



AMAZON OF EUROPE BIKE TRAIL

Output 5.1.
Amazon of Europe Bike Trail
Route Plan

Northern route

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1. INTRODUCTION

The Amazon of Europe Bike Trail is a joint initiative of 5 countries to establish a long-distance bike trail along three rivers focusing on the territory of future 5-country UNESCO Biosphere Reserve Mura-Drava-Danube (TBR MDD). The project is funded by the European Union (ERDF, IPA) within the framework of the Danube Transnational Programme: 15 partners are working together from 5 countries. The project aims to create a sustainable tourism product considering valorisation of natural and cultural resources as a basic pillar. The result of the project will be a unique brand and joint bookable sustainable tourism product, based on nature-oriented visitor guidance and equipped with commonly designed infrastructure (resting areas, info points) elements, offering an excellent nature and cycling experience at the same time.

The aim of current document is to give an overview about the results of route planning process with specific regards to the planned itinerary of the Amazon of Europe Bike Trail.

This document is a result of the cooperation of 11 regional coordinators based on a previously prepared and jointly accepted methodology in WP5, which is also in line with other documents/methodologies in work packages WP3, WP4. The bottom-up approach was a crucial principle behind the process, each regional coordinator has had the responsibility to designate the itinerary within its respective area in line with the criteria of the common methodology. Regional coordinators prepared their surveys and regional route plans as the most important sources of inputs, the contents of these have been integrated into the current document. However, the detailed route plan document does not include all the information provided by the regional coordinators in their regional documents, therefore, for a full understanding, they are recommended to be read or interpreted together.

Regional Coordinators / Name of organisation	Area responsible for
Tourism Association Region Bad Radkersburg	Austria
Municipality Velika Polana	Slovenia
West-Pannon Regional and Economic Development Public Nonprofit Ltd.	Hungary (Zala County)
Balaton-felvidéki National Park Directorate	Hungary (Zala County)
Entrepreneurs' Centre of Somogy County Foundation	Hungary (Somogy and Baranya Counties)
Tourism board of Međimurje county	Croatia (Međimurje County)
Koprivnica Križevci County	Croatia (Koprivnica Križevci County)
Public institution for management of protected parts of nature and ecological network in Virovitica Podravina county	Croatia (Virovitica Podravina County)
Public Institution Development Agency of Osijek-Baranja County	Croatia (Osijek-Baranja County)
Municipality of Apatin	Serbia
City of Sombor	Serbia

1. Table: List of regional coordinators with territories they are responsible for

The mission of West-Pannon Nonprofit Ltd. – as responsible partner of route planning activity – was to ensure and check the consistency of the regional route proposals defined by respective coordinators compared to the principles of the common route planning methodology. Considering the fact that changes happened frequently during the long (around 1 year) planning phase, it required continuous updates of the contents of the plan. Thanks to the active involvement and quality inputs/contribution by regional coordinators, at the end of Period 4 of the Amazon of Europe Bike Trail project, the planning process has been concluded.

Of course, further minor modifications of the itinerary can be expected due upcoming factors that could not be foreseen during planning – e.g. signposting, resting place permission issues with authorities, newly developed bike path can be included, etc. These future changes will be the part of the document “Report on route implementation” (5.2. Deliverable), which will be elaborated in a later phase of the project.

2. BRIEF SUMMARY OF THE ROUTE

The total length of the planned Amazon of Europe Bike Trail – without detours – is 1260 km, it has been divided into northern and southern routes which follow the Mura, Drava and Danube rivers on both sides and affect 5 countries - Austria, Slovenia, Croatia, Hungary and Serbia.

	Length of main route	Length of detours ¹
Total	1260 km	244 km
AoE BT Northern route	553 km	89 km
AoE BT Southern route	707 km	155 km

2. Table: Main figures of route lengths

The trail consists of several sections which can be passed and visited in one day by bicycle – called daily stages (the criteria of one single daily stage were defined in the common methodology). A total number of **27 daily stages are part of the trail**: 11 of them belong to the northern part of the route while the southern part of the route contains 16 daily stages. Each of them has an identifier which is a combination of a letter and a number. Letters “N” or “S” referring to northern or southern, while the continuous numbering of the stages starting from west to east, begins in Mureck, Austria. Stage points are start/end points of a daily stage, altogether 27 stage points have been selected along the entire trail. Besides the two main entry points / end points of the trail (Mureck and Mohács) city of Osijek in Croatia is the only spot where the two routes intersect each other but there are numerous other options (bridges, ferries) to change between routes.

The main route of the trail by definition is a continuous connection between two stage points without any bifurcation and has been defined in line with the set of criteria in the route planning methodology. It generally runs parallel to the rivers, but it is not necessarily using the closest road to them. Detours are connected to the main route where it is justifiable, often run perpendicularly to the rivers. A detour has been considered as justified if it creates a connection with natural/cultural sites closely related to the values of the project, offering river views, river access, or leading to popular natural or cultural sites, called them “must see” points. The total length of the detours regarding the entire trail is 244 km.

Total 11 daily stages have been defined along the northern route of the Amazon of Europe Bike Trail is 553 km. The average length of a daily stage on the northern route is 50,29 km, the shortest stage is N8 Szaporca-Villány with 37,89 km, while the longest one is just over 65 km (N7 Drávatamási-Szaporca).

¹ This is the length of the detour end points (usually a „must see” attraction or river viewpoint). The tourists have to cycle this length twice (to go there and back)

Daily stage N2 Murska Sobota-Lendava has extended detour sections (24 km) thus the combined length (main route + detours) is almost 70 km. The lengths of the stages on the northern route are more balanced compared to the southern.

Stage	Starting point	End point	Length of the main route	Length of the detours	Country
N 1	Mureck (AT)	Murska Sobota (SLO)	47,64 km	3,98 km	Austria & Slovenia
N 2	Murska Sobota (SLO)	Lendava (SLO)	45,07 km	23,91 km	Slovenia
N 3	Lendava (SLO)	Letenye (HU)	62,65 km	6,33 km	Slovenia & Hungary
N 4	Letenye (HU)	Gyékényes (HU)	42,9 km	6,92 km	Hungary
N 5	Gyékényes (HU)	Nagyatád (HU)	46,75 km	-	Hungary
N 6	Nagyatád (HU)	Drávatamási (HU)	48,54 km	12,92 km	Hungary
N 7	Drávatamási (HU)	Szaporca (HU)	65,22 km	10,42 km	Hungary
N 8	Szaporca (HU)	Villány (HU)	37,89 km	12,48 km	Hungary
N 9	Villány (HU)	Osijek (CRO)	54,87 km	2,48 km	Hungary & Croatia
N 10	Osijek (CRO)	Suza (CRO)	50,05 km	-	Croatia
N 11	Suza (CRO)	Mohács (HUN)	51,63 km	9,76 km	Croatia & Hungary
Total length of the northern route:			553,21 km	89,2 km	

3. Table: Daily stages of the Amazon of Europe Bike Trail's northern route

3. STRUCTURE OF STAGE PRESENTATIONS

The document goes through the planned itinerary of Amazon of Europe Bike Trail stage by stage, following the same structure. Most important information is summarized in five subchapters in case of each daily stage:

1. The first one contains basic information about the respective daily stage which means coordinates and brief description about start and end points (stage points), total length, length of detours as well as the proportion of sections with unpaved surface. A simplified map shows the itinerary of the stage.
2. The second subchapter gives a short overview on the stage's services and other important features in the form of few sentences.
3. Subchapter "Information about the route and its condition" contains a table and textual description as well. Each daily stage is divided into shorter subsections being the basic units, in order to give a more detailed overview of the route conditions. The table provides information by subsections, every row showing a different subsection according to changes of main route quality attributes (road quality or type of the road). Every subsection has a unique identifier which is visible in the first column of the table. Second, third and fourth columns show their start and end points with coordinates (based on Google Maps) and their lengths. It also includes information regarding the type of the roads (bicycle lane, bicycle path, public road, etc.) and surface type (asphalt, gravel, dirt, grass, etc.) used by the trail. The last column is a quality-based classification of each stretch on a 3-point scale² which ensures comparability and helps to identify those parts where further improvement is needed. Traffic situation is not part of this classification, because it is focusing only on the physical condition of the roads. Anyway, the traffic related information can be found in the eighth column if data was available to the respective subsection. The unit of measure in these cases is annual average daily traffic (AADT). Textual description below the tables gives additional information to each daily stage, putting special emphasis on rideability and road surface. This part gives an overview about the process of the route planning, why the proposed route was assigned and what kind of decisions had to be made. Moreover, strengths, weaknesses, problems, and questionable parts regarding a daily stage also described in this subchapter, as well as possible special features which deserve attention.
4. Since the methodology set up a criterion that every stage must include at least 2 river viewpoints, thus, a separate subchapter is devoted to list these places with coordinates. This is

² 3 stars: good quality, 2 stars: acceptable, 1 star: further improvement is needed

supplemented by the list and coordinates of additional nature experiences which are relevant in terms of the trail concept.

5. The last subchapter summarizes each daily stage along the planned Amazon of Europe Bike Trail in terms of infrastructural background. In case of several partners, the exact location of infrastructure elements which are planned to be placed in frame of the project, are still not decided due to some unforeseen, mainly administrative reasons (approvals from settlements, delays of contractors, etc.). Furthermore, majority of the specific regional road signposting plans are not elaborated yet, therefore the exact number and locations of the needed road signs are still to be finetune and could not be included here. Thus, the contents of this subchapter cannot be considered final, but it contains all the latest information regarding the topic. The route implementation document referred to above will contain the detailed database of signposts along the whole Amazon of Europe Bike Trail.

4. AMAZON OF EUROPE BIKE TRAIL – STAGE BY STAGE

4.1. N1 Mureck (AT) – Murska Sobota (SI)

4.1.1. Basic information

Start point of the daily stage: Mureck (AT), Austraße, coordinates: 46.704687, 15.770850

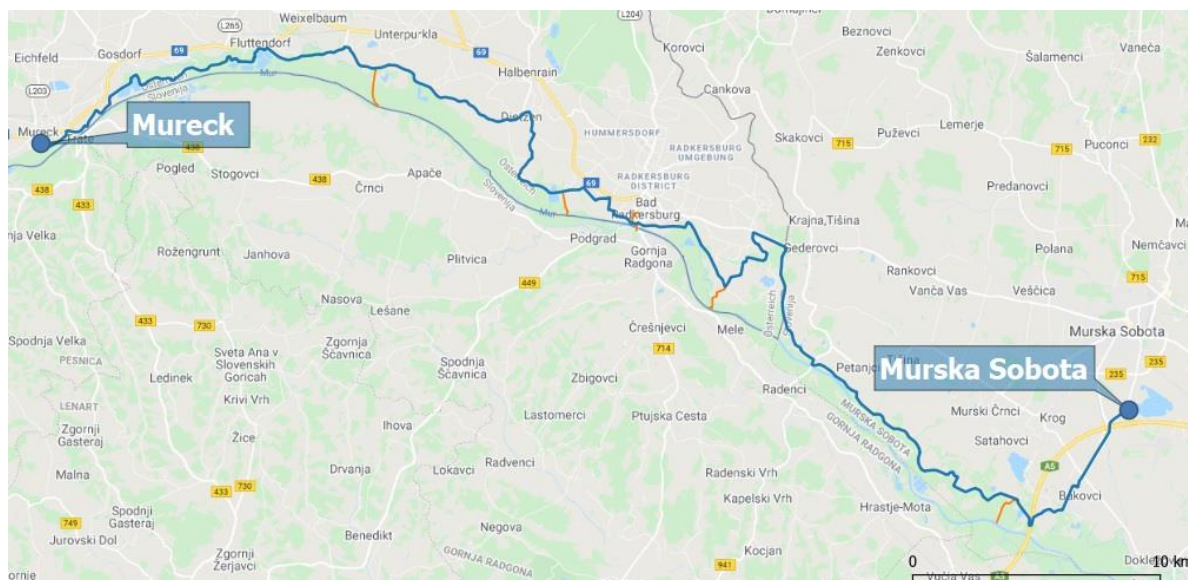
End point of the daily stage: Murska Sobota (SI), EXPANO, coordinates: 46.638377, 16.166197

Length of the daily stage: 47,64 km

Length of the detour(s): 3,98 km

Length of the asphalt roads along the main route: 46,3% (22,08 km)

Length of the asphalt roads along the detour(s): 36,4 % (1,45 km)



1. Figure: Map of N1 stage Mureck Murska Sobota

Mureck is a small town which is the official start point of the whole trail thus it is a common starting place for the first northern and southern stage, as well. Despite of its touristic services and settlement size, the city can offer the necessary range of services including places to stay, shops and bicycle related services. The number of accommodations and restaurants is higher than in Bad Radkersburg but service availability is very good all along the daily stage.

The other stage point is Murska Sobota (Slovenia), administrative centre of Prekmurje region with population over 11 thousand people. Since its size and role, a wide range of services are also available in this city.

4.1.2. Short summary of the stage

Majority of this stage can be found in Austria, a shorter part (17,6 km) of it belongs to Slovenia. The route in Austria leads along the existing Murradweg R2 in the Biosphere Reserve with numerous attractive views on the Mura river, and basically stays close to the river. The proportion of unpaved roads in the stage is relatively high, but they are mostly of excellent quality, well-maintained, suitable for cycling. On the Slovenian side certain sections might be slower to accomplish and the level of comfort might be lower – especially for cyclists with trekking bikes – but the trail stays very close to Mura and other creeks in return.

As the path does not only lead through nature, but also through settlement areas, there are many services like gastronomy, overnight stay and cultural sights. Mureck, a small town is the starting point and Bad Radkersburg with its historic old town as well as Musrka Sobota are highlights besides the nature on the river. In addition, mainly these three settlements can offer accommodation options at this stage.

Furthermore, the route has 4 connections to the south route in Slovenia. Three in Austria (Mureck, Donnersdorf, Bad Radkersburg) and one in Slovenia (Petanjci) and an additional ferry connection in Krog.

4.1.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N1/1	Mureck, Austraße	Röcksee	4 km	Cycling road, municipality road	asphalt			***
N1/2	Röcksee	Meinmühle (46.727248, 15.877528)	6,9 km	municipality road, forest road	gravel			***
N1/3	Meinmühle	Donnersdorf-Au (branch-off to the cycling bridge)	1,5 km	public road, municipality road	asphalt			***
N1/4	Donnersdorf-Au (branch-off to the cycling bridge)	Dietzen (46.708292, 15.940420)	4 km	municipality road	asphalt			***
N1/5	Dietzen	Leitersdorfweg, Dammweg crossroads (46.696931, 15.944419)	1,3 km	dyke	gravel			***
N1/6	Leitersdorfweg, Dammweg crossroads	Liebmannseestraße crossroad (46.692557, 15.958745)	1,45 km	municipality road	asphalt			***
N1/7	Liebmannseestraße	Crossroads	0,82 km	municipality road	asphalt			***

	crossroad	Liebmannseestraße and road nr. 69 (46.695542, 15.969341)						
N1/8	Crossroads Liebmannseestraße and road nr. 69	Altneudörfel (46.693832, 15.967830)	0,6 km	municipality road	asphalt			***
N1/9	Altneudörfel	Prentlweg (46.690559, 15.972389)	0,5 km	cycling route	gravel			***
N1/10	Prentlweg	Roundabout (road B69- Prentlstraße) (46.691439, 15.977450)	0,42 km	municipality road	asphalt			***
N1/11	Roundabout (road B69- Prentlstraße)	Bad Radkersburg, Entrance of Parktherme (46.686938, 15.979007)	0,64 km	municipality road	asphalt			***
N1/12	Bad Radkersburg, Entrance of Parktherme	Bad Radkersburg, intersection of Badstraße and Grazertorplatz (46.685097, 15.985869)	0,61 km	municipality road	asphalt			***
N1/13	Bad Radkersburg, intersection of Badstraße and Grazertorplatz	Bad Radkersburg, border bridge 46.684906, 15.987963	0,19 km	municipality road	asphalt			***
N1/14	Bad Radkersburg, border bridge	intersection of Kläranlageweg, Selenkoteich Weg 46.683735, 16.004569	1,3 km	Cycling street, municipality road	asphalt			***
N1/15	intersection of Kläranlageweg, Selenkoteich Weg	Laafeld, south 46.685292, 16.005781	0,19 km	municipality road	asphalt			***
N1/16	Laafeld, south	Grabenwiesen Weg-Oberer Wiesen Weg 46.669038, 16.019191	2,1 km	forest road	gravel			***
N1/17	Grabenwiesen Weg- Oberer Wiesen Weg	Intersection south of Sieldorf 46.676797, 16.034379	1,82 km	forest road	gravel			***
N1/18	Intersection south of Sieldorf 46.676797, 16.034379	Crossroads of Doktor-Schwaiger- Straße 46.682886, 16.029595	0,9 km	municipality road	asphalt			***
N1/19	Crossroads of Doktor- Schwaiger-Straße	Border Sieldorf 46.679070,	0,8 km	municipality road	asphalt			***

		16.040746						
N1/20	Border Sieldorf	Gederovci – Petanjci mid-point 46.661650, 16.040291	2 km		grass			*
N1/21	Gederovci – Petanjci mid-point	Petanjci, dyke- road 235 intersection 46.651012, 16.051375	1,56 km		dirt			**
N1/22	Petanjci, dyke- road 235 intersection	Petanjci, start of dyke 46.649666, 16.050893	0,18 km	municipality road	asphalt			***
N1/23	Petanjci, start of dyke	Intersection, south of Krog 46.616009, 16.125592	8,2 km	dyke, forest road	dirt			**
N1/24	Intersection, south of Krog	Mali Bakovci 46.612235, 16.132097	1,18 km		dirt			***
N1/25	Mali Bakovci	Bakovci, Intersection of Mladinska ulica and Ulica ob Muri 46.613546, 16.141778	0,83 km		asphalt			***
N1/26	Bakovci, Intersection of Mladinska ulica and Ulica ob Muri	Bakovci, intersection 46.622178, 16.148966	1,24 km	municipality roads	asphalt			***
N1/27	Bakovci, intersection	Bakovci, north end 46.623469, 16.150146	0,19 km	shared pedestrian/bicycle path	asphalt			***
N1/28	Bakovci, north end	Murska Sobota, EXPANO	2,22 km	bicycle path	asphalt			***
DETOURS								
N1/D1	Donnersdorf-Au (branch-off to the cycling bridge)	Cycling bridge	1,05 km	municipality road	asphalt and gravel			***
N1/D2	Liebmannseestraße crossroad	Mura river viewpoint (46.687272, 15.961814)	0,65 km	forest road	gravel, dirt road			***
N1/D3	Bad Radkersburg, intersection of Badstraße and Grazertorplatz	Bad Radkersburg, Hauptplatz (46.687494, 15.987354)	0,4 km	municipality road	asphalt			***
N1/D4	Grabenwiesen Weg- Oberer Wiesen Weg	Confluence of Mura and Drauchenbach creek (46.664014, 16.013786)	0,91 km	forest road	gravel			***

N1/D5	Intersection, south of Krog	Krog, ferry	0,97 km	forest road	asphalt, dirt			***
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4. Table: Subsections of N1 stage

The boat mill is a fancy river viewpoint in Mureck, from here to Röcksee the route contains varied sections, but all the way long in excellent quality. The first approximately 1 km of it which edges the settlement from south in the forest, has a good quality gravel surface, followed by a short section of separated and asphalt bicycle path leading to the Mura bridge which is a border crossing point at the same time. From the bridge to Röcksee it continues with asphalt surface, contains partly bicycle routes and municipality roads with very low traffic. The lake here offers swimming possibilities. After Röcksee the surface turns into gravel in almost 7 km length, but in excellent quality, suitable for cyclists. The road leads through beautiful nature areas of the Mura riverside, visitors can visit the Murturm Nature Observation Tower and the waterfront is also visible and accessible in several points. „Meinl mühle“ near Unter Donnersdorf is a perfect site to have a break, it brings change in terms of road surface as well, since from here to Dietzen, it is asphalt, again. A detour leads to the cycling bridge over the Mura which links the stage to the southern trail (S1). A River`scool facility is also installed here, this spot provides a beautiful river view and a great opportunity to rest and enjoy the nature. The surface of the road coming here is very good quality of gravel. From Dietzen to Bad Radkersburg paved and unpaved surfaces change often, including a short sub-section on a dyke. This section includes the second detour directly to the river, its surface is also unpaved. The route uses Prentlstraße then Thermenstraße when it reaches Thermen Hotel Radkersburger Hof. There it takes a left than a right turn and goes through Badstraße, all along to the city centre. The river here is approachable again, another Rivers`cool can be found inside town. The roads of the remaining 7 km in Austria between Bad Radkersburg and the border are mixture of paved and unpaved sections, but their quality makes them appropriate for cycling. From Laafeld the trail follows Grabenwiesen Weg to south – including a 1 km long detour to the confluence site of Mura and Drauchenbach creek on gravel surface - then Oberer Wiesen Weg and Fischteichweg Sieldorf up to north direction again. In Sieldorf, cyclists can ride on asphalt again and this is the end of the Austrian part of stage N1. In Slovenia, after the border crossing point the trail turns immediately south onto a grassy road and follows the Kučnica creek until it flows into Mura. Cyclists need to go on the dyke with a grassy surface which can be more suitable for mountain bikers, assuming it is regularly maintained. Near Petanjci the surface quality changes, and well visible wheel-tracks make cycling with trekking bikes easier in this section. Before the Mura bridge at Petanjci, the dyke intersects road 235 thus cyclists need to cross the main road to the other side. Between Petanjci and Krog the trail stays close to the riverside which means appr. 8 km to go on unpaved surface. As the route reaches the southern point of Kroška Kamešnica lake (46.616011, 16.125560) a detour makes it possible to cycle to the ferry that is another alternative to connect onto the south route (S1) at Vučja

vas, while the main route goes under the A5 highway and approaches Bakovci settlement. From Mali Bakovci the surface is asphalt again. Due to the stage end point of stage N1 is Murska Sobota EXPANO, the trail turns north, while stage N2 will continue towards east from this point. The itinerary within Bakovci is: Mladinska ulica - Kroška ulica - Soboška ulica (with 200 meters of shared pedestrian/bicycle path at the north end of the settlement). The safe and well-rideable connection between Bakovci and Murska Sobota is ensured by separated two-way bicycle path alongside the public road.



2. Figure: Asphalt road with very low traffic in Austria



3. Figure: Cyclist bridge to Slovenia



4-5. Figures: Well maintained gravel road near Murturm Tower; then turns into asphalt surface (between „Meinmühle“ and Dietzen



6-7. Figures: Unpaved and paved sections in good condition, south of Krog

Source: Nina Lebar / Velika Polana

4.1.4. Nature and river related values

River viewpoints:

- Mureck, boat mill - 46.701887, 15.774117
- Mureck, Murturm - 46.720803, 15.817682
- Donnersdorf, Cycle Bridge, River`scool & Birdwatching - 46.714753, 15.892105
- Bad Radkersburg, river viewpoint west of Bad Radkersburg - 46.687272, 15.961814
- Bad Radkersburg - 46.684255, 15.987111
- Confluence of Mura and Drauchenbach creek - 46.664014, 16.013786
- Petanjci, bridge over Mura river - 46.649640, 16.050549
- Krog, ferry on Mura - 46.610985, 16.117743

Additional nature experience:

The route goes along the Murradweg R2 and mainly through the floodplain forest, so that nature can be experienced along the entire route.

- Röksee; existing leisure area; lake for swimming and camping - 46.717644, 15.798820
- Liebmannsee Bad Radkersburg - 46.692603, 15.957675
- Educational path Mokoš - 46.685769, 16.044119
- Garden of Remembrance and Comradeship Petanjci – Municipality of Tišina - 46.649637, 16.077232
- Zaton – marshy area of Mura cutoff meander - Municipality of Tišina
- Ponds next to Gradišče - Municipality of Tišina - 46.620441, 16.092019
- Petanjci springs - Municipality of Tišina
- Urban forest Fazanerija - Municipality of Murska Sobota - 46.666131, 16.158679
- „Soboška Kamešnica“ lake - Municipality of Murska Sobota - 46.637897, 16.167799

4.1.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

Austrian part:

In total 2 info boards (1 large and one small) are planned to be installed in frame of the project in the following locations:

- Large info board: Mureck (start point). Coordinates: 46.704679 15.770654. It will contain information on stages N1 and S1 as well.
- Small info board: Donnersdorf. Coordinates: 46.723358 15.892370

The number of signs planned to be placed is 70 (5 sticks).

Slovenian part:

According to the plans the new infrastructure elements regarding all the Slovenian stages are the following:

- 13 large info boards with bike boxes (self-service repair kit) and bike stands.
- 185 signs (estimated number)

Regarding stage N1 at least one large info board will be placed in Murska Sobota (stage point). Its exact location moreover the locations of possible other info boards, stage specific number and locations of signs will be known after finalisation of the related road signalisation document.

4.2. N2 Murska Sobota (SI) – Lendava (SI)

4.2.1. Basic information

Start point of the daily stage: Murska Sobota (SI), EXPANO (coordinates: 46.638377, 16.166197)

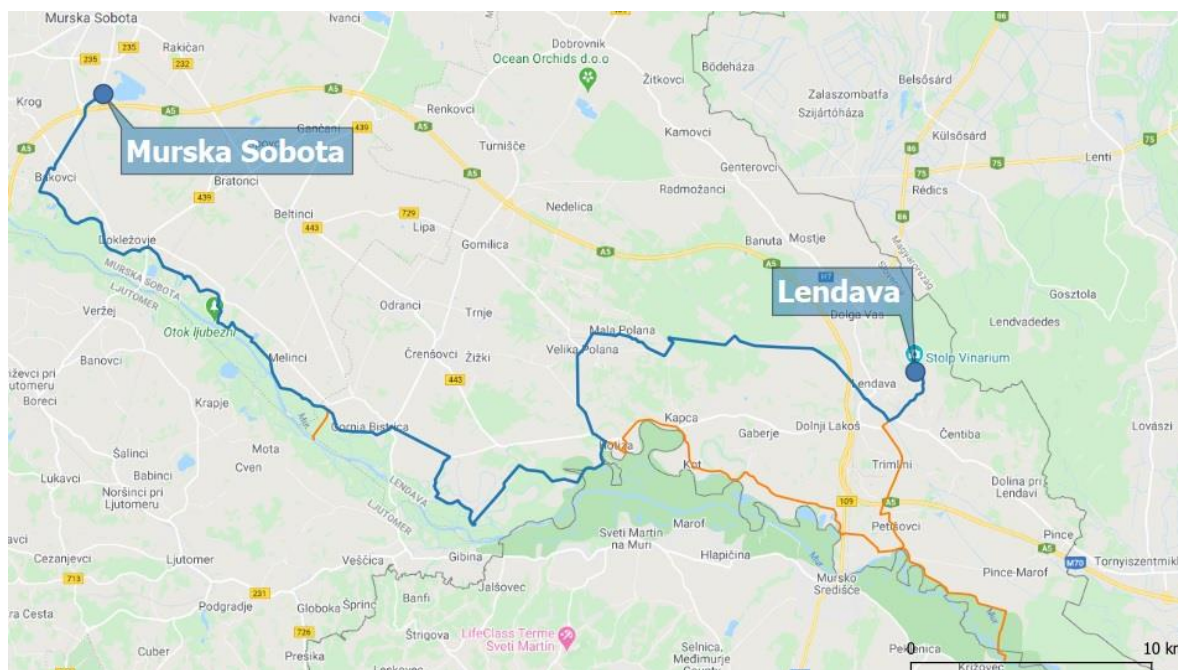
End point of the daily stage: Vinarium tower at Lendava (Slovenia): Hosszúfaluhegy 229, 9220 Lendva (coordinates: 46.567550, 16.467801)

Length of the daily stage: 45,07 km

Length of the detour(s): 23,91 km

Length of the asphalt roads along the main route: 47% (21,07 km)

Length of the asphalt roads along the detour(s): 52% (12,33 km)



8. Figure: Map of stage N2: Murska Sobota-Lendava

One of the stage points is Murska Sobota, administrative centre of Prekmurje region with population over 11 thousand people. Since its size and role wide-range and numerous services available in the city.

Lendava is the stage point of the trail but together with Lenti can be considered as an overnight area. Both settlements have appropriate number and variety of accommodations, restaurants, cycling related and other services, but the profile of the two cities are different, cyclists can choose the most suitable option for them.

4.2.2. Short summary of the stage

The total length of this stage leads through Slovenia. Besides 45 kms of main route it contains 24 km detours as well, altogether the itinerary covers the whole riverside of Mura river between Bakovci and Benica. A part of the main route goes on unpaved roads (53 %) this might challenge trekking bikers

especially in unfavourable weather conditions. In the case of some subsections, itinerary changes are expected in the near future. Along the route there are numerous beautiful river views, nature sites, mills, educational paths, the unique attraction of Stork Village Velika Polana to visit, availability of services is neither a problem since the route goes through settlements frequently. Besides the specific stage points Murska Sobota and Lendava there are the additional places with good quality accommodations and services (e.g. Velika Polana). Furthermore, the route has 4 connections to the southern route: bridges near Dokležovje and Srednja Bistrica, ferries near Ižakovci (Otok ljubezni) and Gornja Bistrica (Tinekov brod).

4.2.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N2/1	Murska Sobota, EXPANO	Bakovci, north end 46.623469, 16.150146	2,22 km	bicycle path	asphalt			***
N2/2	Bakovci, north end	Bakovci, intersection 46.622178, 16.148966	0,19 km	shared pedestrian/bicycle path	asphalt			***
N2/3	Bakovci, intersection	Bakovci, Intersection of Mladinska ulica and Ulica ob Muri 46.613546, 16.141778	1,24 km	municipality roads	asphalt			***
N2/4	Bakovci, Intersection of Mladinska ulica and Ulica ob Muri	Bakovci, south end 46.611655, 16.148254	0,56 km		asphalt			***
N2/5	Bakovci, south end	Start of the dyke, south of Bakovci	1,07 km	forest roads	gravel			**
N2/6	Start of the dyke, south of Bakovci	Railway embankment east of Dokležovje 46.594633, 16.187847	3,39 km	dyke	dirt			**
N2/7	Railway embankment east of Dokležovje	Ižakovci west 46.588077, 16.201461	1,45 km		gravel, dirt			*
N2/8	Ižakovci west	Intersection, road to Otok ljubezni 46.579948, 16.208397	1,47 km		gravel, dirt			**
N2/9	Intersection, road to Otok ljubezni	Ižakovci south 46.580210, 16.213776	0,55 km		asphalt			***
N2/10	Ižakovci south 46.580210,	Gornja Bistrica, west	4,09 km		dirt			**

	16.213776	46.557401, 16.249553						
N2/11	Gornja Bistrica, west	Gornja Bistrica-2 46.552263, 16.259472 Útvonalterv	1,14 km		asphalt			***
N2/12	Gornja Bistrica-2	Gornja Bistrica, south 46.551935, 16.266127	0,51 km		dirt			**
N2/13	Gornja Bistrica, south	Srednja Bistrica, intersection 46.552838, 16.272386	0,54 km	municipality roads	asphalt			***
N2/14	Srednja Bistrica, intersection	Srednja Bistrica east end 46.550612, 16.280926	0,79 km	municipality roads	asphalt			***
N2/15	Srednja Bistrica east end	Dolnja Bistrica west end 46.546656, 16.291953	0,95 km	shared pedestrian/bicycle path	asphalt			***
N2/16	Dolnja Bistrica west end	Dolnja Bistrica southeast 46.531862, 16.303140	2,84 km	municipality roads	asphalt			***
N2/17	Dolnja Bistrica southeast	Brezovec - del 46.542722, 16.347796	5,1 km	forest roads	gravel			**
N2/18	Brezovec - del	Hotiza, Nograd 46.549634, 16.353192	1,06 km	municipality roads	asphalt			***
N2/19	Hotiza, Nograd	Ložič, south 46.551626, 16.348262	0,39 km	separated bicycle path	asphalt			***
N2/20	Ložič, south	Ložič, north 46.556666, 16.345796	0,59 km	public road	asphalt	729		***
N2/21	Ložič, north	Velika Polana, south 46.570577, 16.342541	1,63 km	bicycle path	asphalt			***
N2/22	Velika Polana, south	Velika Polana, north 46.575492, 16.346712	0,68 km	public road, municipality road	asphalt	729		***
N2/23	Velika Polana, north	Mala Polana, west 46.576921, 16.355296	0,8 km	bicycle path	asphalt			***
N2/24	Mala Polana, west	Mala Polana, east 46.571660, 16.375078	1,74 km	municipality road	asphalt			***
N2/25	Mala Polana, east	Copekov mlin 46.575292,	0,5 km		gravel			***

		16.378048						
N2/26	Copekov mlin	Lendava, Kolodvorska ulica 46.561933, 16.448116	6,42 km		gravel			**
N2/27	Lendava, Kolodvorska ulica	Lendava, Tomšičeva ulica 46.560383, 16.449927	0,22 km	municipality road	asphalt			***
N2/28	Lendava, Tomšičeva ulica	Lendava, Tomšičeva ulica - Kranjčeva ulica intersection 46.555871, 16.461373	1,18 km	bicycle path	asphalt			***
N2/29	Lendava, Tomšičeva ulica - Kranjčeva ulica intersection	Lendava, Vinarium 46.567550, 16.467801	1,76 km	municipality roads	asphalt			***
DETOURS								
N2/D1	Intersection, road to Otok ljubezni	Otok ljubezni 46.579610, 16.207184	0,21 km		asphalt, gravel			***
N2/D2	Gornja Bistrica, west 46.557401, 16.249553	Tinekov brod 46.550361, 16.244157	0,96 km		gravel			***
N2/D3	Srednja Bistrica, intersection	Gornja Bistrica bridge 46.539175, 16.273043	1,64 km	public road	asphalt	726		***
N2/D4-1	Hotiza, Nograd	Hotiza, church 46.550404, 16.359428	1,17 km	municipality roads	asphalt			***
N2/D4-2	Hotiza, church	Hotiza north 46.551814, 16.361336	0,2 km	public road	asphalt	443		***
N2/D4-3	Hotiza north	Kapca west 46.554279, 16.373017	1,08 km	separated bicycle path	asphalt			***
N2/D4-4	Kapca west	Kapca, Glavna ulica - Ribiška ulica intersection 46.553320, 16.379697	0,54 km	public road	asphalt	443		***
N2/D4-5	Kapca, Glavna ulica - Ribiška ulica intersection	Kot, east 46.542870, 16.387414	1,43 km	municipality roads	asphalt			***
N2/D4-6	Kot, east	Road 109 intersection -south 46.526100, 16.441968	5,36 km	forest/agricultural roads	gravel, dirt			**
N2/D4-7	Road 109 intersection -south	Petišovci, west 1 46.525664, 16.449281	0,54 km	municipality road	asphalt			***
N2/D4-	Petišovci, west 1	Petišovci, west 2	0,57 km		gravel			**

8		46.522199, 16.454572						
N2/D4-9	Petišovci, west 2	Petišovci, southeast 46.522398, 16.464218	0,83 km		asphalt			***
N2/D4-10	Petišovci, southeast	Petišovci, north 46.530891, 16.455523	1,53 km	municipality roads	asphalt			***
N2/D4-11-1	Petišovci, southeast	Embankment- gravel road intersection south of Benica 46.506030, 16.502495	3,82 km	embankment	dirt, grass (partly asphalt)			**
N2/D4-11-2	Embankment-gravel road intersection south of Benica	Mura riverside, south of Benica 46.496764, 16.499280	0,96 km		gravel			**
N2/D4-12	Petišovci, north	Lendava, Tomšičeva ulica 46.560383, 16.449927	3,07 km	shared pedestrian/bicycle path	asphalt			***

5. Table: Subsections of N2 stage

Since the first 2.2 km of the stage is separated bicycle path from Murska Sobota to Banovci, it does ensure safe and comfortable ride close to river Mura. The main route of this daily stage can be divided into 2 parts:

1. The western part stays close to the Mura river between the settlements of Bakovci and Hotiza. It does not mean that the route continuously runs on the direct riverside, but it does stay within 1,5 km distance from the river, mostly on the edge of floodplain forest zone. 100 % of the Bakovci- Ižakovci connection consist of different quality of unpaved roads. Ižakovci is connected to Gornja Bistrica by a 4 km dirt road, then the route passes the settlements of Gornja Bistrica, Srednja Bistrica and Dolnja Bistrica on asphalt roads (6,2 km) including a short section (0,95 km) of separated pedestrian/bicycle path between Srednja Bistrica and Dolnja Bistrica. Where the route reaches the oxbow lake east of Dolnja Bistrica, the road turns unpaved again for the next 5 km to Hotiza.

There are numerous possibilities to get to the riverside within the Bakovci-Hotiza section, detours lead to two river ferries (south of Ižakovci: Otok ljubezni – island of love; south of Gornja Bistrica: Tinekov brod) and two bridges (south of Dokležovje and Srednja Bistrica) which connect the two sides of the river.

2. In Hotiza, the route splits into two directions: the main route does continue to north and reaches Lendava via Velika Polana and Mala Polana, while the detour follows the river through Kapca, Kot and Petišovci villages almost all the way to the Hungarian border. Between Hotiza and Lendava the planned

AoE BT route significantly overlaps with Slovenian route G-12. The main route does contain separated bicycle paths and asphalt roads inside settlements to Mala Polana, then cyclists arrive at Copek mill. The village has been designated as “Stork Village”, visitors can observe the birds, as well as “Polana wood” – the largest complex of black alder which lies close to the village. After crossing the creek at Copek Mill the trail continues on gravel roads in parallel to Črnec and Lendava creeks, the length of this section to Lendava is almost 6,5 km. After 1 km of bicycle path in Lendava the trail turns uphill in the intersection of Kranjčeva and Tomšičeva streets for the last 1,76 kms of the stage on good quality, almost traffic-free municipality roads to the Vinarium tower.



9-10. Figures: Unpaved surfaces near to Ižakovci (left), and Gornja Bistrica (Tinek ferry; right)
Source: Nina Lebar

The detour from Hotiza closer to the river is 21 km overall, it has an asphalted surface until Kot, turns into dirt/gravel for the next 5,36 kms to Petišovci where cyclists can enjoy nice riverside landscapes. Excepting a short unpaved section inside Petišovci the trail goes on asphalt all the way to the end point Lendava, including 3 kms of bicycle path. An extension of the detour leads almost to the Hungarian border (south of Benica), that river viewpoint is 5 km from Petišovci on unpaved roads, mainly on grassy/dirt embankment.



11-12. Figures: Unpaved road connection between Copek mill and Lendava. start of the section at Copek mill (left) and at Lendava (right)

Source: Nina Lebar



13-14. Figures: Wide bicycle path between Velika Polana and Mala Polana (left); almost trafficless road comes up to stage start/end point Vinarium Lendava (right)

Source: Nina Lebar



15-16. Figures: Location where asphalt surface turns into gravel at Kot (left); embankment between Petišovci and Benica (right)

Source: Nina Lebar (left); Ádám Bolyós (right)

4.2.4. Nature and river related values

River viewpoints:

- Mura bridge (Dokležovje- Veržej) - 46.588976, 16.178732
- Island of love / otok ljubezni; Ižakovci - 46.579810, 16.207176
- Tinek ferry; Gornja Bistrica - 46.550505, 16.244235
- Mura bridge Gornja Bistrica - 46.539093, 16.272996
- Petišovci - 46.520476, 16.457470
- South of Benica - 46.496764, 16.499280



17. Figure: View of Mura river at Petišovci
Source: Ádám Bolyós

Additional nature experience:

- River'scool Velika Polana, forest educational path and info center of Mura Biosphere Reserve, 46.575274, 16.378341
- Bistrica Forest educational path and Educational path "beavers"
- Thematic guided tours – Hotel Štrk, Lovenjakov dvor - 46.682556, 16.138412
- Urban forest Fazanerija - Municipality of Murska Sobota - 46.666131, 16.158679
- „Soboška Kamešnica“lake - Municipality of Murska Sobota - 46.637897, 16.167799
- Polana wood – the largest complex of black alder, Municipality of Velika Polana
- Forest educational path, Municipality of Velika Polana
- Storks, Municipality of Velika Polana
- Stream Črnc (Municipality of Velika Polana) and River Lendava (Municipality of Lendava)
- Lendava vineyards, Municipality of Lendava
- „Murska šuma“, Municipality of Lendava

4.2.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

According to the plans, new AOE BT infrastructure elements regarding all Slovenian stages are the following:

- 13 large info boards with bike boxes (self-service repair kit) and bike stands.
- 185 signs (estimated number)

Regarding stage N2, at least two large info boards will be placed in the two stage points: Murska Sobota and Lendava. Their exact location, furthermore, the locations of possible other info boards, stage specific number and locations of signposts will be specified after finalization of the official road signposting documents (ongoing).

4.3. N3 Lendava (SI) – Letenye (HU)

4.3.1. Basic information

Start point of the daily stage: Vinarium tower at Lendava (Slovenia): Hosszúfaluhegy 229, 9220 Lendva (coordinates: 46.567550, 16.467801)

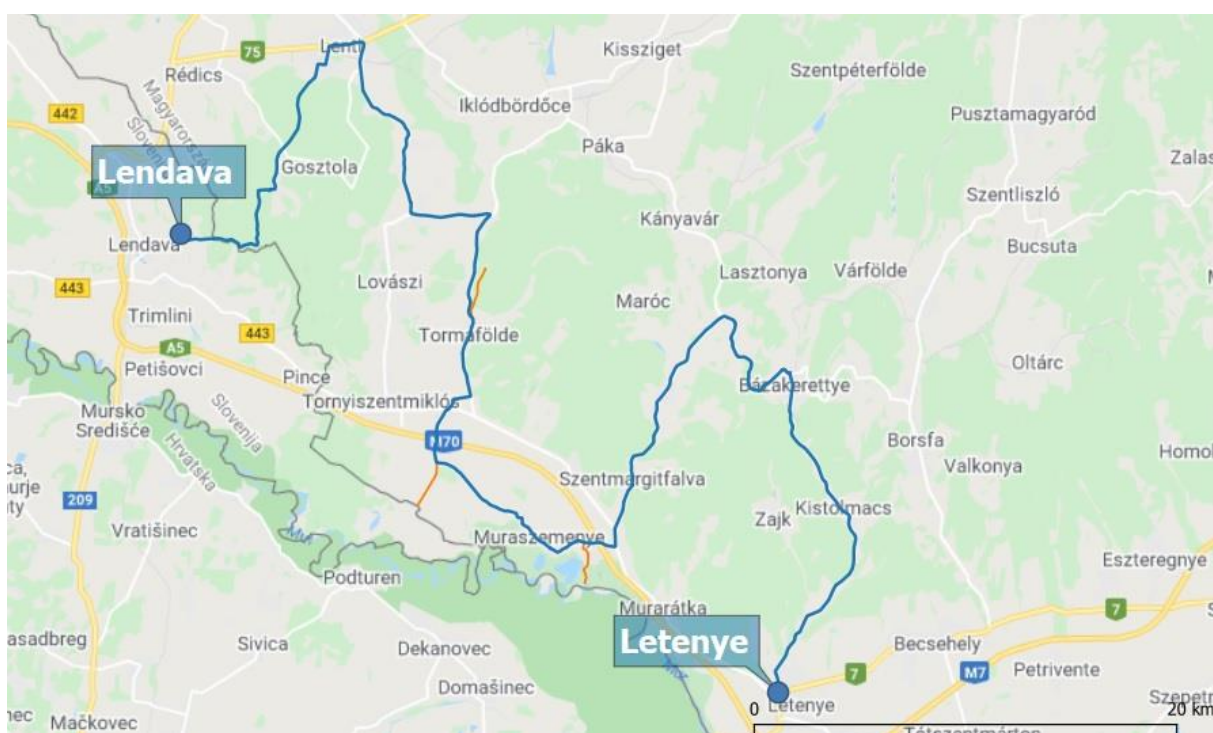
End point of the daily stage: Letenye (Hungary), centre of the city: 8868 Letenye, Kárpáti u. 1. (coordinates: 46.433861, 16.722436)

Length of the daily stage: 62,65 km

Length of the detour(s): 6,33 km

Length of the asphalt roads along the main route: 99% (62,04 km)

Length of the asphalt roads along the detour(s): 52% (3,33 km)



18. Figure: Map of daily stage between Lendava and Letenye

Lendava is the starting stage point of the trail but together with Lenti city on the other side it can be considered as a cross-border overnight area. Both settlements have appropriate number and variety of accommodations, restaurants, cycling related and other services, but since the profiles of the two cities are different, cyclists can choose the most suitable option for them, or even visit and stay in both.

As a micro-regional centre, the number and level of available services in Letenye city is higher than in its immediate surroundings. Accommodation offers in Letenye basically lean on the demand generated by transit traffic, it is less in numbers and in variety compared to the city Lenti. There are additional options in terms of accommodations and restaurants towards the end of the daily stage (e.g. in Lipeszentadorján, Bázakerettye, Kistolmács). Bicycle shop and repair service are available in Letenye.

4.3.2. Short summary of the stage

This is a longer stage with its more than 62 km main route and 6,3 km additional routes. For the reason to fit to the methodology as much as it possible (safety reasons, nature related attractions), the route moves away from the Mura river two times within the stage then approaches it again. This way cyclists can visit a variety of nature attractions along smaller siderivers (Kerka, Lendva, etc.) and nearby hills, enjoy different type of landscapes in one day. Furthermore, they have the opportunity to combine cycling with other available activities (canoeing, rafting or forest train ride) which makes this stage a complex experience. The number of direct access points to the river Mura is very limited in this area, but all possible locations are part of the route. Almost all of the settlements along the route can ensure at least a small shop for cyclists to buy basic food or drink, while the start/ends points as well as Lenti and Bázakerettye can offer the widest range of accommodations, restaurants and other (bike) related services.

Majority of the proposed route has asphalted surface but in various quality (from excellent to poor), including separated bicycle paths and low traffic public and municipality roads. It contains only one short (~0,6 km long) section where cyclist must use the public road without separated bicycle lane or paths, while the traffic is not low, but moderate. Only a minimal proportion (3km) of the sections can be described as roads with non-asphalted surface (gravel or dirt roads), all of these are detours which lead to the riverside. This means that the stage can be comfortably completed with an average (trekking) bicycle.

4.3.3. Information about the route and its condition

The route from the Vinarium tower at Lendava to Lenti goes through the settlement of Lendvadedes. Leaving Lenti city, further 11 settlements can be found along the route: Kerkateskánd, Szécsisziget, Tormafölde, Dobri, Kerkaszentkirály, Muraszemenye, Szentmargitfalva, Kiscsehi, Lispeszentadorján, Bázakerettye, Kistolmács. The closing stage point is the city of Letenye. The table below contains information on each sub-sections of the daily stage.

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N3/1	Lendava (Vinarium tower)	Lendava-Dedeskecskés intermediate point - 46.566680, 16.501135	3,33 km	municipality road	asphalt			***
N3/2	Lendava-Dedeskecskés intermediate point	Rédics (Dedeskecskés)	1,23 km	municipality road	asphalt, gravel mixed			***
N3/3	Rédics	Lendvadedes road	0,75 km	bicycle/walking	asphalt			***

	(Dedeskecskés)	crossing		path				
N3/4	Lendvadedes road crossing	Lendvadedes lake	0,67 km	municipality road	asphalt	75155	1218	***
N3/5	Lendvadedes lake	Lenti (Lovarda utca)	3,87 km	bicycle path	asphalt			***
N3/6	Lenti (Lovarda utca)	Lenti (Petőfi út – Harangláb út crossing)	2,50 km	municipality roads	asphalt			***
N3/7	Lenti (Petőfi út – Harangláb út crossing)	Lenti (Máhomfa), Bedőmajor bus stop	3,76 km	bicycle path	asphalt			**
N3/8	Lenti (Máhomfa), Bedőmajor bus stop	Kerkateskánd, Petőfi Sándor u. 1.	1,74 km	bicycle path	asphalt			***
N3/9	Kerkateskánd, Petőfi Sándor u. 1.	Szécsisziget, bejárati út bus stop	2,63 km	low traffic public and road	asphalt	7549	648	***
N3/10	Szécsisziget, bejárati út bus stop	Dobri (Bende-hegy crossing)	6,26 km	low traffic public road	asphalt	7539	702	**
N3/11	Dobri (Bende-hegy crossing)	Dobri Church	0,96 km	municipality road	asphalt			**
N3/12	Dobri Church	Kerkaszentkirály, bridge	1,87 km	municipality roads and low traffic public road	asphalt	7538		***
N3/13	Kerkaszentkirály bridge	Muraszemenye, II. Rákóczi Ferenc út 6-2	4,94 km	municipality roads and low traffic public road	asphalt	75149	276	***
N3/14	Muraszemenye, II. Rákóczi Ferenc út 6-2	Muraszemenye (Alsószemenye), II. bejárati út, bus stop	1,26 km	municipality roads and low traffic public road	asphalt	75149	276	***
N3/15	Muraszemenye (Alsószemenye), II. bejárati út, bus stop	Muraszemenye (Aligvár major), road nr. 7538 crossing	1,05 km	municipality road	asphalt	75149	276	***
N3/16	Muraszemenye (Aligvár major), road nr. 7538 crossing	Muraszemenye (Aligvár major, north crossing)	0,58 km	moderate traffic public road	asphalt	7538	1949	***
N3/17	Muraszemenye (Aligvár major, north crossing)	Kiscsehi road crossing (south)	4,00 km	low traffic public road	asphalt	7541	513	*
N3/18	Kiscsehi road crossing (south)	Lispesztadorján (Fő út-Ady E. út crossing)	4,43 km	municipality roads and low traffic public road	asphalt	7537	1711	**
N3/19	Lispesztadorján (Fő út-Ady E. út crossing)	Bázakerettye (Fő út-Petőfi út crossing)	4,68 km	municipality roads and low traffic public roads	asphalt	7537	1691	**
N3/20	Bázakerettye (Fő út-Petőfi út crossing)	Letenye, Kárpáti u. 1.	12,14 km	municipality roads and low traffic public roads	asphalt	7540	1227	***

DETOURS								
N3/D1	Tormafölde – Tormafölde alsó bus stop	Tormafölde fig orchard	1,7 km	municipality road	asphalt			***
N3/D2- 1	Kerkaszentkirály bringe	Kerkaszentkirály, Margit-major, end of Béke u.	1,04 km	municipality road	asphalt			***
N3/D2- 2	Kerkaszentkirály, Margit-major, end of Béke u.	Lendva creek	0,51 km	municipality road	dirt road			**
N3/D3	II. Rákóczi Ferenc út 6-2	Mura Carp Lakes	1,57 km	municipality road	gravel			***
N3/D4- 1	Muraszemenye (Alsószemenye), II. bejárati út, bus stop	Muraszemenye (Alsószemenye), Táncsics út, Pataki út crossing	0,59 km	municipality road	asphalt			***
N3/D4- 2	Muraszemenye (Alsószemenye), Táncsics út, Pataki út crossing	„Hódvár” water tourism base	0,92 km	municipality road	gravel, dirt			**

6. Table: Subsections of N3 stage

The route comes from the Slovenian side (Lendava, Vinarium tower) using asphalted roads including the newly built section of Iron Curtain Cycling project (SI-HU Interreg)³. These roads are wide enough also for cars, well suitable for cyclists. The section leads through in the forest towards Dedeskecskés (part of Rédics), its surface is mixed asphalt and gravel but well rideable by bicycle. After a right turn just before the inhabited area a bicycle path goes down to the settlement of Lendvadedes. Previously it used to be a walking path for pedestrians, it has been developed into a bicycle path later. Certain sections of it have higher slope gradient and contain few sharp turns which make it difficult for an average cyclist with a trekking bike and therefore require more attention to pass. After the lake of Lendvadedes, a separated bicycle path goes through the forest to Lenti in parallel to the Liponyak creek. Its length is almost 4 km, the quality of the asphalt track is good, used by locals for recreational purpose (jogging, cycling). Inside the settlement of Lenti, the trail uses municipality roads that are in good condition and with low traffic.

³ Interreg V-A Slovenia-Hungary Cooperation Programme



19. Figure: Asphalted road near Lendava



20. Figure: Mixed asphalt-gravel surface near Dedeskecskés



21. Figure: Asphalted bicycle path starts at the lake of Lendvadedes

From the end of the inhabited area of Lenti to Kerkateskánd the main road is followed by a separated bicycle path all along. It has not homogeneous quality: the first 3,7 km from Lenti is basically a narrow path, but the width is enough for two cyclists to ride next to one another but need to slow down if someone is coming from the opposite direction. The surface quality of this section is not perfect either,

but rideable by bicycle all in all, would require vegetation control more often. There is a 1,74 km long newly built asphalt section in proper width and highest level of surface quality from Máhomfa (part of Lenti), Bedőmajor bus stop to Kerkateskánd. This new two-way bicycle path has been constructed in 2019.



*22-23. Figures: Bicycle path south of Lenti in parallel to the main road (left); and a newly built two-way path near to Kerkateskánd (right)
Source: Ádám Bolyós*

Between Kerkateskánd and Lovászi the traffic on the main road is higher than the acceptable amount defined in the methodology and there is no separated bicycle path. Therefore, the trail has to avoid the Kerkateskánd-Lovászi-Tornyiszentmiklós direction. Instead of this road it goes to Szécsisziget-Tormafölde-Dobri direction, uses low traffic, asphalted public and municipality roads. Their quality is not perfect, smaller potholes can be found on them, but this section is suitable for cycling. In Tormafölde, a detour connected to the main road goes up to the top of the wine hill. The length of this detour is 1,7 km (one way), on asphalt surface, with 80 meters of total elevation.

The trail goes across the settlement of Dobri to avoid a short section of public road with more traffic, later approaches the Mura river and its sidearms at Kerkaszentkirály settlement. The main route goes towards Muraszemenye but there are three different options (detours) where the rivers are accessible in this area. The western one leads to at the Lendva creek – a sidearm of Mura flowing along Slovenian-Hungarian border here. In Kerkaszentkirály, cyclists can visit an educational nature trail dedicated to the stone loach fish at Kerka creek. In the inner part of the settlement the road is asphalted but turns into a dirt road outside the inhabited area. It is well-rideable in good weather conditions and bikers can follow the creek to the confluence spot of the Lendva and Kerka creeks. In case of wet weather this detour could be harder to ride. The second detour goes down to river at Muraszemenye (need to turn right opposite to the pub after the church), its surface is gravel in approximately 1,5 km length.

Important to know that this place is functioning as a fishing pond (privately owned but allowed to enter) surrounded by summer houses, bungalows and fishing spots. The third „dead-end” contains a 0,92 km long dirt road component. It leads to the „Hódvár” water tourism base of the Balaton Uplands National Park at Alsószemenye (part of Muraszemenye) which is river viewpoint and a suitable start/end point of kayak/canoe/rafting tours as well. A newly installed River’scool also can be found here.



24-25. Figures: Unpaved roads lead to the rivers at Kerkaszentkirály (left) and the „Hódvár” water tourism base at Muraszemenye (right)

Source: Ádám Bolyós

To reach Letenye from Muraszemenye the trail does not use the road nr. 7538 (Lenti-Letenye) due to two reasons. Firstly, although according to recent data, the traffic volume of this section is below the crucial limit (2000 units/day), but because of the high speed limit and the presence of heavy trucks, cyclists could feel uncomfortable and unsecure there. Secondly, inner parts of this area can offer more nature related experiences (forests, lakes) which is more fit to AoE BT project aims and common nature-oriented methodology. Based on which this route option has received the highest score in comparison to the others at this stage. With this itinerary the trail has to use the road nr. 7538 only in a very short section (0,5-0,6 km).

The road to Szentmargitfalva-Kiscsehi-Lispesztadorján is asphalted and has very low traffic. The quality of the asphalt surface is rideable, but not be considered as good. Around the settlement Szentmargitfalva it has especially low level of quality, further sections are slightly better. Lispesztadorján-Bázakerettye-Kistolmács-Letenye part is also asphalted in full length, traffic is similarly very low.



26-27. Figures: Asphalt road with very low traffic near Kistolmács (left), View of the river Mura at „Hódvár” water tourism base in Muraszemenye (right)

Source: Ádám Bolyós

4.3.4. Nature and river related values

River view and access points

- Kerkaszentkirály, creek Lendva. Location: 46.488137, 16.569375
- Kerkaszentkirály, creek Kerka. (also resting area) Location: 46.500577, 16.577251
- Muraszemenye, Mura Carp Lakes, Location: 46.467483, 16.631241
- Muraszemenye (Alsószemenye), “Hódvár” water tourism base. (also resting area) Location: 46.465486, 16.640446

Other nature experience points:

- *Ancient Beech-woods in Vétyem*; it is a unique part of these forests, strictly protected area nowadays. The age of the tree stock is around (or more, than) 200 years, have not been carried out any forest management activity in the past 40 years, so everything has been formed by the nature, visitors can enjoy the pure nature there. Coordinates: 46.554229, 16.636053
- *Arboretum in Budafa*; lays in a territory of 46 hectares in total. 132 different type of coniferous trees and 88 type of deciduous trees have been planted. The original spruce forest had a large-scale bark beetle damage in the early 2000’s, shrubs and beetle resistant trees have been planted to replace the perished trees. The former hunting lodge has been renovated, a viewpoint tower and a new playground have been installed in the past years. Coordinates: 46.510897, 16.700402
- *Lake of Lendvadedes*; is a reservoir lake located on halfway between Lenti and Lendava. It is a good place for recreation or fishing, a very popular place of the local cyclists and runners who can easily reach the lake from Lenti on the asphalt bicycle path leading through the forest. There is a small buffet on the lakeside where tourists can get some beverages and basic meals. Coordinates: 46.586371, 16.509966
- *Fig orchard (and lookout tower) in Tormafölde*, this fig plantation is the largest (6 hectares) in Hungary, and it was the first one in Central Europe at the same time. It has been started with a few

numbers of fig saplings at the beginning of this decade, nowadays there are around 1200 fig trees and bushes - in company with a lookout tower - can be found at the top of the hill near Tormafölde. Coordinates: 46.557269, 16.598351

- *Lake in Kistolmács*; it is a reservoir with over 11 hectares surface and depth between 1-7 meters. The lake is suitable for both fishing and bathing, half of it is used specifically for fishing purpose. Accommodations, restaurants and buffets, a camping site and a lookout tower can be found surround. Coordinates: 46.494389, 16.742197
- *Mura-menti River's Cool in Muraszemenye*; the facility has been installed at the "Hódvár" water tourism base of the Balaton Uplands National Park. Part of 5 countries 8 schools' system, implemented within the framework of "coop MDD" Interreg Danube Transnational Programme. Its theme is the river dynamics, the location of the River's Cool can help to demonstrate the topic. Coordinates: 46.465838, 16.640122

Stone Loach educational path in Kerkaszentkirály. The path connects local natural and cultural attractions including a nicely designed park at the site of the former mill. Besides presenting the unique wildlife of Kerka on an educational path, this riverside area in the historical village centre is also an entry point for canoe tours with bicycle transfer on the three rivers of Lendva, Kerka and Mura and though three countries (HU-SI-CRO). Coordinates: 46.500721, 16.577222

4.3.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

Regarding stage N3 the following elements will be placed:

- 2 large info boards will be installed at the start/end points of the stage. The planned location in Letenye: coordinates: 46.434091, 16.725705. The exact location in Lendava will be known after finalisation of the related road signalisation document.
- Expected number of needed signs is 71 on 32 locations. Exact number will be known after the elaboration of the signposting plan as well as the number and locations of signs on the very short Slovenian side.
- 1 bicycle repair stand in Muraszemenye (Alsószemenye). Coordinates: 46.465712 16.640529

In frame of the Amazon of Europe Bike Trail project there will no resting places installed regarding this daily stage.

4.4. N4 Letenye (HU) – Gyékényes (HU)

4.4.1. Basic information

Start point of the daily stage: Letenye (Hungary), centre of the city: 8868 Letenye, Kárpáti u. 1.
(coordinates: 46.433861, 16.722436)

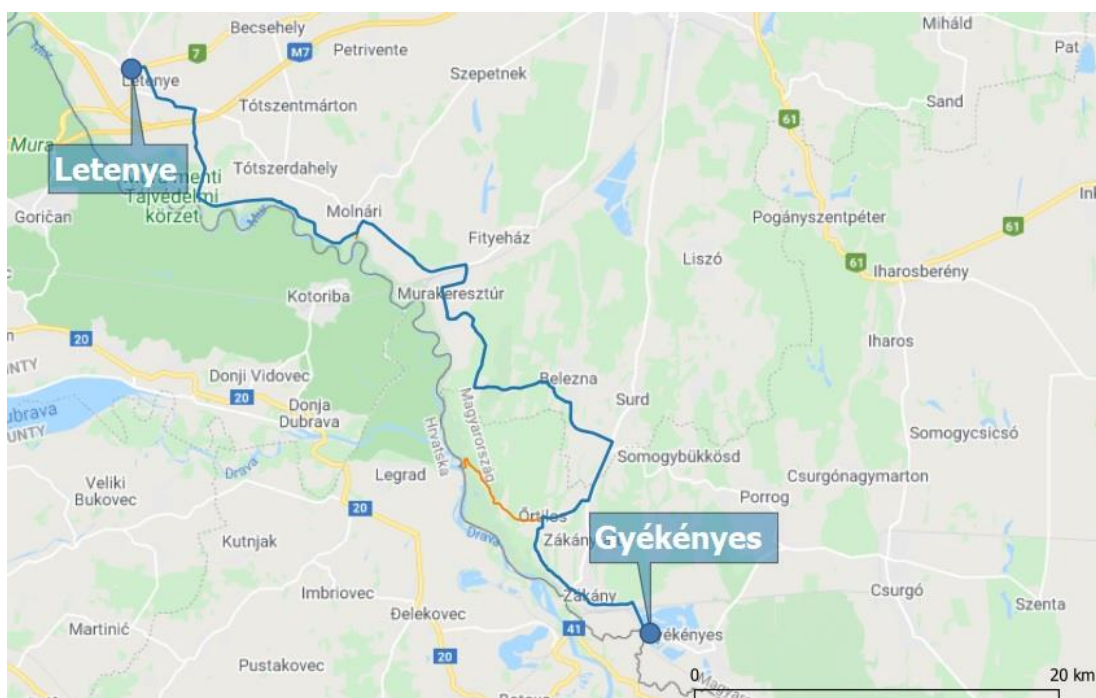
End point of the daily stage: Gyékényes, Üdülőttelep (Petőfi street, coordinates: 46.241642,
16.978720)

Length of the daily stage: 42,9 km

Length of the detour(s): 6,92 km

Length of the asphalt route along the main route: 67% (28,87 km)

Length of the asphalt route along the detour(s): 86% (5,93 km)



28. Figure: The daily stage between Letenye and Gyékényes

As micro-regional center, the number and level of available services in Letenye is higher than in its close surroundings. Accommodation offers in Letenye basically lean on the demand generated by transit highway traffic, they are less in numbers and in variety compared to city Lenti. There are additional options both in terms of accommodations and restaurants nearby along the previous daily stage, in Lisperzentadorján, Bázakerettye and Kistolmács. A bicycle shop and repair service are available in Letenye.

In Gyékényes, on the shore of the deep mine lake, there are many apartments, summer houses and campsites to choose from. A restaurant is also available but there is no bicycle shop or repair. The rest of the stage has a relatively small number of services.

4.4.2. Short summary of the stage

The proposed biking route shows the surroundings of the lower part of Mura section and the upper part of Drava section in Hungary. The longer stretch of a route goes on the Mura flood protection dyke with a great view of the natural floodplain forests surrounding the river, and several opportunities to go into a forest and approach the river itself. The surface of the dyke is gravel all along, its quality is can be considered good somewhere, while it is worse, but acceptable elsewhere. This section may not comfortable all along with a trekking bike, but manageable with a bicycle more suitable for gravelly surface. In the second half of the section, the route is slightly receding away from the rivers, because there is not any other option to find a bikeable road between Belezna railway station and Órtilos near to the river. Here the route passes through forest paths and settlements rich in cultural and historical heritage and uses more asphalt roads. From the main road a larger detour is planned to the confluence of Mura and Drava, what is an area with one of the most special natural views of the region.

The route stays close as possible to the river and offers beautiful viewpoints. Due to several sections which is not in perfect condition, it may take more time to complete, and an appropriate bicycle could be also important. The expected developments like dyke improvement; new road connection between Murakeresztúr and Órtilos in near future can make this daily stage more comfortable to ride. The most accommodations and service providers are located at the start and end points (Letenye, Gyékényes), in the mid sections their number is almost negligible. At Gyékényes, on the shore of the lake, there are many apartments, boarding houses and campsites to choose from. The rest of the route has a relatively small number of services.

4.4.3. Information about the route and its condition

	Start point	End point	Length	Type of the road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N4/1	Letenye - Bajcsy-Zsilinszky street	Letenye – Szent Imre herceg street	0,47 km	main road, biking path on a short section	asphalt	7	4264	***
N4/2	Letenye – Szent Imre herceg street	Letenye – Petőfi Sándor street	1,52 km	municipality road	asphalt			***
N4/3	Letenye – Petőfi Sándor street	Letenye – East end of the city	1,73 km	public road	asphalt	6835	1094	***
N4/4	Letenye – East end of the city	dyke (Farming center)	1,45 km	municipality road	gravel			***
N4/5	dyke (Farming center)	Molnári – end of the embankment	9,16 km	embankment	gravel			**

N4/6	Molnári – end of the embankment	Molnári – East part of the settlement	0,53 km	local road	asphalt			***
N4/7	Molnári – East part of the settlement	Murakeresztúr – Alkotmány street	4,62 km	public road	asphalt	6835	1094	***
N4/8	Murakeresztúr – Alkotmány street	Murakeresztúr – Principális canal	3,33 km	public road	asphalt	68155	1393	***
N4/9	Murakeresztúr – Principális canal	crossroad towards Belezna	3,42 km	local road	gravel			**
N4/10	crossroad towards Belezna	Belezna	4,21 km	local road	asphalt			**
N4/11	Belezna	intersection of number 68154 and 6804 road	2,53 km	public road	asphalt	68154	880	***
N4/12	intersection of number 68154 and 6804 road	Gyékényes – Holiday village	9,93 km	public road	asphalt	6804	1266	***
DETOURS								
N4/D1	Molnári – end of embankment	Molnári – resting point at Mura	0,22 km	local road	dirt			*
N4/D2	Zákányfalu East end of the village	Órtilos - Szentmihályhegy	5,93 km	public road	asphalt	68118	1166	***
N4/D2	Órtilos – Szentmihályhegy (46.298433, 16.890490)	Órtilos Railway station	0,77 km	public road	gravel	68118	1166	**

7. Table: Subsections of N4 stage

The proposed route, starting from the centre of the city of Letenye, goes through the city - including Egyeduta which is a part of the settlement – using roads inside the settlement with low or moderate traffic. On a short section there is a bicycle path ensuring more safety for cyclists because traffic flow of the main road nr. 7 is high. The route leaves Letenye in southern direction and reaches the flood protection dyke of river Mura on a newly renovated, wide, high-quality gravel road. This section passes the new Farming center of the Balaton Uplands National Park Directorate which will be completed in the near future. Then the bike trail runs along the flood protection dykes all the way to the village of Molnári. In the area of Tótszerdahely, cyclists must get off their bike to cross the bridge over Borsfai creek between the two parts of the dykes to avoid a long and unnecessary detour. The West-Transdanubian Water Directorate is planning to widen the Mura flood protection structures. With this development, the gravel road on the dyke can be even more suitable for cycling. At Molnári, there is an attractive river viewpoint and an already existing resting place equipped with tables and benches. It can be reached with a very short detour from the main route (location: 46.375991, 16.833501). This place has also an installed small pier which makes it capable to be start and end point of water tours.



*29-30. Figures: Gravel road on the embankment between Letenye and Molnári; bridge between the two parts of the embankment near Tótszerdahely
Source: Ádám Bolyós*

From the end of the embankment, at Molnári, an asphalted road leads through the settlement and connects to the main road nr. 6835. This low-traffic public road takes cyclists to Murakeresztúr, then goes across the railway at the north part of the settlement and continues through the village. As it leaves Kollátszeg the route continues to the south, the surface turns into a good quality gravel. This road is appropriate for cycling, it joins into an asphalted road which connects Belezna settlement and Belezna railway station. The route uses this road to reach the south side of village Belezna. It continues then on a good quality asphalted public road through villages of Zákányfalu and Zákány, all the way to Gyékényes, which is a holiday village settled next to a deep gravel pit lake. On the proposed route only a small section of separated bicycle track (Letenye-Bajcsy-Zsilinszky u., Zákányfalu, Zákány) can be found. There are two planned detours within the stage, the first goes from Molnári settlement to the riverbank of Mura. The second – and longer – connects Őrtilos to the main route. The confluence of Mura-Drava is a “must see” point which means approximately additional 6,7 kms for visiting bikers. This detour consists of asphalt and gravel sections. The gravel part starts at the „Három Sárkány (Three Dargons)” Inn and leads all the way down to the railway station and the confluence of the rivers. Its quality is not optimal but, because of its short length, it is still acceptable for cycling.



31-32. Figures: Gravel road through the forest passing Murakeresztúr (left); Asphalt road leads to Belezna (right)

Construction of a new road is on the way, which will ensure a shorter more bikeable connection between Órtilos and Murakeresztúr, much closer to the river and nature areas. As soon as this development is realized, it will be possible to change the route and to avoid the long detour up to north (in the direction of Belezna).

Another addition is that a new bicycle centre has been opened in Letenye during the summer of 2019, within the framework of the cross border Interreg project called „Happy Bike”. This development gives a new function for the former cultural centre of Egyeduta, the place will serve the cyclists as a resting facility with the possibility of having a shower, prepare a meal and make necessary repairs.



33. Figure: Public road between Belezna and Zákányfalu

4.4.4. Nature and river related values

River view and access points:

- Letenye – Nature Trail resting point next to the river. Location: 46.388940, 16.751179
- Molnári – Water tour stopping place (short detour from the route). Location: 46.375991, 16.833501

- Órtilos – Mura-Drava confluence (detour from the route). Location: 46.298256, 16.886887

Additional nature experience points:

- Letenye –Balaton-felvidéki National Park Directorate Farming Center (will be built in the near future). Location: 46.392677, 16.755203
- Letenye – Nature Trail. Location: 46.389590, 16.754624
- Molnári – Gravel island. Location: 46.374214, 16.816896
- Molnári- Nature Trail. Location: 46.377826, 16.832763
- Órtilos – Nature Trail. Location: 46.297889, 16.887333
- Órtilos – Szentmihályhill, viewpoint. Location: 46.297855, 16.897027
- Gyékényes – Mining lake. Location: 46.242265, 16.977639

4.4.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

The following elements will be installed regarding stage N4:

- 2 large info boards at the stage points: Letenye, Gyékényes. The planned locations are the following: Letenye - coordinates: 46.434091, 16.725705. Gyékényes – coordinates: 46.241645, 16.978678.
- 2 resting places at Letenye and. The planned locations are the following: Letenye, at the future farming center of Balaton-felvidéki National Park Directorate, next to Mura flood protection embankment -coordinates: 46.403694, 16.746331. Órtilos, at the confluence site of Mura and Drava rivers – coordinates: 46.298285, 16.886821
- 2 bike self-service repair stands at Letenye and Órtilos. Letenye-coordinates: 46.403694, 16.746331. Órtilos – coordinates: 46.298285, 16.886821

According to the plans, 32 signposts will be needed along the route between Letenye and Gyékényes on 16 locations. Exact number and locations will be known after the elaboration of the signposting plan document.

4.5. N5 Gyékényes (HU) – Nagyatád (HU)

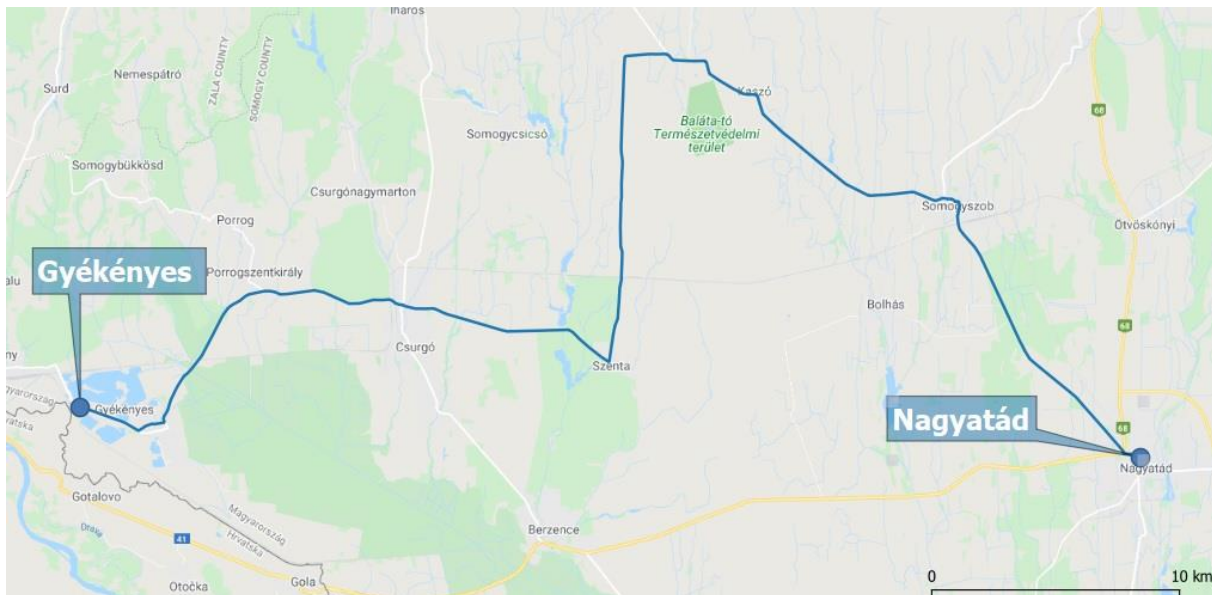
4.5.1. Basic information

Start point of the daily stage: Gyékényes, Üdülőtelep (Petőfi street, coordinates: 46.241642, 16.978720)

End point of the daily stage: Nagyatád, Széchenyi tér (square, coordinates: 46.229053, 17.363463)

Length of the daily stage: 46,75 km

Length of the asphalt roads along the main route: 100% (46,75 km)



34. Figure: The daily stage between Gyékényes and Nagyatád

In Gyékényes, on the shore of the mine lake, there are many apartments, boarding houses and campsites to choose from. A restaurant is also available but there is no bicycle shop or repair. The rest of the route has a relatively small number of services.

Nagyatád stands out from the other settlements of the area in terms of services: accommodations, restaurants, other services are available in larger numbers than anywhere else along the stage, as well as spa facility. Bike shop and repair also operates in the city.

4.5.2. Short summary of the stage

Regarding the fact that the river Drava flows further from the Croatian-Hungarian border in this area, the route has to move away from the riverside to secure the continuity of the northern route. Although this section is not located directly along the Drava river, it provides real proximity to nature and beautiful landscapes in the wider Drava river area. The route towards Csurgó is utterly scenic, while the section through Kaszó forest provides a real green forest-ride experience. Baláta lake is a unique natural site, a swampy area, which is very well equipped with facilities to study the nature. Nagyatád is an important spot in the border area, hosting several accommodation and various services

welcomed by cyclists. Vehicle traffic on the route is minimal, the terrain is generally flat, with some minimal hills towards Csurgó, therefore it is easily accomplishable by all target groups.

4.5.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N5/1	Gyékényes, lakeside parking lot	Gyékényes centre (Szabadság tér) 46.236159, 17.010444	2,64 km	public road, settlement main street	asphalt	6804	897	***
N5/2	Gyékényes centre (Szabadság tér) 46.236159, 17.010444	Csurgó, Johanniták tere 46.267043, 17.094922	9,02 km	public road	asphalt	6808	1847	***
N5/3	Csurgó, Johanniták tere 46.267043, 17.094922	Szenta centre 46.252742, 17.170287	6,26 km	public road	asphalt	68127	418	***
N5/4	Szenta centre 46.252742, 17.170287	Kaszó village centre 46.319541, 17.223936	12,72 km	forestry road	asphalt			***
N5/5	Kaszó village centre 46.319541, 17.223936	Somogyszob western entrance (Szabadság u.) 46.293167, 17.288458	6,21 km	forestry road	asphalt			***
N5/6	Somogyszob western entrance (Szabadság u.) 46.293167, 17.288458	Nagyatád, Luther Márton tér (roundabout) 46.230043, 17.357141	9,33 km	public road	asphalt	6814	1279	***
N5/7	Nagyatád, Luther Márton tér (roundabout) 46.230043, 17.357141	Nagyatád centre (Széchenyi tér)	0,57 km	public road, settlement main street, segregated bicycle path in progress	asphalt	681	4498	***

8. Table: Subsections of N5 stage

The proposed route goes on various types of infrastructure, dominantly on low-traffic public road. The surface regarding the whole stage is asphalt in very good quality all along, there is no any gravel or dirt road sections. The almost 47 km long route does not include detours neither.

The stage starts at the lakeside parking lot in Gyékényes (46.241482, 16.978682) and turns onto the road nr. 6808 which has to be followed to reach the settlement of Csurgó. The traffic volume of this section is not low, but it is still below of the limit set up in the methodology. The route continues straight from the main crossroads of Csurgó (Johanniták tere; 46.267043, 17.094922) on a forestry

road with more favourable traffic conditions and arrives in Szentá village centre (46.252742, 17.170287). Between Szentá and Somogyszob – through the Kaszó Forestry – the route goes on high quality asphalt forest road, with minimal or no traffic, it connects into the public road nr. 6814 in Somogyszob (46.293167, 17.288458), which means a slight increase in terms of traffic. Inside Nagyatád, between the Luther Márton tér roundabout and the central square (Széchenyi tér) segregated bicycle path is under construction nowadays, which will improve cycling conditions significantly soon.



35-36. Figures: trace of the new bicycle path inside Nagyatád (currently under construction)

Source: Zoltán Pámer

As the motorized traffic on the road between Berzence and Nagyatád is over the defined limit, this section cannot be part of the route which justifies the Kaszó-Somogyszob direction to reach Nagyatád.

Currently, many cycling related development are under way in Nagyatád: main traffic arteries of the town will be equipped with cycling infrastructure, inter alia along the internal section of main road 681, which is part of the route. Further developments will take place along link road 6821 toward Ötvöskónyi. The new facilities will significantly improve cycling safety and make Nagyatád an attractive place for cyclists. Investments will be finished in 2020.

In terms of accommodations and restaurants city of Nagyatád stands out from the other settlements of the area. Besides Nagyatád these services can be found in very limited number along the route, there are a few in Csurgó, the Főherceg Inn in Kaszópuszta, as restaurant operates only upon preliminary reservation. Two bicycle shops and repairs can be mentioned, one in Csurgó and one in Nagyatád. As another attraction, Nagyatád Spa provides complex spa services, including outdoor swimming pool and several indoor thermal water pools (Location: 46.228836, 17.364660).

4.5.4. Nature and river related values

Additional nature experience points:

- Education trail at Baláta lake in Kaszó. The canopy walkway at Baláta lake provides bird watching opportunity. Location: 46.319697, 17.215969.

This section does not have a direct river access, but the Kaszó forest offers real nature experience on well-rideable surface. There is an education trail at Baláta lake in Kaszó. The wooden boardwalk at Baláta lake provides bird watching opportunity (Location: 46.319697, 17.215969). Kaszó Forestry organises horse carriage tours through the forestry area. Bicycle rental is also possible. Kaszó Forestry operates a narrow-gauge railway between Kaszópuszta – Baláta lake, seasonally to Szentá as well.

4.5.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

The following elements will be installed regarding stage N5:

2 large info boards at the stage points: Gyékényes, Nagyatád. Planned locations are the following:

- Gyékényes – coordinates: 46.241645, 16.978678.
- Nagyatád – coordinates: 46.228959, 17.363299

Number and exact locations of the signs along stage N5 will be known after the elaboration of the signposting documentation.

4.6. N6 Nagyatád (HU) – Drávatamási (HU)

4.6.1. Basic information

Start point of the daily stage: Nagyatád, Széchenyi tér (square, coordinates: 46.229053, 17.363463)

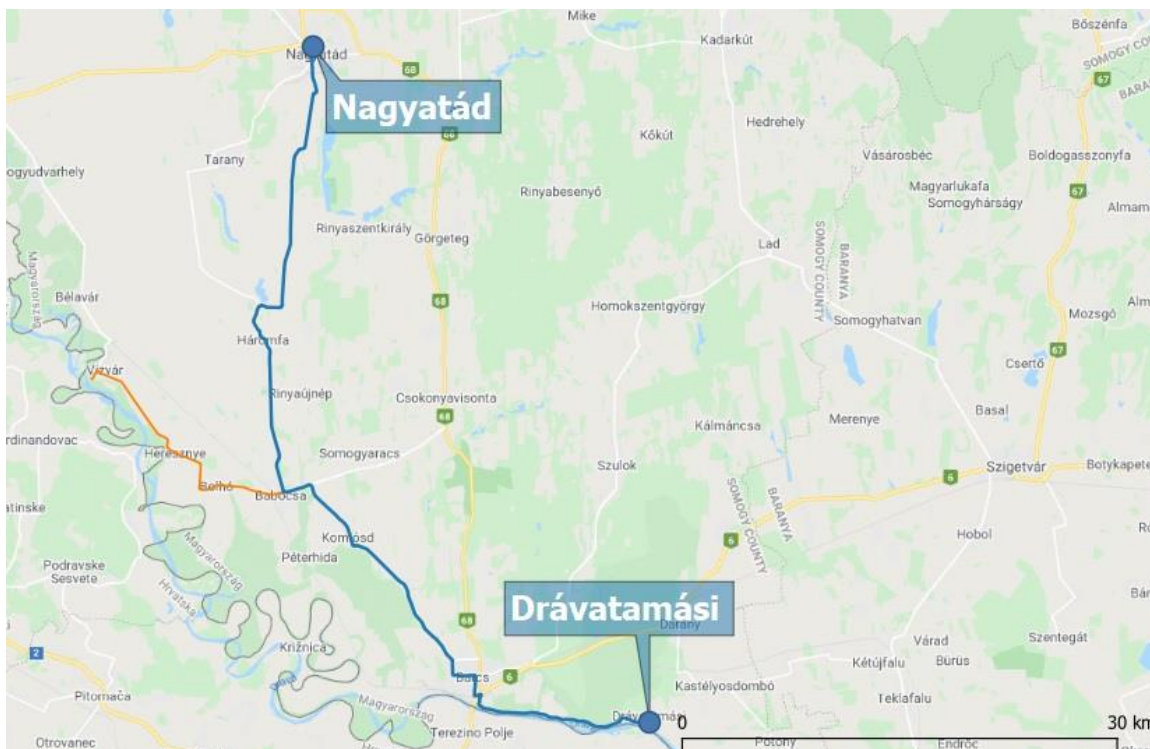
End point of the daily stage: Drávatamási, centre of the village (coordinates: 45.938651, 17.571519)

Length of the daily stage: 48,54 km

Length of the detour(s): 12,92 km

Length of the asphalt roads along the main route: 100% (48,54 km)

Length of the asphalt roads along the detour(s): 100% (12,92 km)



37. Figure: The daily stage between Nagyatád and Drávatamási

Nagyatád stands out from the other settlements of the area in terms of services: accommodations, restaurants, other services are available in larger numbers than anywhere else along the stage, as well as spa facility. Bike shop and repair also operates in the city.

Drávatamási together with the neighbouring town Barcs, can be considered as appropriate in terms of services. Drávatamási is the other start/end point of the stage, with some accommodations, but this is less both in numbers and variety compared to Barcs. Restaurants, bike shops and repairs can be found only in Barcs, where a spa facility is available as well.

4.6.2. Short summary of the stage

This daily section can be divided into two major parts with different kinds. The first part of the route approaching the river from Nagyatád, while the second part follows it, stays close to river Drava. The type of the infrastructure and the quality of the roads along the stage are also different, including public roads on one hand, and newly built/renovated bicycle path on the other. The central point of the section is the town of Barcs, which is called the “capital of Drava” in Hungary, offering both nature and study-related tourism offer (Visitors’ Centre) and leisure facilities (spa). Barcs is also an important gateway to Croatia. The town has several access points to the river, which is dominantly kept in original natural status, and serves as state border as well. Barcs is well-connected with cycling infrastructure to the nearby areas, which is currently undergoing a vast modernisation, resulting a real cyclists-friendly tourist area in the very near future.

4.6.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N6/1	Nagyatád centre (Széchenyi tér)	Nagyatád- Bodvica, Szigetvári u.	2,37 km	public road, main street through settlements	asphalt	6807	4643	**
N6/2	Nagyatád- Bodvica, Szigetvári u.	Babócsa centre, crossroads of Rákóczi u. – Zrínyi u 46.037911, 17.344658	21,05 km	public road	asphalt	6807	566	**
N6/3	Babócsa centre, crossroads of Rákóczi u. – Zrínyi u 46.037911, 17.344658	Barcs, Deák F. u. corner 45.965766, 17.449120	12,6 km	public road	asphalt	6801	1566	***
N6/4	Barcs, Deák F. u. corner 45.965766, 17.449120	Barcs, Dráva u. (public beach) 45.948086, 17.465817	3,78 km	streets in town	asphalt			***
N6/5	Barcs, Dráva u. (public beach) 45.948086, 17.465817	Drávatamási, Fő u. 45.938752, 17.566719	8,74 km	bicycle path	asphalt			***

DETOURS								
N6/D1	Babócsa centre, crossroads of Rákóczi u. – Zrínyi u 46.037911, 17.344658	Vízzvár, Dráva u. 46.087107, 17.226590	12,92 km	public road	asphalt	6801		**

9. Table: Subsections of N6 stage

The stage starts from the city centre in Nagyatád, the route goes to south in the direction of the river. It is going through the settlements of Háromfa, Babócsa and Komlósd then reaches the direct vicinity of the river Drava at Barcs. Public road nr. 68 must be avoided due to heavy traffic issue therefore the selected route is justifiable. Traffic volume of these public roads – both the section of Nagyatád-Babócsa and Babócsa-Barcs – is acceptable, in case of the latter one the annual average daily traffic is more than 1500, which is not low, but according to the methodology it is still allowed.



38. Figure: exiting Nagyatád on low-traffic public road towards Háromfa

Source: Zoltán Pámer

The daily section contains one detour in length of 12,92 km (in one way) which connects Babócsa and Vízzvár settlements on asphalt public road with low traffic. Vízzvár is situated close to the river Drava, it is in approachable distance from here, the settlement offering limited number of accommodations as well.

Settlement of Barcs – as optional start/end point – can provide the most accommodations, restaurants and cycling related services regarding this daily stage. The public beach can be considered as an ideal resting point, the beach is not officially designated, however used by locals. It is also a stopover and

starting point of canoe and kayak tours on the Drava. Facilities are provided by the local sport association.



39. Figure: Barcs, public beach at the Drava riverside

Source: Zoltán Pámer

The following cycling related improvements will/can be implemented at Barcs in the near future:

- Along the main traffic arteries of Barcs (main street) segregated bicycle infrastructure will be built, to improve cycling safety in town. The project is to be finished in 2020.
- Between the Drava Gate Visitors' Centre in Drávatamási and the railway station in Barcs a new bicycle path will be constructed closer to the river. The project is in preparatory phase, planned implementation: 2020-2021.
- Barcs plans the establishment of a tourism mobility centre next to the railway station, in an old industrial storage building, close to the Drava river and the public port. The centre will provide services to cycling and water tourists. The project is in preparatory phase, planned implementation: 2020-2021.

Between Barcs (public beach) and Drávatamási currently a cycling path is being built, which will be finished in November 2019. The new path will replace the poor-quality dirt road and provides high-quality connection to the neighbouring village through a beautiful floodplain landscape. Some accommodation also can be found in Drávatamási, but their number is way below the possibilities in Barcs.



40. Figure: Barcs-Drávatamási, newly asphalt, under construction

Source: Zoltán Pámer

4.6.4. Nature and river related values

River view and access points:

- Barcs public port. Location: 45.951304, 17.446754.
- Barcs public beach: swimming, canoeing possible. Location: 45.946580, 17.464496
- Drávatamási, Fő u., resting area. Location: 45.938556, 17.565128

Additional nature experience points:

- The main nature experience facility is the Drava Gate Visitors Centre in Barcs-Drávaszentes. The centre hosts an exhibition about the local flora and fauna, several autochthonous animals in vivo, including grey kettle and Racka Sheep. Provides various educational activities, study trails, bicycle, canoe and kayak rental are possible. Location: 45.991904, 17.422443

4.6.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

The following elements will be installed regarding stage N6:

- 2 large info boards at the stage points: Nagyatád, Barcs/Drávatamási Planned locations are the following:
 - Nagyatád – coordinates: 46.228959, 17.363299
 - Barcs/Drávatamási – coordinates: 45.946489 17.465240

Number and exact locations of the signs along stage N6 will be known after the elaboration of the signposting documentation.

4.7. N7 Drávatamási (HU) – Szaporca (HU)

4.7.1. Basic information

Start point of the daily stage: Drávatamási, centre of the village (coordinates: 45.938651, 17.571519)

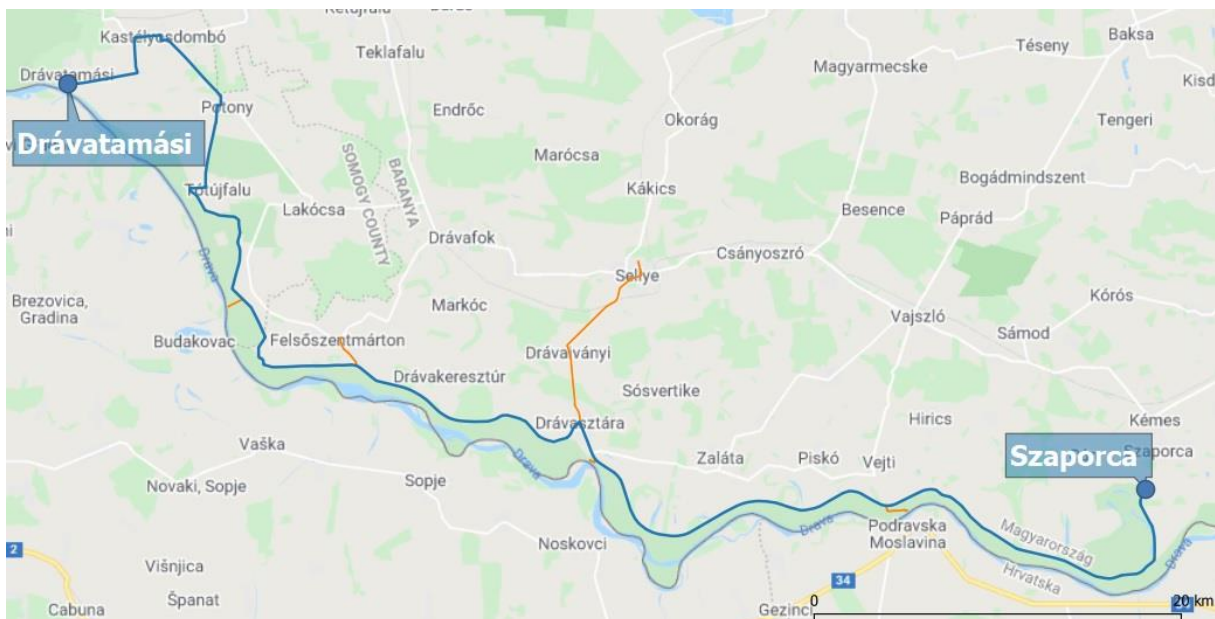
End point of the daily stage: Szaporca, Ancient Drava Visitor Centre (coordinates: 45.800126, 18.099137)

Length of the daily stage: 65,22 km

Length of the detour(s): 10,42 km

Length of the asphalt roads along the main route: 55% (35,55 km)

Length of the asphalt roads along the detour(s): 90% (9,42 km)



41. Figure: The daily stage between Drávatamási and Szaporca

Drávatamási together with the neighboring town Barcs, can be considered as appropriate in terms of services. Drávatamási is the other start/end point of the stage, with some accommodations, but this is less both in numbers and variety compared to Barcs. Restaurants, bike shops and repairs can be found only in Barcs, where a spa facility is available as well.

Szaporca has been defined as stage point due to multiple reasons. Firstly, because of the bikers' hotel planned to be built in Szaporca, secondly to keep the stage length within acceptable and accomplishable frame. Along the route – as well as in Szaporca – accommodation capacities and available other services are minimal; the closest option is city of Harkány. It is reachable by additional 15 km of cycling or transportation services provided by accommodations in Harkány.

4.7.2. Short summary of the stage

This longer stage mainly consists of public roads with low traffic and dyke sections in considerable length and various quality. The section goes entirely through the “enchanted Ormánság”, which is one of Hungary’s most isolated and depopulated areas. The whole section is dominated by the vicinity of the Drava river, as most of the route goes along the river directly, often on the dyke, directly in the nature. This nature-proximity means also shortage of services: the route avoids most of the settlements, therefore thoughtful preparedness is recommended, and meals should be pre-ordered (Drávasztára is an appropriate place for lunch). On the other hand, the traveller may experience “being out to nowhere” and enjoy a landscape in original, natural status that is hardly available anywhere else. The sections in poor quality could cause difficulties for the cyclists, especially in less favourable, wet weather conditions. This stage is highly affected by the lack of accommodations, most of the possibilities can be found in Harkány which is 15 km away from Szaporca. (Many of the hotels in Harkány provide transportation service, bikes might be stored at the Visitors’ Centre for the night, where the tour should start on the day after). Regard to these factors the relevance of planning ahead could be more important in case of this stage.

4.7.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N7/1	Drávatamási, Fő u.	Drávagárdony, Fő u.	2,67 km	municipality road	asphalt			***
N7/2	Drávagárdony, Fő u.	Kastélyosdombó, 5804-58162 intersection	1,35 km	public road	asphalt	58162	163	*
N7/3	Kastélyosdombó, 5804-58162 intersection	Potony, Petőfi – Kossuth u. crossing	4,77 km	public road, main street in settlement	asphalt	5804	432	***
N7/4	Potony, Petőfi – Kossuth u. crossing	Tótújfalu, Szabadság u. crossing	3,28 km	public road	asphalt	58163	209	*
N7/5	Tótújfalu, Szabadság u. crossing	Tótújfalu, stating point of the asphalted dyke	0,59 km	municipality road	asphalt, dirt			*
N7/6	Tótújfalu, stating point of the asphalted dyke	Felsőszentmárton, Tábor u., entrance to dyke	12,06 km	dyke	asphalt			***
N7/7	Felsőszentmárton, Tábor u., entrance to dyke	Drávasztára, Kossuth L. u. (church)	9,87 km	dyke	asphalt			***
N7/8	Drávasztára, Kossuth L. u. (church)	Drávasztára, crossroad towards dyke	1,25 km	public road, main street in settlement	asphalt	5821	117	***
N7/9	Drávasztára,	Szaporca, crossing	26,4 km	dyke	dirt			**

	crossroad towards dyke	leaving off the dyke						
N7/10	Szaporca, crossing leaving off the dyke	Szaporca, Ancient Drava Visitors' Centre	2,98 km	dirt road	dirt			*
DETOURS								
N7/D1	Crossing of dyke between Szentborbás and Vízmester site	Vízmester site	0,61 km	local road	asphalt			**
N7/D2	Felsőszentmárton, Tábor u., entrance to dyke	Felsőszentmárton, village centre	1,23 km	local road, street in settlement	asphalt			***
N7/D3	Vejti, crossing on dyke	Vejti, resting point at the Drava	1 km	forest road	dirt			*
N7/D4	Drávasztára, Kossuth L. u. (church)	Sellye, Thermal bath	7,58 km	public road	asphalt	5821		***

10. Table: Subsections of N7 stage

The proposed route goes on various types of infrastructure, dominantly on low-traffic public road (low-traffic public road and municipality roads between settlements). Further important elements are the dyke of the Drava river, which are in places asphalt (Tótújfalu–Szentborbás, Felsőszentmárton–Drávasztára), sometimes on dirt road (Drávasztára–Szaporca), however even the dirt road sections are regularly maintained and proper for cycling.

At the first part of the stage from Drávatamási the route goes on asphalt public and municipality roads – without traffic related problems – the dyke section starts at Tótújfalu and lasts almost all along until Szaporca, in parallel with the river.

The stage starts with a short and good quality asphalt section between Drávatamási and Drávagárdony with almost no traffic, followed by a poor-quality asphalt part (road nr 58162). It becomes better again as it reaches the road nr. 5804, the Kastélyosdombó-Potony section has the highest traffic data within the entire stage, but it is still very low and does not cause inconvenience at all for the cyclists. The quality of the last 3,15 km of public road before the dyke part (between Potony and Tótújfalu) is very poor.

After Tótújfalu the main route on dyke avoids the surrounding settlements (Szentborbás, Felsőszentmárton, Drávakeresztúr), the following intersected village will be Drávasztára. Regarding this section the dyke is asphalt in full length, well rideable by bicycle. Two shorter detours can be mentioned here: the first one leads to the riverside at Szentborbás.



42-43. Figures: Leaving Drávatamási towards Drávagárdony on asphalt (left), Tótújfalu-Szentborbás dyke with asphalt road (right)

Source: Zoltán Pámer

The site called “Vízmeister” run by the Danube-Drava National Park, nice river view and resting point, which is also fit place to start/finish kayak or canoe tours here. The second short detour goes into the settlement of Felsőszentmárton. Before Drávasztára, the remains of abandoned settlement of Révfalu in the Drava flodplain are visible and accessible from the dyke. In Drávasztára the main route meets populated area again and continues still on dyke. The surface quality from here is much lower compared to the previous dyke section, starts with dirt at the east end of Drávasztára, but some subsection – particularly the first part of the Maláthpuszta-Szaporca – is fully covered by grass without any well visible track. The last (appr. 3 km) of the route leaves the dyke to reach the Ancient Drava Visitors’ Centre in Szaporca (Location: 45.800220, 18.098998) on a poor quality of forest road, which is the main nature experience related facility of the area. It hosts an exhibition about the local flora and fauna, several autochthonous animals in vivo, including grey kettle and racka sheep. Provides various educational activities, study trails, bicycle rental is possible.



44-45. Figures: Felsőszentmárton-Drávasztára dyke, asphalt (left); Drávasztára-Mailáthpuszta dyke ((right)

Source: Zoltán Pámer

The Danube-Drava National Park plans to set up an accommodation near the Ancient Drava Visitors' Centre in Szaporca to cyclists. The project is currently in preparatory phase, implementation shall start in 2020. The new facility will have 50 rooms, with biker-friendly services.

The longest – 7,5 km in one way – detour of the stage connects Sellye and Drávasztára, and presents the most significant cultural attractions related to this stage, like the church with painted coffered ceiling in Drávaiványi (location: 45.846559, 17.817081) and the baroque Draskovich castle in Sellye. The spa in Sellye is also part of the detour (location: 45.877640, 17.851433.)



46. Figure: Mailáthpuszta-Szaporca dyke first part, dirt road

Source: Zoltán Pámer

4.7.4. Nature and river related values

River viewpoints:

- Szentborbás, “Vízmeister” site run by the Danube-Drava National Park. Location: 45.862827, 17.650283.
- Drávasztára, mooring. Location: 45.809546, 17.828655.
- Vejti, Drava riverside. Location: 45.792979, 17.982052.

Further viewpoints of Drava river oxbows:

- Drávasztára, Vájási oxbow. Location: 45.804634, 17.840256.
- Mailáthpuszta, fishing lake. Location: 45.784363, 18.060661.
- Szaporca, Kisinci oxbow. Location: 45.784366, 18.103159.

Additional nature experience points:

- Ancient Drava Visitors' Centre in Szaporca. Location: 45.800220, 18.098998.

4.7.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

The following elements will be installed regarding stage N7:

2 large info boards at the stage points: Barcs/Drávatamási, Szaporca. Planned locations are the following:

- Barcs/Drávatamási – coordinates: 45.946489 17.465240
- Szaporca, at Ancient Drava Visitors' Centre. Coordinates: 45.800598 18.099141

Number and exact locations of the direction signs along stage N7 will be known after the elaboration of the signposting documentation.



47. Figure: The Ancient Drava Visitors' Centre near Szaporca

Source: Zoltán Pámer

4.8. N8 Szaporca (HU) – Villány (HU)

4.8.1. Basic information

Start point of the daily stage: Szaporca, Ancient Drava Visitor Centre (coordinates: 45.800126, 18.099137)

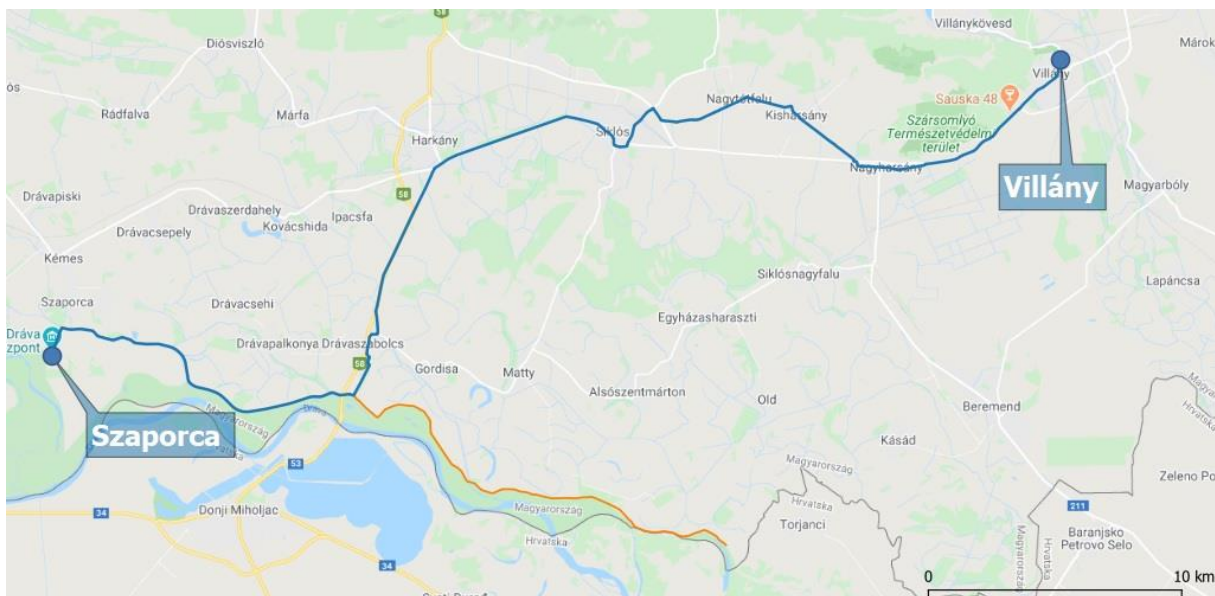
End point of the daily stage: Villány, Baross G. – Szent István u. crossing (coordinates: 45.873151, 18.456596)

Length of the daily stage: 37,89 km

Length of the detour(s): 12,48 km

Length of the asphalt roads along the main route: 100% (37,89 km)

Length of the asphalt roads along the detour(s): 100% (12,48 km)



48. Figure: The daily stage between Szaporca and Villány

Szaporca has been defined as stage point due to multiple reasons. Firstly, because of the bikers' hotel planned to be built in Szaporca, secondly to keep the stage length within acceptable and accomplishable frame. Along the route – as well as in Szaporca – accommodation capacities and the number of available other services are minimal, the closest option is city of Harkány. It is reachable by additional 15 km of cycling or transportation services provided by accommodations in Harkány.

Regarding this stage the accommodation capacities are concentrated in Harkány and Villány. As frequently visited place by tourists other related services are also available in Villány, including numerous restaurants and wineries. The town has a railway connection to Pécs (11 trains a day), Beli Manastir (Croatia – 4 trains a day) and Mohács (7 trains a day). Bicycle shops and repairs are available in Siklós.

4.8.2. Short summary of the stage

The section goes through a big variety of landscapes. Starting near the Drava in the Ormánság, it follows the river, then heads north to the core area of South Baranya, through the picturesque hills and settlements of the Villány-Siklós wine-growing area. As the area is famous for its tourism, various services are easily available, including cultural monuments, wellness, gastronomy, and wine. There is also a wide choice of various accommodation in Villány. Most of the route goes on traffic-free sections, however the most tourist-oriented parts are equipped with excellent cycling infrastructure. From Villány the regional capital of Pécs is easily accessible by efficient railway connection, where bicycles are also allowed. More than half of the stage length consists of separated bicycle paths or bicycle lanes (Drávaszabolcs–Harkány, Harkány–Siklós, Siklós–Nagyótfalu, Kisharsány–Nagyharsány, Nagyharsány–Villány) which contributes greatly to the safety of cyclists.

4.8.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N8/1	Szaporca, Ancient Drava Visitors' Centre	Drávaszabolcs, dyke-reeve house	9,99 km	dyke	asphalt			***
N8/2	Drávaszabolcs, dyke-reeve house	Drávaszabolcs, Köztársaság tér	1,88 km	bicycle path	asphalt			***
N8/3	Drávaszabolcs, Köztársaság tér	Drávaszabolcs – 58-5712 crossing	0,18 km	street in settlement	asphalt			**
N8/4	Drávaszabolcs – 58-5712 crossing	Harkány, József Attila u.	4,9 km	bicycle path	asphalt			***
N8/5	Harkány, József Attila u	Harkány, Ady Endre u. – Kossuth L. u. crossing	0,24 km	bicycle lane, cycling trace	asphalt	5717	2622	***
N8/6	Harkány, Ady Endre u. – Kossuth L. u. crossing	Siklós, Harkányi út – Zombori u. crossing	4 km	bicycle path	asphalt			***
N8/7	Siklós, Harkányi út – Zombori u. crossing	Siklós, Harkányi út – Felszabadulás u. crossing	0,06 km	street in settlement	asphalt			***
N8/8	Siklós, Harkányi út – Felszabadulás u. crossing	Siklós centre (Baross G. – Széchenyi u. crossing)	1,32 km	segregated pedestrian and cycling path	asphalt			***
N8/9	Siklós centre (Baross G. – Széchenyi u. crossing)	Siklós, Széchenyi – Rákóczi u. crossing	0,34 km	segregated pedestrian and cycling path	asphalt			***
N8/10	Siklós, Széchenyi – Rákóczi u. crossing	Siklós, Rákóczi u. – bypass road crossing	1,37 km	street in settlement	asphalt			***

		(roundabout)						
N8/11	Siklós, Rákóczi u. – bypass road crossing (roundabout)	Nagytótfalu, western entrance (Kossuth u.)	2,14 km	segregated bicycle path	asphalt			***
N8/12	Nagytótfalu, western entrance (Kossuth u.)	Nagytótfalu centre (Rákóczi – Kossuth u. crossing)	0,53 km	street in settlement	asphalt			**
N8/13	Nagytótfalu centre (Rákóczi – Kossuth u. crossing)	Nagytótfalu centre (Kossuth – Dózsa u. crossing)	1,9 km	street in settlement	asphalt	5715	1012	***
N8/14	Nagytótfalu centre (Kossuth – Dózsa u. crossing)	Nagyharsány cemetery (western entrance)	1,96 km	segregated bicycle path	asphalt			***
N8/15	Nagyharsány cemetery (western entrance)	Nagyharsány eastern entrance (Arany – Petőfi u. crossing)	2,13 km	street in settlement	asphalt			***
N8/16	Nagyharsány eastern entrance (Arany – Petőfi u. crossing)	Villány, Baross G. – Petőfi S. u. crossing	3,85 km	segregated bicycle path	asphalt			***
N8/17	Villány, Baross G. – Petőfi S. u. crossing	Villány centre (Baross G. – Damjanich u. crossing)	0,69 km	street in settlement	asphalt	5705	3504	**
N8/18	Villány centre (Baross G. – Damjanich u. crossing)	Villány, Baross G. – Szent István u. crossing	0,41 km	street in settlement	asphalt	5707	1063	**
DETOURS								
N8/D1	Drávaszabolcs, dyke-reeve house	Old-Keselyősfapuszta, Boros-Drava	12,48 km	dyke	asphalt			**

11. Table: Subsections of N8 stage

The first part goes on traffic-free river dyke from Szaporca to Drávaszabolcs in parallel to the creek Fekete-víz (and river Drava later), which is entirely asphalt on the given section. After the 10 km of dyke section and the intersection of the main road nr. 58, a separated bicycle path starts on the left and the main route follows that into the settlement of Drávaszabolcs. The path itself goes in parallel with the main road nr. 58 but in 280-300 m distance from it.



49. Figure: Between Szaporca and Drávaszabolcs on the dyke

Source: Zoltán Pámer

The stage contains a detour which is a longer one (12,5 km one way), starts here. Cyclists can follow the Drava river if they do not turn onto the bicycle path that goes to Drávaszabolcs, but they keep going straight on the dyke. River access is only possible at the indicated point (Matty-Keselyősfapuszta (location: 45.764551, 18.265718.), where the Drava beach is sandy, and a perfect view is provided to the river. Entering the river is not allowed. The detour leads further on the asphalt dyke to the oxbow lake called „Boros-Drava” (location: 45.752351, 18.338677), which is located directly at the border, a well-preserved lake, fishing site nowadays, however access is limited due to the border fence established in 2016. The entire Drava riverside along the route from Szaporca to Keselyősfapuszta is part of the protected natural heritage. The area is managed by the Danube-Drava National Park Directorate.



50. Figure: Bike path between Drávaszabolcs and Harkány

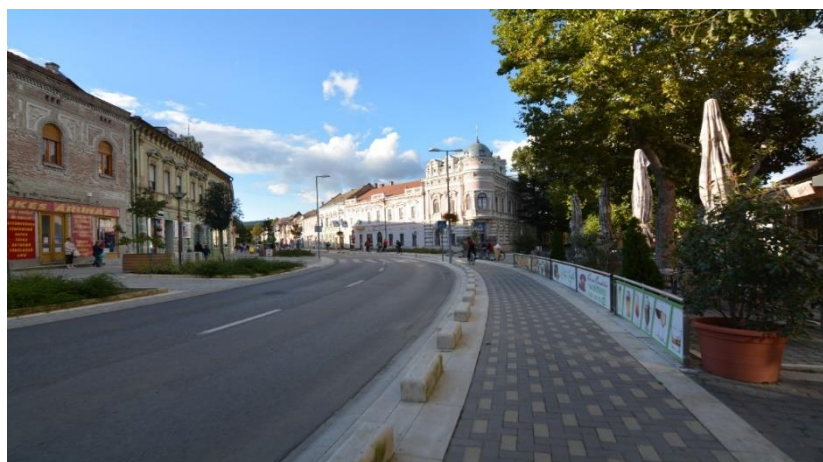
Source: Zoltán Pámer

A short section on settlement road (0,18 km) breaks the continuity of bicycle path of the main route in Drávaszabolcs, then cyclists can continue cycling on bicycle path again between Drávaszabolcs and Harkány. There is a thermal spa with wide variety of indoor and open-air pools, sauna, medical services (Location: 45.852869, 18.240415.) in Harkány with numerous accommodations, restaurants and other services. There is 0,24 km of bicycle lane inside the settlement followed by another 4 km of separated bicycle path to Siklós. Within Siklós the route partly goes on segregated pedestrian and cycling paths but also uses settlements roads. The western entrance of Siklós has a short section with intensive traffic, just like a short section in the town centre, where no bicycle path has been constructed so far. In these sections speed limits are applied. Siklós is the largest urban settlement of the south of Baranya, administrative centre of the district. The town is rich in architectural monuments, due to its rich history and colourful ethnic background. The town offers several services for bikers as well. Besides cultural heritage sites (castle -location: 45.852567, 18.295652.; Malkocs bej mosque - location: 45.851397, 18.300069) a spa facility also can be found here (location: 45.848568, 18.295826).



51. Figure: Bike lane inside Harkány

Source: Zoltán Pámer



52. Figure: Bike path in the centre of Siklós. (Source: Zoltán Pámer)

The route goes through the settlements of Nagytótfalu, Kisharsány and Nagyharsány before it reaches the end point in Villány. Already existing separated bicycle paths ensure the safe connection for cyclists between each of the mentioned settlements within Siklós-Villány section, while settlement roads are used inside the villages and cities. In Nagyharsány, instead of the heavy traffic main street, the parallel street is used for bicycle traffic which is traffic-free and signposted. The most problematic section is inside Villány, along the main street of the town where daily traffic is beyond 3500 vehicle units.

The strictly protected nature area (Szársomlyó Protection Area) can be found near Nagyharsány. The area's landmark hill with sub-Mediterranean climate and special plant species, altogether 75, thereof 4 is available only on this hill, most famous is the Hungarian Kikerics. The area is strictly protected, only guided visits are allowed that are organised by the Danube-Drava National Park. Location: 45.855276, 18.414049.



53-54. Figures: Road inside Kisharsány (left); and bike path Nagyharsány – Villány (right)

Source: Zoltán Pámer

4.8.4. Nature and river related values

River view and access points:

- Access to the Drava at Drávaszabolcs riverport. Location: 45.784797, 18.200243
- Access to the Drava near Matty-Keselyősfapuszta. Location: 45.764551, 18.265718
- Boros-Drava oxbow. Location: 45.752351, 18.338677

Additional nature experience points:

- Szársomlyó Protected Area near Nagyharsány. Location: 45.855276, 18.414049

4.8.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

The following elements will be installed regarding stage N8:

- 2 large info boards at the stage points: Szaporca, Villány. Planned locations are the following:
 - Szaporca, at Ancient Drava Visitors' Centre. Coordinates: 45.800598 18.099141

- Villány – coordinates: 45.868441, 18.456245

Number and exact locations of the direction signs along stage N8 will be known after the elaboration of the signposting documentation.

4.9. N9 Villány (HU) – Osijek (CR)

4.9.1. Basic information

Start point of the daily stage: Villány, Baross G. – Szent István u. crossing. Coordinates: 45.873151, 18.456596

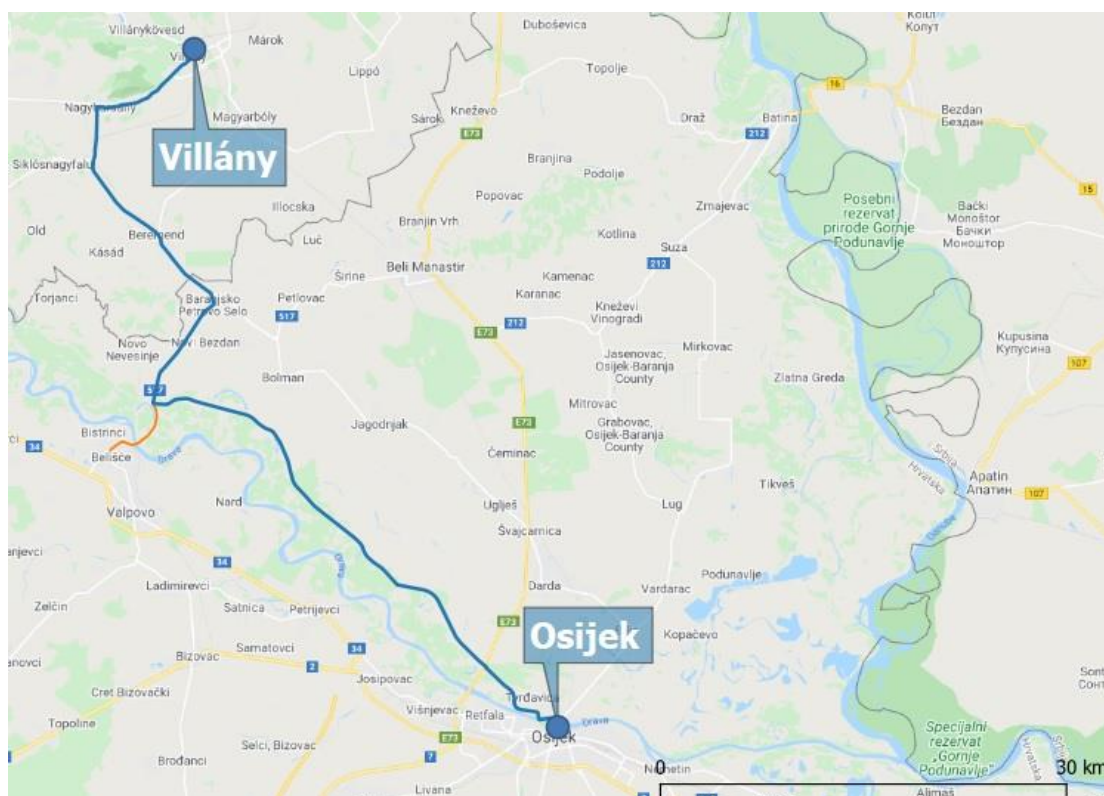
End point of the daily stage: Osijek Tvrđa (Biljska cesta – ul. Franje Kuhaća crossing, coordinates: 45.559477, 18.698941)

Length of the daily stage: 54,87 km

Length of the detour(s): 2,48 km

Length of the asphalt roads along the main route: 50% (27,19 km)

Length of the asphalt roads along the detour(s): 100% (2,48 km)



55. Figure: The daily stage between Villány and Osijek

Regarding this area the accommodation capacities are concentrated in Harkány and Villány. As frequently visited place by tourists other related services are also available In Villány, including numerous restaurants and wineries. The town has a railway connection to Pécs (11 trains a day), Beli Manastir (Croatia – 4 trains a day) and Mohács (7 trains a day). Bicycle shops and repairs are available in Siklós.

Osijek is the fourth largest city in Croatia, it has a rich selection of various types of accommodation as well as restaurants and other services including bike related services (shops, repairs, service stations).

4.9.2. Short summary of the stage

The proposed route goes on various types of infrastructure and crosses the state border between Hungary and Croatia. The Hungarian section goes through the interior of Villány, then on the segregated bicycle path between Villány and Nagyharsány. The section Nagyharsány – Beremend – state border is going on low-traffic public road. Majority of the Croatian part 50 % is gravel road on the Drava embankment, which means 50 % of the total length of the stage.

Advantage of the stage that relatively high percentages of it runs close to the river and the floodplain. Nature closeness means lack of any services at the same, but it is compensated by the concentration of services in the start/ end points.

4.9.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N9/1	Villány, Baross G. – Szent István u. crossing	Villány centre (Baross G. – Damjanich u. crossing)	0,42 km	street in settlement	asphalt	5707	1063	**
N9/2	Villány centre (Baross G. – Damjanich u. crossing)	Villány, Baross G. – Petőfi S. u. crossing	0,69 km	street in settlement	asphalt	5705	3504	**
N9/3	Villány, Baross G. – Petőfi S. u. crossing	Nagyharsány eastern entrance (Arany – Petőfi u. crossing)	3,86 km	segregated bicycle path	asphalt			***
N9/4	Nagyharsány eastern entrance (Arany – Petőfi u. crossing)	Nagyharsány, Beremendi út – Vörösmarty u. crossing	1,32 km	street in settlement	asphalt			***
N9/5	Nagyharsány, Beremendi út – Vörösmarty u. crossing	Beremend centre (Kossuth L. – Hegyalja u. crossing)	8,41 km	public road	asphalt	5708	2265	***
N9/6	Beremend centre (Kossuth L. – Hegyalja u. crossing)	Beremend, state border	2,51 km	public road	asphalt	5708	2265	***
N9/7	Beremend, state border	Baranjsko Petrovo Selo, Kolodvorska ul. 45.760575, 18.467697	1,3 km	public road	asphalt	D211		***

N9/8	Baranjsko Petrovo Selo, Kolodvorska ul.	Baranjsko Petrovo Selo, Daljok ul. 45.750674, 18.462745	1,43 km	street in settlement	asphalt			***
N9/9	Baranjsko Petrovo Selo, Daljok ul.	D517-Glavni dravski nasip (Main Drava embankment) 45.709288, 18.429655	5,39 km	public road	asphalt	D517	1160	***
N9/10	D517-Glavni dravski nasip (Main Drava embankment)	Glavni dravski nasip (Main Drava embankment), pedestrian / bicycle bridge Osijek crossing 45.566170, 18.684176	27,68 km	embankment	stabilised gravel			*** (**)
N9/11	Glavni dravski nasip (Main Drava embankment), pedestrian / bicycle bridge Osijek crossing	Pedestrian / bicycle bridge, Promenade crossing 45.562523, 18.685420	0,39 km	separated bicycle path	asphalt			***
N9/12	Pedestrian / bicycle bridge, Promenade crossing	Promenade, Ulica Kneza Trpimira crossing 45.561244, 18.700740	1,23 km	separated bicycle path	asphalt			***
N9/13	Promenade, Ulica Kneza Trpimira crossing	Osijek, Tvrđa (Biljska cesta – ul. Franje Kuhaća crossing 45.559382, 18.698981	0,24 km	separated bicycle lane	asphalt			***
DETOURS								
N9/D1	D517-Glavni dravski nasip (Main Drava embankment) 45.709288, 18.429655	Drava bridge Belišće 45.690541, 18.418109	2,48 km		asphalt	D517		***

12. Table: Subsections of N9 stage

The first section of this daily stage (Villány-Nagyharsány) is an overlap with stage N8. The route uses the streets of Villány and an asphalt separated bicycle path in parallel with road nr. 5701 therefore the traffic features of this road are not relevant. In Nagyharsány, the route of N9 daily stage turns into south direction and heads to Beremend which is the border crossing point between Hungary and Croatia. Traffic on public road nr. 5708 is slightly heavier than allowed according to the methodology, but this

situation is still tolerable on one hand, and on the other hand, based on the features of the road network here no real alternatives were available to avoid this section. The first settlement on the Croatian side is Baranjsko Petrovo Selo within 2 km from the border, the route turns to southwest here. As it leaves the settlement, the following sub-section goes on the public road D517 to the point where it intersects the main Drava embankment.



56. Figure: Separated bicycle path between Villány and Nagyharsány

Source: Zoltán Pámer

Although this stage does not contain any detours in its usual meaning, if cyclists continue their trip on D517 along an oxbow lake and through the Drava bridge they can reach Belišće which is part of the south route. Thus, this section can be considered as a „detour” which offers some Drava/water related viewpoints, but basically it is a connection between the north and south routes of the Amazon of Europe Bike Trail.

Due to its length (27 km) the embankment road which starts here is a significant part of the whole stage, ends north of Osijek. The road surface on embankment is gravel in various quality, but even the worst sections of it can be categorized as acceptable for cycling with appropriate bicycles. Over to the length of the section cyclists with thinner tyres may not feel comfortable here. Moreover, it must be noted that the route does not go through populated areas which means that cyclists have to face a complete lack of related services (food, repairs, etc.) throughout this section. In addition, certain parts of the area used to be minefields, some former (and successful) project aimed the removal of the left-over landmines. Despite the factors mentioned above the section provides nature close cycling experience.

On the Croatian side there are plans by Croatian Waters to reconstruct the Main Drava embankment and put asphalt in full length.



57-58. Figures: Start point of the gravel embankment road near Belišće

Source: Ádám Bolyós

After the embankment section the route arrives to Tvrđavica where the Osijek ZOO can be found, the settlement is located right opposite of Osijek. At the zoo, ZOO Hotel and restaurant is a great spot with a view of the Drava River as well as the city, and the possibility of crossing the river by a cable ferry (kompa), transportation of bicycles is possible and allowed (45°34'04.63"N 18°40'10.00"E). Approximately 2 km farther there is a bridge over the Drava river only for pedestrians and cyclists, wide enough to serve both groups without conflict. Cyclists can cycle on asphalt surface from here, at the end of the bridge they turn onto the promenade of Osijek which is used only by non-motorized traffic as well, with separated lane for cyclists. As attractions to see, the Church of St Peter and Paul, European Avenue, and the watermill on Drava river (replica of a traditional mill) – as well as two river access points: Copacabana and Željo beach – are easily approachable from this point.



59-60. Figures: Promenade in Osijek with bicycle lane (left) and pedestrian/cycling bridge over Drava river (right)

Source: Ádám Bolyós

The start/ end point of the stage in Osijek is in „Tvrđa” district where the Baroque Citadel of Osijek is located. It was built in the 18th century, on the site of the former historic (Roman) town, the biggest collection of Baroque style buildings in all of Croatia can be found here. Along with those, Tvrđa is famous for the star-shaped fort that was built by the Habsburg monarchy.

In Osijek, a wide range of services for cyclists are available including accommodation, restaurants as well as cycling related services (bike repairs, shops, and service stations).

4.9.4. Nature and river related values

River view and access point:

- **River viewpoint 1** – pedestrian / bicycle bridge in Osijek – view of the Drava River and the panoramic view of the city of Osijek (45°33'49.05"N 18°41'09.87"E)
- **River viewpoint 2** – Osijek ZOO, ZOO Hotel and restaurant – view of the Drava River and the city, possibility of crossing the river with a cable ferry (kompa) with bicycles (45°34'04.63"N 18°40'10.00"E)
- **River access point 1** – Copacabana beach. Biggest and most popular sand beach in Osijek. Beside swimming in Drava River on the sand beach there are 4 swimming pools with various facilities (kid’s playground, cafes, mini golf, ping pong, beach volleyball, restaurant) (45°33'56.26"N 18°41'39.05"E)
- **River access point 2** – Željo beach – popular sand beach by the railway bridge, possibility of swimming, volleyball, picigin (45°33'39.82"N 18°42'25.63"E)

Additional nature experience points:

- **Osijek ZOO** – Osijek ZOO is the largest ZOO in Croatia. It covers an area of approximately 11 hectares. There are currently 108 species and 1050 animals in it. It is located right on the left bank of the Drava, which places it in the centre of the city centre

4.9.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

The following elements will be installed regarding stage N9:

2 large info boards at the stage points: Villány, Osijek Planned locations are the following:

- Villány – coordinates: 45.868441, 18.456245
- Osijek: special large info board with 2 info panels – coordinates: 45.559023, 18.698443

Number and exact locations of the direction signs along stage N9 will be known after the elaboration of the road signposting documentation.

4.10. N10 Osijek (CR) – Suza (CR)

4.10.1. Basic information

Start point of the daily stage: Osijek, Tvrđa (Biljska cesta – ul. Franje Kuhaća crossing);

Coordinates: 45.559477, 18.698941

End point of the daily stage: Suza, village centre; Coordinates

Length of the daily stage: 50,05 km

Length of the asphalt roads along the main route: 92% (45,96 km)



61. Figures: The daily stage between Osijek and Suza

Osijek is the fourth largest city in Croatia, it has a rich selection of various types of accommodation as well as restaurants and other services including bike related services (shops, repairs, service stations).

Suza is a small village with limited number of services. There are accommodations (one of them is a camping) and restaurants in the settlement, basic services are also accessible as well, but taking into consideration the offers of other settlement along/near the route is recommended. Accommodations can be found in Bilje, Kopačevo and Zlatna Greda, restaurants in Bilje, Kopačevo, Zlatna Greda and Zmajevac. Two bicycle stations are available in Bilje, two at the entrance of Kopački rit and an additional one at the Eco centre Zlatna Greda.

4.10.2. Short summary of the stage

This daily stage of the trail is among the most interesting and user-friendly sections because it goes mainly on the low-traffic roads and traffic-free embankments through Nature park, with plenty of panoramic views of the wetlands, forests, and fields. There is also a great possibility to encounter wild animals such as red deer, wild boars, eagles, etc. and opportunities for various activities such as hiking, guided tours, canoeing, kayaking, boat tours, observing wildlife, but also plenty of quality restaurants with traditional cuisine, and wine cellars with the production of domestic wine. Accommodation is available in every village, whether it is a hotel, hostel, camp or rural household with domestic animals, even the wilderness accommodation is possible.

Along the section there is also a lot to see related to protected cultural heritage: castles (in Bilje and Tikveš) „pusztas” (Podunavlje, Kozjak, Tikveš, Zlatna Greda), but also various festivals are held throughout the year, celebrating local cuisine, customs, music and traditional heritage (Paprika fest, fishing days, Ethno meetings, Wine marathon, Danube Day, etc.) which makes this daily stage more colourful.

This daily stage can be considered as appropriate both from the perspectives of cycling and nature closeness, it is suitable for providing a rich and complex experience.

4.10.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N10/1	Osijek, Tvrdča (Biljska cesta – ul. Franje Kuhaća crossing 45.559382, 18.698981)	Franjo Tuđman bridge, 4257 crossing 45.564816, 18.703232	0,78 km	public road	asphalt	4257	8016	**
N10/2	Franjo Tuđman bridge, 4257 crossing	Bilje 4257, Blatna street crossing 45.594271, 18.740572	4,37 km	separated bicycle path	asphalt			***
N10/3	Bilje 4257, Blatna street crossing	Bilje, Blatna ul-Crkvena ul. intersection 45.604031, 18.741838	0,95 km	roads in settlement	asphalt			**
N10/4	Bilje, Blatna ul-Crkvena ul.	Bilje, roundabout 45.604101,	0,15 km	roads in settlement	asphalt			**

	intersection	18.743703						
N10/5	Bilje, roundabout	Bilje, 4042, 4056 intersection 45.608239, 18.756143	1,1 km	public road	asphalt	4042		***
N10/6	Bilje, 4042, 4056 intersection	Kopačevo, ul. Ferenca Kiša- Podunavska crossing 45.599498, 18.780270	2,17 km	public road	asphalt	4056		***
N10/7	Kopačevo, ul. Ferenca Kiša- Podunavska crossing	Podunavlje, End of the asphalted embankment 45.623660, 18.813238	4,17 km	public road, embankment	asphalt	4056		***
N10/8	Podunavlje, End of the asphalted embankment	Kozjak 4056, 4055 crossing 45.681369, 18.813373	6,42 km	public road	asphalt	4056		**
N10/9	Kozjak 4056, 4055 crossing	Tikveš castle 4055, local road to Zlatna Greda crossing 45.689936, 18.813595	0,93 km	public road	asphalt	4055		***
N10/10	Tikveš castle 4055, local road to Zlatna Greda crossing	Local road to Zlatna Greda, Danube embankment crossing 45.703588, 18.877774	10 km	public road	asphalt			***
N10/11	Local road to Zlatna Greda, Danube embankment crossing	Zlatna Greda, hunting lodge 45.707913, 18.878284	0,62 km	embankment	asphalt			***
N10/12	Zlatna Greda, hunting lodge (southern)	Zlatna Greda, hunting lodge (northern) 45.765636, 18.848731	8,38 km	Water management road, embankment	stabilized gravel			***
N10/13	Zlatna Greda,	Danube	5,42 km	Water	asphalt			***

	hunting lodge (northern)	embankment, D212 crossing 45.809349, 18.817530		management road, embankment				
N10/14	Danube embankment, D212 crossing	Suza, village centre	4,59 km	public road	asphalt	D212	1930	***

13. Table: Subsections of N10 stage

This section of the route uses the existing “Pannonian Peace Trail” route, established in 2005 by Green Osijek. This is the most used and most popular bicycle route in Osječko-baranjska County. Part of the section also collides with Eurovelo 6 / Danube Route which is among the most popular Eurovelo routes in Europe.

As the roadway on the Franjo Tuđman bridge in Osijek is with heavy traffic, crossing it could be inconvenient for cyclist, therefore, to use the sidewalk of the bridge for this short distance could be a better option. After the bridge there is 4,37 km long separated bicycle path runs all the way to Bilje. South of Bilje, the old Drava lake (45°35'30.28"N 18°44'17.53"E) is a river view and access point with the possibility of renting canoes, swimming, fishing, biking around the lake. Inside the village the route uses settlement roads in parallel to the busier main road. According to the information come from Bilje Municipality they plan to reconstruct the bicycle path between Bilje and Osijek, but it is still in good condition. Furthermore, they also plan the construction of the new bicycle path inside Bilje village which may replace certain sections of the AoE BT route in the future. City of Osijek and Bilje Municipality will reconstruct the existing bicycle path between Osijek and Bilje in 2020, put LED street lamps along the path and Bilje Municipality will finance the continuation of the bicycle path through the village which will make the cycling through Bilje easier and safer. As result of this development the new bicycle path inside Bilje village may replace certain sections of the current AoE BT route in the future.

The planned route uses the road 4042 in a short section inside Bilje then turns right onto the road 4056 which leads to Kopačevo. This is a public road with good quality of asphalt and very low traffic, appropriate for cycling even in its current form, but to construct a bicycle path between Bilje and Kopačevo is also planned. The protected nature area managed by Kopački Rit Nature Park, which is the most important nature attraction regarding this daily stage, its info centre can be found along the route which is the starting point for all nature guided tours (boat, hiking, canoeing, biking, birdwatching, education) (Location: 45°36'30.88"N 18°47'23.10"E). An 4,17 km long asphalt embankment section starts here with panoramic view of the large floodplain (45°36'43.85"N 18°47'58.93"E), and access point to Sakadaš Lake (45°36'43.85"N 18°47'58.93"E) which is place of boat tours as well as canoeing. Swimming is not allowed.



62. Figure: Asphalt road between Kopačevo and Sakadaš Lake (Source: Ádám Bolyós)



63. Figure: Kopački Rit area from above

The route leaves the embankment near Podunavlje due to the next section of the water management embankment has gravel surface and it is closed with crossing gates. Kopački rit Nature Park authorities are informed about the Amazon of Europe route, but still they do not allow to implement the route section on the part of the embankment that goes through the Special ZOO reserve.

The route goes through two small villages (Podunavlje and Kozjak) until they reach the intersection of 4055 and 4056 roads. The roadway of this 6,42 km straight sub-section is asphalted but its width is narrow enough. Traffic of this section is very low but overtaking situations require special attention from both cyclists and car/truck drivers. The route follows the road nr. 4055 from here to Zlatna Greda, cycling on curvy roads through beautiful forests gives special atmosphere to this part. Eco Center Zlatna Greda (45°43'17.98"N 18°51'50.60"E) is a perfect place to have a rest and enjoy the nature. Canoe rental, bicycle rental, guided canoe and kayak tours, hiking tours, birdwatching, teambuilding, adrenaline park and zip line are available here.



64. Figure: Eco Center Zlatna Greda from above

The route returns onto the embankment near Zlatna Greda, after 0,6 km of asphalt part it turns into gravel for the next 8,3 km. The quality of the stabilized gravel road is appropriate for cycling, with several points to enter the floodplain forest. River viewpoints are also approachable where the embankment runs very close to the Danube. The northeast 5,4 km of the water management embankment road is asphalt again, it leads to the junction of road nr. D212 which goes to the Croatian-Serbian border. The other start/end point of the N10 daily stage is Suza can be found in southwest direction from here, the traffic of this road is acceptable (under 2000 AADT).



65. Figure: Gravel embankment road north of Zlatna Greda



66. Figure: Asphalt part of the embankment north of Zlatna Greda

Croatian Waters announced the plans to reconstruct and asphalt Drava and Danube dykes which would make the cycling easier and more accessible. They are in the phase of project development for the reconstruction, the main project should be finished in 2020 and the forecasted deadline for complete reconstruction and asphaltting of all dykes (80km) is 2023.

4.10.4. Nature and river related values

River view and access points:

- **River point 1 – Tvrđa, Osijek** – view on the Drava River from the Old Citadel walls. Easily accessible with bicycle (45°33'42.05"N 18°41'53.28"E)
- **River point 2 – Kopački rit Nature Park** panoramic view – from the embankment there is a possibility of panoramic view of the large floodplain (also possible view through the fixed binoculars on the embankment) (45°36'43.85"N 18°47'58.93"E)
- **River access point 1 – Željo beach** – popular sand beach by the railway bridge, possibility of swimming, volleyball, picigin (45°33'39.82"N 18°42'25.63"E)
- **River access point 2 – Stara Drava lake, Bilje** – possibility of renting canoes, swimming, fishing, biking around the lake (45°35'30.28"N 18°44'17.53"E)
- **River access point 3 – Kopački rit Nature Park, Sakadaš Lake** – start of large and small boat tours as well as canoeing. Swimming is not allowed on the Sakadaš lake (45°36'43.85"N 18°47'58.93"E)
- **River access point 4 – Eco centre Zlatna Greda** – possibility of renting canoes on the Iovac channel, or hiking along the channel on a hiking path with info boards (45°43'16.24"N 18°51'53.30"E)

Stops and resting places:

- **Stop 1 – Resting area on Stara Drava lake in Bilje.** Nice area for biking, hiking, fishing, swimming, canoeing, making barbecue (45°35'30.28"N 18°44'17.53"E)
- **Stop 2 – Resting area on Sakadaš lake** – view of the Kopački rit Nature Park, coromorant colony and the starting place of boat and canoe tours. Resting area is equipped with a toilet and fresh water (45°36'43.85"N 18°47'58.93"E)
- **Stop 3 – Resting area on the Kazuk port on the Danube.** Nice “wilderness” spot with an overview of the Danube River in the middle of the forest (45°44'46.65"N 18°53'39.26"E)

Additional nature experience points:

- **Kopački rit Nature Park info centre** – starting point for all nature guided tours (boat, hiking, canoeing, biking, birdwatching, education) (45°36'30.88"N 18°47'23.10"E)
- **Eco centre Zlatna Greda** – starting point for all nature guided tours (canoe, bicycles, hiking, education, adrenaline park, zip line, towers and hides for observing wildlife) (45°43'17.98"N 18°51'50.60"E)

4.10.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

The stage has at least 3 already existing resting areas which are the described in the previous chapter. The following elements will be installed in frame of the project regarding stage N10:

2 large info boards at the stage points: Osijek and Suza. Planned locations are the following:

- Osijek: special large info board with 2 info panels – coordinates: 45.559023, 18.698443
- Suza - coordinates: 45.782232 18.776492

Number and exact locations of the direction signs along stage N10 will be known after the elaboration of the road signposting documentation.

4.11. N11 Suza (CR) – Mohács (HU)

4.11.1. Basic information

Start point of the daily stage: Suza (Croatia), village centre Coordinates

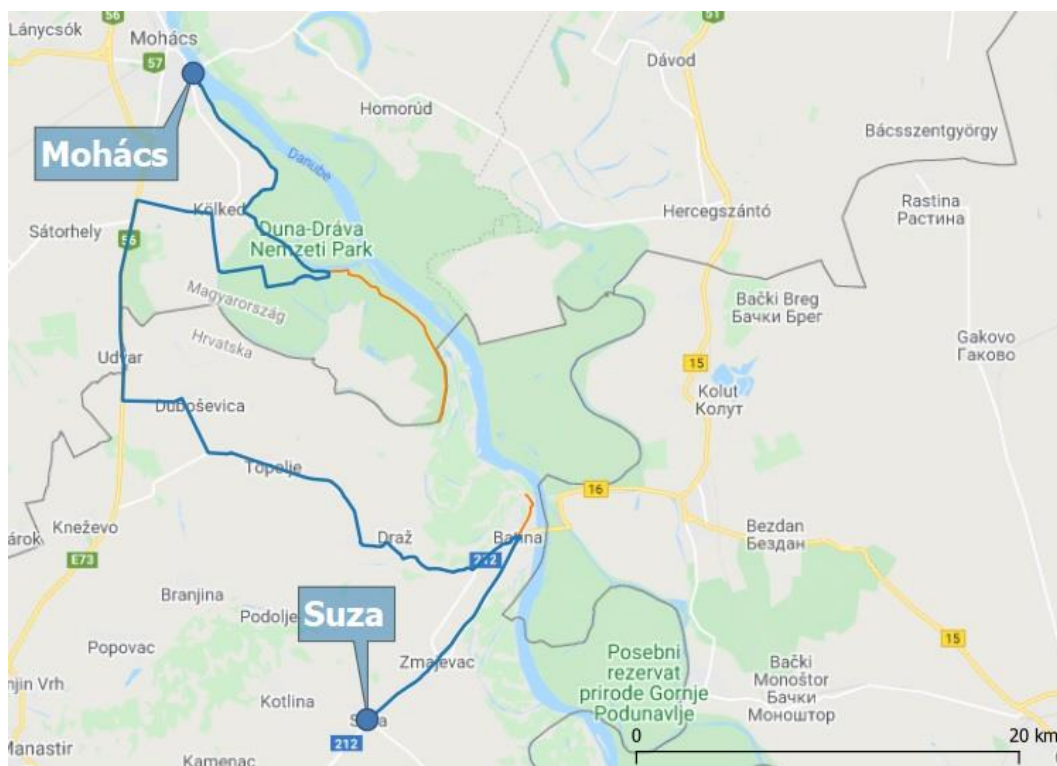
End point of the daily stage: Mohács (Hungary), Szent János u. (ferry port); Coordinates: 45.992770, 18.693759

Length of the daily stage: 51,63 km

Length of the detour(s): 9,76 km

Length of the asphalt roads along the main route: 100% (51,63 km)

Length of the asphalt roads along the detour(s): 100% (9,76 km)



67. Figure: The daily stage between Suza and Mohács

Suza is a small village with limited number of services. There are accommodations and restaurant in the settlement, and basic services are also accessible, as well as in the neighbouring settlement Zmajevac. Pubs and shops are available along the Croatian part of the route.

Mohács is stage start/end point and entry point of the whole AoE Bike Trail as well, with rich offer of accommodations, restaurants, and other services. The remaining part of the stage (especially the Hungarian part) has a lack in offer of related services. Aside from Mohács, the settlement of Kölked is

the only place with some accommodation options on the Hungarian side (a guest house and a hunting lodge), pubs and shops are found in the village of Kölked, but restaurants operate only in Mohács.

4.11.2. Short summary of the stage

The Croatian part of the section consists of only asphalt public roads in good quality, with low and moderate traffic. The route does move away from the river due to the features of local road network and the location of border crossing point (Udvar; 12-13 km from the river), then it approaches the river Danube. On the Hungarian side, the route parallel with the border approaches the Danube and enters the protection area of Béda, then finishes in the town of Mohács. The Béda nature protection area is a fascinating experience of river floodplain with multiple side branches and oxbows, part of the Danube-Drava National Park. The National Park maintains a study trail, an educational site and organises tours to the oxbows. Along the Danube excellent bike paths are built on the dyke, as this section is part of the Eurovelo 6 and 13 routes. The given public roads of the Hungarian sections are entirely asphalt, in average condition.

The town of Mohács is a small town, yet rich in spiritual and built heritage. It offers plenty of facilities for visitors, sacral heritage, gastronomy, sport opportunities (kayak, canoe, bike) and motorboat excursion to the border area.

4.11.3. Information about the route and its condition

	Start point	End point	Length	Type of road	Type of the surface	Road no.	Traffic (AADT)	Quality
MAIN ROUTE								
N11/1	Suza, village centre	Batina, roundabout before the border crossing 45.841264, 18.846702	8,8 km	public road	asphalt	D212	1930	***
N11/2	Batina, roundabout before the border crossing	Batina, road D212 – Planina Zapad crossing 45.839215, 18.838701	0,9 km	public road	asphalt	4018	920	***
N11/3	Batina, road D212 – Planina Zapad crossing	Draž, crossing of roads 4018 and 4259 45.836043, 18.791014	4,42 km	public road	asphalt	4018	920	***
N11/4	Draž, crossing of	4018, 4011	8,94 km	public road	asphalt	4018	920	***

	roads 4018 and 4259	crossing 45.869258, 18.700734						
N11/5	4018, 4011 crossing	4011, D7 crossing 45.886265, 18.660380	4,39 km	public road	asphalt	4011	588	***
N11/6	4011, D7 crossing	Udvar border crossing	3,42 km	public road	asphalt	D7	1772	***
N11/7	Udvar border crossing	Sátorhely, 56-5702 crossing 45.945060, 18.664999	3,18 km	public road	asphalt	56	1772	***
N11/8	Sátorhely, 56-5702 crossing	Kölked, 56-5117 crossing 45.951721, 18.667111	0,76 km	segregated bicycle path	asphalt			***
N11/9	Kölked, 56-5117 crossing	Kölked centre, 5117-51171 crossing 45.947546, 18.702304	2,78 km	public road	asphalt	5117	746	**
N11/10	Kölked centre, 5117-51171 crossing	Erdőfű access road, crossing towards Béda oxbow 45.923323, 18.727965	4,51 km	public road	asphalt	51171	453	*
N11/11	Erdőfű access road, crossing towards Béda oxbow	Dyke crossing at Béda oxbow 45.928505, 18.757305	2,61 km	forest road, dyke	asphalt			***
N11/12	Dyke crossing at Béda oxbow	Kölked, access road to the dyke (EuroVelo sign) 45.948157, 18.717242 (?)	4,01 km	dyke	asphalt			***
N11/13	Kölked, access road to the dyke (EuroVelo sign)	Mohács, Szabadság tér, end of dyke 45.989071, 18.697403	6,31 km	dyke	asphalt			***
N11/14	Mohács, Szabadság tér, end of dyke	Mohács, Szent János u. (ferryport) 45.992770,	0,61 km	public road, street in settlement	asphalt	51137	236	***

		18.693759						
DETOURS								
N11/D1	Batina, road D212 – Planina Zapad crossing	Monument of the Bolman battle roads 4018 and 4259 crossing	1,78 km	street in settlement	asphalt			**
N11/D2	Dyke crossing at Béda oxbow	End of dyke at the Croatian border 45.879628, 18.808774	7,98 km	dyke	asphalt			***

14. Table: Subsections of N11 stage

Between Suza and Batina traffic data of the road D212 is slightly below 2000 AADT therefore it is acceptable by the methodology. The section between Suza and Zmajevac overlaps with the stage N10. It contains a very narrow painted „bicycle lane” on the two edges of the roadway, as well as traffic signs which show that cycling is allowed. Regardless of these facts cycling on this road requires special attention both from cyclists and drivers. A short detour leads the monument of the battle of Batina, which offers a panoramic view of the surroundings including the Danube river and its vast floodplains on both Croatian and Serbian sides. The route after Batina leads through the villages of Draž, Gajić, Topolje and Duboševica on public roads with less traffic (<1000 AADT). Because of the location of the border crossing point (Udvar) this direction of the trail is reasonable. According to available data the traffic on the road which connects the two neighbouring countries is heavier, but it does not exceed 2000 AADT. The first section of the Hungarian side is a public road with a short (0,76 km) bicycle path from the intersection of roads nr. 56 and 5702. The route leads into the settlement of Kölked then turns south to reach the protected Béda-Karapanca area where traffic volume is not issue at all, but the quality of asphalt roads is very poor. The area is part of the Danube-Drava National Park. It is a floodplain, which is divided by former sidearms of the Danube, preserved as oxbows today. Continuation of the route continues is asphalt dyke from Külső-Béda (Outer- Béda) oxbow. There are two possible directions for cyclists from this Külső-Béda intersection point. An almost 8 km long section – part of the route as a detour – leads south to the border, staying close to the river Danube. The main route goes to the north and offers more than 10 km of cycling on well-rideable asphalt dykes close to the nature. Access to the Danube is possible on several locations along the dyke between Kölked and Mohács.



68. Figure: Road D212 between Suza and Batina (Source: Ádám Bolyós)



69-70. Figure: Kölked-Mohács section on dyke (left); Mohács centre, Danube riverside (right)

Source: Zoltán Pámer

4.11.4. Nature and river related values

Hungarian side:

- Access to the Danube is possible on several locations along the dyke between Kölked and Mohács. Location near the Boki Location near Cigány-zátony: 45.978640, 18.705364. Near Gabriella island: 45.923450, 18.782391. Near the “Lábasház” (“house on foot”): 45.920846, 18.789678.
- In the central area the direct riverside is paved and accessible for bicycles. Location: 45.992518, 18.694790. Along the riverside walkway Felsődunasor, location: 45.997283, 18.690119.
- Access to the Külső-Béda (Outer Béda): 45.928520, 18.762935.
- Along the path parallel with the Béda oxbow: 45.926962, 18.747445
- Béda-Karapanca protection area, with points to access the river, study trail (starting point: 45.9545, 18.7256, endpoint: 45.9593, 18.7518), organised canoe tours (45.929665, 18.755894),

and demonstration facility devoted to the tradition of fishing (45.900028, 18.779832). The protection area is part of the Danube-Drava National Park

The Külső-Béda area is particularly rich in wildlife. For studying the local flora and fauna a study trail is established (Nagypartosi tanösvény). Location of the starting point: 45.9545, 18.7256, endpoint: 45.9593, 18.7518. The National Park organises canoe tours in the Külső (Outer-) Béda oxbow. Location: 45.929665, 18.755894.

Mohács is rich in historical heritage sites and sacral heritage, the Town of Mohács operates the 'Mohács I' pleasure boat that carries up to 50 passengers and max. 15 bikes. The ship goes according to schedule on each Sunday to the Béda area, to the border and back to Mohács. On festive events additional tours are organised to various places in Hungary (e.g. Baja) or Croatia (Batina, Osijek). Timetable should be consulted beforehand (English website under construction).

Croatian side:

- Batina battle monument – excellent viewpoint of the Danube River and the three countries (Croatia, Hungary, Serbia) combined with the historical significance of the place of one of the most famous battles in WW2 in this region (45°51'17.93"N 18°50'57.65"E)
- Direct access to the river – Sand beach on Green island in Batina – ideal for swimming, small court for beach volleyball, possibility of entering with canoes or kayaks (45°49'38.34"N 18°51'02.40"E)
- Beach on the Topoljski dunavac (Puškaš) – old oxbow of the Danube River, now a lake, with a nicely arranged beach, with a beach bar, playground, wooden walking path over the water, toilets and showers (45°50'51.01"N 18°47'52.89"E)

4.11.5. Planned locations of the Amazon of Europe Bike Trail related infrastructure

Since there are already resting points and bicycle service stations set up on the Croatian part of the section there is no need to implement any new ones from the project (There is one resting point in Batina at the roundabout, and the bicycle service station in Draž).

The following elements will be installed in frame of the project regarding stage N11:

2 large info boards at the stage points: Suza (Croatia) and Mohács (Hungary). Planned locations are the following:

- Suza - coordinates: 45.782232 18.776492
- Mohács- coordinates: 45.992000, 18.694000

Number and exact locations of the direction signs along stage N11 will be known after the elaboration of the related signposting plan documents.

