable infrastructure in place within station buildings to enable users to ascend and descend floors in order to access/exit the relevant platform to be done with a cycle. The preference is usually large elevators but ramps, bicycle escalators etc. may also be used.
- Retain and ideally expand Europe's night train services with cycle carriage. Due to cyclists' preference for travelling by train, night trains are particularly valued by cycle tourists wanting to travel longer distances to reach their destinations.

Good practice examples

SBB, Switzerland



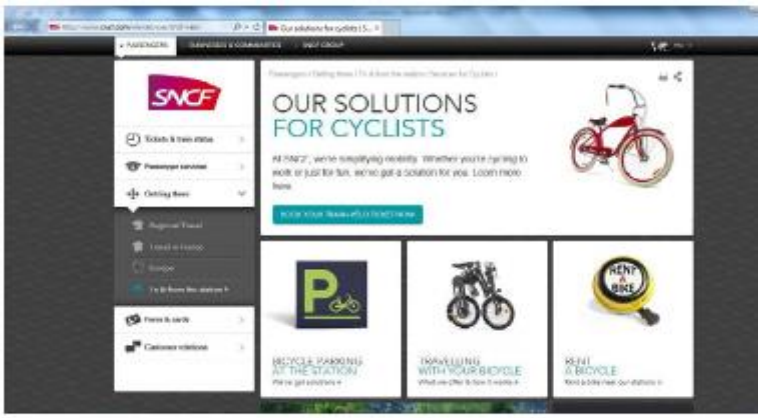
Source: http://bit.ly/2AvFHUV

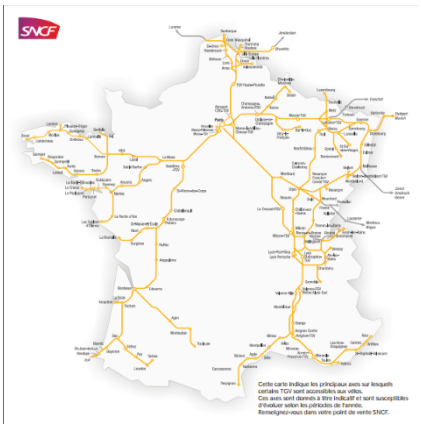
source: http://bit.ly/2zTGbRW

Among European railway companies, Swiss railways SBB are set the benchmark: On all train categories and services operated by SBB, bicycle carriage is possible. While the number of bicycle places may vary, there are at least 5 racks in each IC train. It is also necessary that the customer travelling with a bicycle has an easy access into the train

from the platform level while carrying the bicycle in his/her hands. Modern low-floor regional trains are usually well equipped for this purpose but at least one pair of wide doors should be present also in high-speed and long-distance trains which accept bicycles on board in order to facilitate the loading and unloading. An additional ticket has to be bought - prices start at 11 euros - and with it the cyclist can travel on the SBB and private trains, buses and services run by other transport companies.

SNCF, FRANCE





Source:http://medias.sncf.com/sncfcom/pdf/velo/carte_lignes_tgv.pdf http://www.sncf.com/en/services/sncf-velo

The SNCF provide a good example in how to communicate services for customers who want to combine cycling with rail. All the information regarding cycling – including parking, bike rental, carriage and pricing - can be found on their website. Tickets can also be bought online.

10. Bus

The growth in long distance and international coach services in recent years has positively influenced the European cycle tourism market particularly in those areas poorly serviced by the railway network.

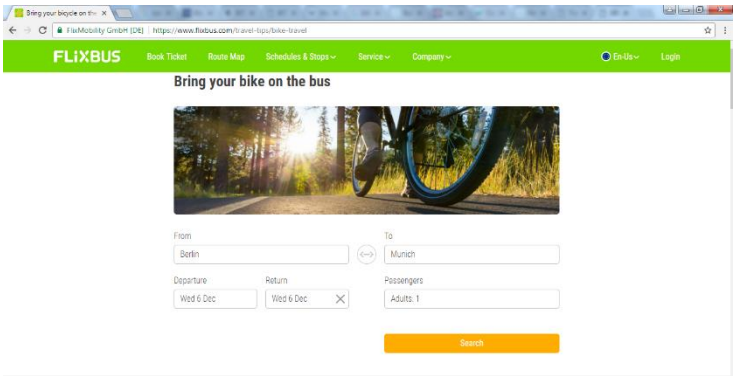
Bus services offer the advantage of typically being closely integrated with cycle routes (e.g. they often share the same infrastructure: public roads).

Recommendations and key success factors

- Wider use of external bus bike racks and, where there is demand, trailors. These have the advantage of cycles not taking up the limited space inside the vehicles and also allow them to be stored without being dismantled. For a variety of reasons, in Europe bus bike racks tend to be installed at the rear of buses and there are a number of suppliers that provide different models, usually with both ready-made and bespoke options.

Good practice examples

Flixbus, Germany



Source: https://www.flixbus.com/travel-tips/bike-travel https://www.flixbus.com/bus-routes#/map

A lot of its buses have rack and can carry up to five bicycles. Cyclists will have to pay an additional € 9 to benefit from this service. It is possible to travel across Europe with a bike using their fleet of buses.

11. Ferry

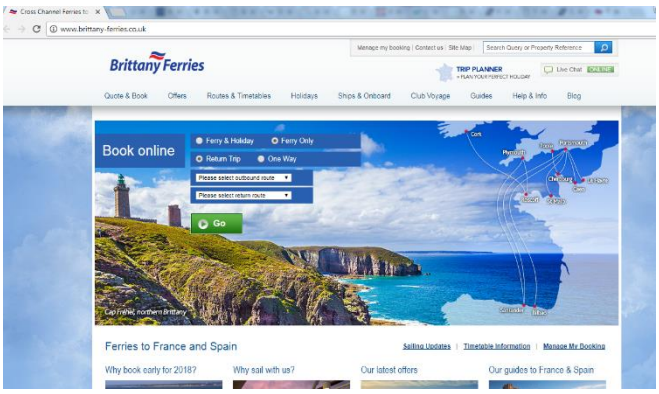
Sea and river ferries can provide important connections for accessing certain cycling routes and indeed in some cases they form an essential component of the route itself.

Recommendations and key success factors

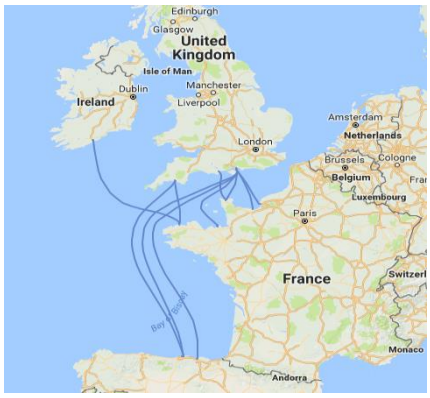
- Provide clear and safe access points for entering and exiting ferries.
- Make sure that bicycles can be safely parked during the voyage taking into account movements caused by waves. Particularly for longer journeys, the bike parking area should be monitored (e.g. with cameras) and/or provided with bike lockers.

Good practice examples

Brittany Ferries, France



Source: http://www.brittany-ferries.co.uk/

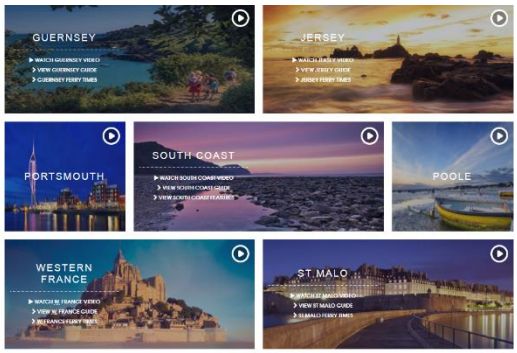


http://www.brittany-ferries.co.uk/trip-planner

A good example of ferries that well are combined with cycling is the company Britany Ferries. Cyclists can travel from Ireland and England to France and Spain.

The bicycle ticket costs in general £5 more than cost of foot passengers. It is possible to book it online and on the phone and in special shops.

Condor Ferries, UK



Source: http://www.condorferries.co.uk/destinations/ http://www.condorferries.co.uk/plan-your-trip/taking_1bike.aspx#Checkingin

The company Condor Ferries is also a good example on a how well combined ferries are with cycling. Cyclists will not have to pay an additional fee for their bikes. They are included in the “on foot ticket”. It possible to travel from England to France.

12. Airlines

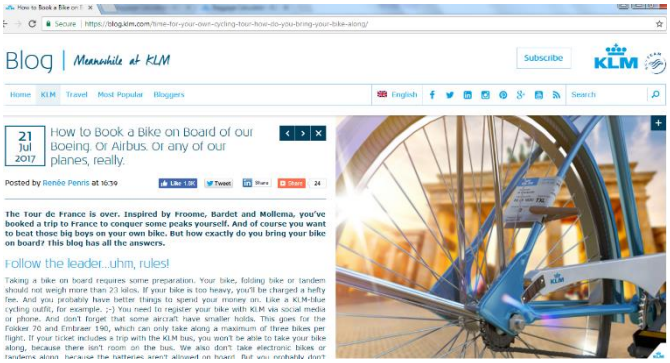
Most airlines offer the possibility to transport bicycles but the terms and conditions do vary. In nearly all cases the bike will need to be dismantled and stored in a box or bag.

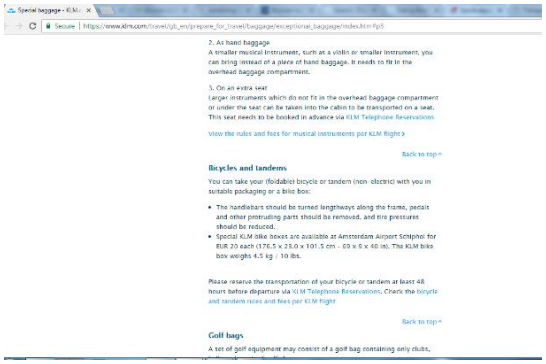
Recommendations and key success factors

- Clear information about how to prepare the bike for the particular airline.
- Dedicated area, including tools, for dismantling/reassembling bicycles and facilities for transporting the bikes (e.g. free bike box rental).
- More strategically: a basic standard for cycle packaging and cycle handling agreed with all carriers and with all ground handling service staff / contractors.

Good practice examples

KLM, The Netherlands





Source: https://klmf.ly/2zXPIHF https://klmf.ly/2zXPIHF

Most airlines offer the carriage of bicycles for a fee. What sets the Dutch company apart from some of the others is the clarity of the information on its website. Cyclists can reserve a place on the plane either on the internet or by phone. For European flights, it costs 55 euros and the bicycle should be packed into a case or container. KLM also offers a box for 23 euros.

13. Quick-check of implementation options

For successful implementation, a quick-check of the following issues should be conducted:

- tourist attractions (points of interest - POIs) and destination points, particularly regions/destinations;
- existing sustainable mobility services to get to the POIs and to move between them;
- distance to next railway station or bus terminal;
- possibilities to get from the railway station to tourist attractions, tourist services (hotels, restaurants, etc.), other services (e.g. bus services, pick up services);
- state of the cycling route infrastructure;
- information about services for users wishing to combing cycling and public transport (e.g. information at the railway station/bus terminal, information stands, press, websites, web application);
- cycle parking places at public transport interchanges;
- detailed identification of target groups (tourist and commuters) and use of user surveys to take into consideration their needs;
- identification of sustainable financing (various sources of funding).

14. Transnational evaluation

During 2017 the European Cyclists' Federation (ECF) have been attending Transdanube.Pearls project meetings to answer questions and provide information for those partners that are undertaking pilot activities related to combining cycling and public transport in the partner regions.

Set out below are some suggestions for the transnational evaluation of pilot activities being implemented in the partner regions.

Evaluation indicators

The list of possible indicators for evaluation is presented in the table below. The indicators are linked with the stakeholders' requirements.

It is important to note that there are numerous success factors and recommendations set out in this document and some indicators set out below are applicable to several measures. Conversely not all measures have natural indicators.

It is also important to recognise that many of these indicators are ex post (i.e. measurable only after the implementation of the system). Therefore, they can only be used as guidelines for authorities or operators planning to implement the measures.

Requirements	**Possible indicators**
Accessibility	Number of signs to interchanges on major cycle routes Accessible platforms in railway stations
Reliability	Number of delayed services. Capacity of bike parking / carriage met.
Speed	Comparison of time taken by different modes.
Clear and up-to-date communication	Quality and accuracy of the information online
Low investment and maintenance costs	Costs
More visitors / cyclists	Number of cycle tourists Change in modal share (% points)

Improved environment / public health	Number of car trips/total trips replaced
Improved profile	Number of positive media articles
Increased usage / profits	Change in modal share (% points)
Efficiency of investment – low costs of investment and maintenance	Costs
Reduce environmental impact	Number of car trips / total trips replaced
Manage demand	Number of unsold tickets per service

Source: Based on approach set out in Optimising Bike Sharing in European Cities, A Handbook, June 2011

Minumum quality criteria:

In the context of the Transdanube.Pearls project and its link to EuroVelo 6 – Altantic-Black Sea, these should meet the basic requirements for connecting EuroVelo routes with public transport:

- Public transport connections at intervals no greater than 150 km.
- Detailed and regularly updated service information with reservation possibilities.
- Fair pricing policies.
- Regular services (where bike carriage is possible) with sufficient on-board capacity, comfort and safety.
- Safe bike storage and parking facilities at public transport interchanges.
- Connected bike-sharing systems.

15. References

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Website https://www.flixbus.com/travel-tips/bike-travel

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16. Expert group consulted in preparing the Combining cycling and public transport manual

EuroVelo Council

- Camille Thomé (France)
- Daniel Mourek (Czechia)
- Jens Erik Larsen (Denmark)
- Kaethi Diethelm (Switzerland)
- Lukas Stadtherr (Switzerland)
- Phil Insall (United Kingdom)
- William Nederpelt (Netherlands)

Organisations representing other transport modes

- Interrail & Eurail Passes - Eurail Group
- Community of European Railway and Infrastructure Companies (CER)
- InterFerry
- Airlines For Europe (A4E)
- International Road Transport Union (IRU)

Transdanube.Pearls project partners

- Environment Agency (Austria)
- WGD Danube Upper Austria Tourism Ltd. (Austria)
- Regional management Burgenland Ltd. (Austria)
- Club "Sustainable Development of Civil Society" (CSDCS) (Bulgaria)
- Regional Administration of Vidin Region (Bulgaria)
- City of Vukovar (Croatia)
- Danube Office Ulm/Neu-Ulm (Germany)
- Government of Baranya County (Hungary)
- West Pannon Regional and Economic Development Public Nonprofit Ltd. (Hungary) National Institute for Research and Development in Tourism (Romania)
- The South-East Regional Development Agency (Romania)

- Danube Competence Centre (Serbia)
- Regional Development Agency Eastern Serbia (Serbia)
- Bratislava Self-Governing Region (Slovakia)
- Development agency Sinergija (Slovenia)