



*INTERREG
ITALY-CROATIA
PROGRAMME 2021-2027*

D.2.2.1

*Designing and planning joint
training schemes on sustainable
mobility*

**CYROS**

Implementation, in the Programme area, of the EUSAIR flagship and crosspillar project idea Adriatic Ionian CYcle ROute for Sustainable tourism

WP2	<i>Developing a sustainable mobility and tourism linked to the ADRIATIC-IONIAN Cycle Route</i>
Activity 2.2	<i>Sustainable mobility and tourism management, sharing expertise and organizing training courses</i>
Deliverable 2.2.1	<i>Designing and planning joint training schemes on sustainable mobility and tourism</i>
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1. Introduction

Sustainable mobility is a key driver for regional development, environmental protection, and improved urban liveability. In this context, the **Joint Training Schemes on Sustainable Mobility and Cycle Routes Data Collection** aims to equip stakeholders with the necessary knowledge and skills to effectively plan, implement, and manage cycling mobility strategies.

Designed to suit the specific needs of operators and institutions working in sustainable mobility and tourism, these joint training schemes address the growing need for innovation and higher standards in public administration and sector-specific expertise. The training aims to foster sustainable mobility and promote a smarter, more strategic, and responsible management approach in the cross-border area. To achieve this, it includes targeted actions to strengthen the capacity of institutions and operators. The primary audience for this initiative includes public sector employees working in mobility offices and professionals engaged in sustainable mobility and sustainable tourism management.

The activities related to designing and planning joint training schemes, as expected in the project output n. 2.1, will involve participants of both countries (Italy and Croatia) and will be developed and implemented with reference to:

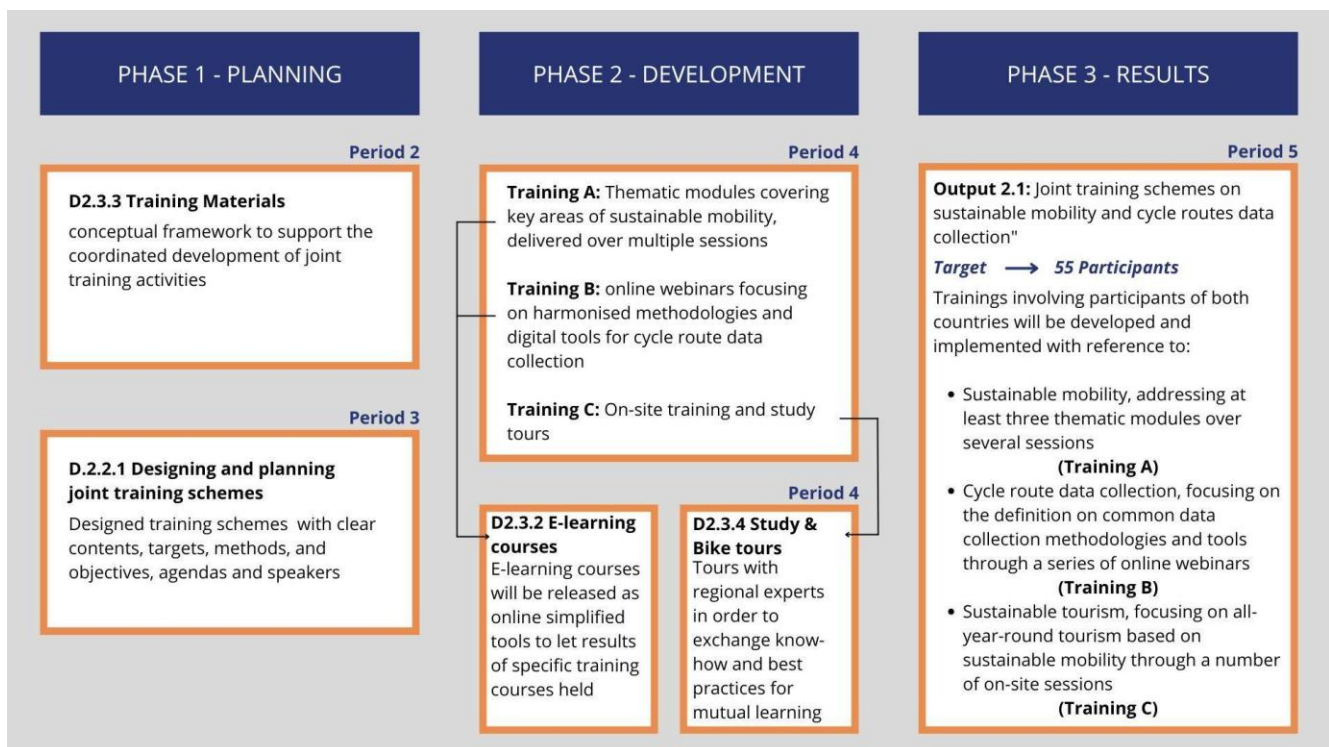
- a) sustainable mobility, addressing at least three thematic modules over several sessions;
- b) cycle route data collection, focusing on the definition on common data collection methodologies and tools through a series of online webinars;
- c) sustainable tourism, focusing on all-year-round tourism based on sustainable mobility through a number of on-site sessions.

A design will be developed for each one of the above topics. This document contains the design of the joint training scheme about sustainable mobility, addressing three thematic modules that are described in the following chapters.

2. Logical Structure of Training Activities

Within the CYROS project, training activities play a central role in delivering **Output 2.1**, which foresees the **development and implementation of three joint training schemes** (Trainings A, B, and C) tailored to the needs of operators and institutions involved in sustainable mobility and tourism. These trainings aim to involve **at least 55 participants** from both Italy and Croatia and are structured across three interlinked phases: **Planning, Development, and Results**.

This logical structure ensures that the training content is both relevant and practical, based on territorial needs, and that it contributes directly to project objectives under **Work Package 2 – Activity 2.2**, coordinated by LP – Friuli Venezia Giulia Region (FVG).



The image illustrates the structured process for the implementation of joint training schemes on sustainable mobility and cycle route data collection, as foreseen within the CYROS project. This process is divided into three main phases: **Planning, Development, and Results**, each corresponding to specific implementation periods and activities.

*During the first phase, which takes place over Periods 2 and 3, the **foundation for the training activities** has been established. In Period 2, the project focused on the preparation of training materials (Deliverable D2.3.3), aiming to **define a conceptual framework** that guided the coordinated development of joint training activities. In the subsequent period, the design and planning of the training schemes are carried out (Deliverable D.2.2.1). These schemes include a clear definition of objectives, target audiences, methodologies, agendas, and selected speakers, ensuring a coherent and targeted approach to training delivery.*

*The **second phase**, corresponding to Period 4, is dedicated to **the development of training content and the implementation of various training formats**. This includes three types of training activities: Training A, composed of thematic modules covering different aspects of sustainable mobility delivered through multiple sessions; Training B, which consists of online webinars focusing on harmonised methodologies and digital tools for collecting data on cycle routes; and Training C, which provides on-site training sessions and study tours, encouraging practical learning and knowledge exchange. Additionally, two specific deliverables are foreseen in this phase. Deliverable D2.3.2 involves the creation of e-learning courses, which will make the results of specific training activities accessible through simplified online tools. Deliverable D2.3.4, on the other hand, foresees the organisation of study and bike tours with regional experts to facilitate mutual learning and the exchange of best practices in the field of sustainable mobility.*

*The **third and final phase**, taking place in Period 5, focuses on **the achievement of the training-related results**. This is represented by Output 2.1, which targets the participation of at least 55 individuals in the joint training schemes developed throughout the previous phases. These training activities, involving stakeholders from both Italy and Croatia, will contribute to enhancing knowledge and operational capacity in the areas of sustainable mobility and tourism. In particular, the output will include the delivery of thematic modules on sustainable mobility (as per Training A), webinars on data collection tools and standards (Training B), and on-site sessions focusing on sustainable tourism across different seasons (Training C). In particular:*

Training A – Sustainable Mobility

- **Design Partner:** LP – Friuli Venezia Giulia Region (FVG)
- **Structure:** Thematic modules covering key areas of sustainable mobility, delivered over multiple sessions.



- **Purpose:** To provide technical and policy knowledge on sustainable mobility practices, especially those linked to the Adriatic-Ionian Cycle Route.
- **Follow-up Deliverables:**
 - D.2.3.2 – E-learning courses for broader dissemination.

Training B – Cycle Route Data Collection

- **Design Partner:** ITL Foundation (PP5)
- **Structure:** A series of online webinars focusing on harmonised methodologies and digital tools for cycle route data collection across the programme area.
- **Purpose:** To define common approaches for data collection supporting future integration and interoperability.
- **Follow-up Deliverables:**
 - D.2.3.2 – Online e-learning courses derived from webinar content and made accessible to a wider audience.

Training C – Sustainable Tourism

- **Design Partner:** Region of Istria (PP8)
- **Structure:** On-site training and study tours along the Adriatic-Ionian Cycle Route with local and regional experts.
- **Purpose:** To foster year-round sustainable tourism, promote local knowledge exchange, and share best practices in cross-border cooperation.
- **Follow-up Deliverables:**
 - D.2.3.4 – Reports and reflections from study tours aimed at promoting mutual learning among stakeholders.

This comprehensive approach ensures the dissemination of knowledge, the practical application of methodologies, and the strengthening of cross-border cooperation in the context of sustainable transport and tourism development.



3. Training A. Joint training on sustainable mobility

Coordinated by: LP – FVG region

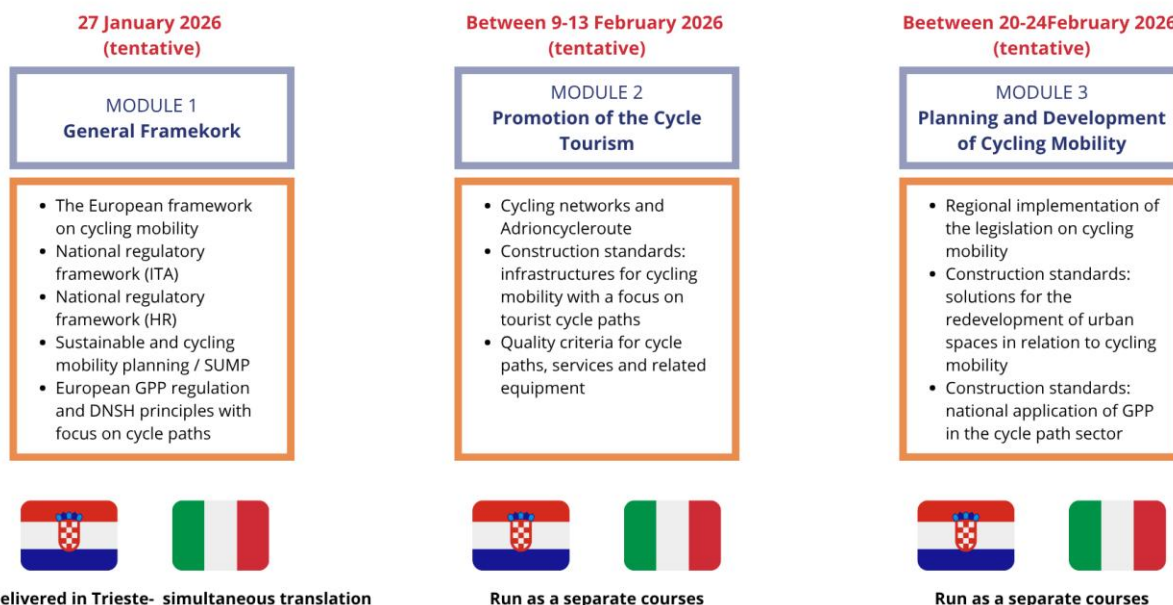
The joint training on sustainable mobility, coordinated by the Friuli Venezia Giulia Region (Lead Partner), is designed to strengthen the technical and operational capacities of institutions and professionals working in the field of sustainable mobility and tourism. The training focuses on the enhancement of cycling mobility systems and their integration with multimodal transport services, with particular attention to the Adriatic-Ionian Cycle Route (ADRIONCYCLETOUR), one of the EUSAIR flagship initiatives. This initiative aims to structure and systematise cross-border experiences while responding to specific local needs. It provides participants with targeted tools and methodologies to promote the planning, development, and promotion of sustainable mobility systems, fostering a shift from private vehicles to low-emission alternatives, including bicycles and integrated public transport.

The main objectives of the training are to support participants in:

- *improving the quality and functionality of cycling mobility infrastructures;*
- *enhancing the intermodality between bicycles and public transport (bike & train, bike & bus, bike & boat);*
- *promoting bicycles as an alternative means of daily and touristic transport;*
- *increasing the visibility and impact of regional and cross-border sustainable tourism strategies.*

*The training course is structured into **three thematic modules**, offering a comprehensive approach to cycling mobility, from EU-level strategies to national frameworks and local implementation. Each module is enriched by practical examples, regulatory references, and real-case applications to foster the translation of knowledge into practice:*





Partners in charge:	LP	PP7-PP8	LP	PP7-PP8	LP
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1. General Framework (Module 1)

Developed jointly by Italian and Croatian partners, this module provides a common foundation on European and national policies related to cycling mobility. It covers key regulations, including the European Cycling Declaration, European directives concerning cycling mobility, urban mobility planning with a focus on the Sustainable Urban Mobility Plan (SUMP) framework. Additionally, it explores the European Green Public Procurement (GPP) regulation and Do No Significant Harm (DNSH) principles applied to cycling infrastructure.

2. Promotion of Cycle Tourism (Module 2)

While maintaining a common reference framework, this module is implemented separately in Italy and Croatia to reflect local backgrounds. This decision allows for a more in-depth exploration of the specific characteristics, needs, and regulatory frameworks of each country. The module focuses on the EuroVelo network, particularly EuroVelo 8 and the Adriacycleroute, national and regional cycling networks, and infrastructure standards for tourist cycle routes. It

also examines quality criteria and certification processes for cycle paths, ensuring alignment with European best practices.

3. Planning and Development of Cycling Mobility (Module 3)

This module also follows a dual implementation approach to account for country-specific regulatory frameworks and planning instruments. By structuring the training separately for Italian and Croatian participants, it allows for greater specificity in addressing national legislation and planning needs. Topics include regional and municipal cycling mobility plans, and the integration of cycling infrastructure into broader urban planning strategies. Additionally, it explores technical aspects such as urban space redevelopment for cycling mobility and the application of GPP and Minimum Environmental Criteria (MEC/CAM) in the sector.

Through this structured training approach, the project fosters cross-border cooperation while respecting national particularities, ensuring that institutions and professionals can implement tailored, high-quality, and innovative solutions in their respective contexts. By promoting a shared knowledge base alongside specialized national insights, the scheme contributes to the development of a more sustainable, efficient, and well-integrated cycling mobility system in Italy and Croatia.

4.1 Joint training participants and e-learning courses

The training course and the level of depth are intended for an audience of technicians operating in the sector, both within Public Administrations and professionals. During the CYROS project, the first edition of the joint training on sustainable mobility will be scheduled, which will be mainly addressed to technicians employed in the Public Administrations.

The training material developed within the project will remain available to the project partners for the organization of further editions of the course, to be offered to local professionals as well as to other public officials who were unable to attend the first session. For this purpose, the recordings of some interventions of the first training module will be available to the project partners, also contributing to the production of e-learning courses foreseen in the Activity D.2.3.2 and released as online simplified tools to:

- let results of specific training courses reaching also the wider general public involved in sustainable mobility and tourism;*



- facilitate the repetition of transnational and European level interventions in subsequent editions of the joint training on sustainable mobility.

4.2 Attendance and quality evaluation

Participants who have attended at least 75% of the lessons will receive a certificate of participation. Slides and other training materials will be published on the CYROS project website. At the end of the course, participants will fill out a satisfaction survey. The survey, which can be filled out anonymously, will allow to improve subsequent editions of the training course. Moreover, a multiple-choice test will be provided to evaluate the level of learning and knowledge acquired by the participants.

4.3 Module 1 - General Framework

The first training module of the programme will consist of a common IT/HR session, bringing together participants from both partner countries in a joint learning experience. This initial module will be held in person in Trieste on 28 January 2027, from 11:00 to 16:00 (TBC).

The event will include both a coffee break and a light lunch, providing informal moments to encourage networking, exchange of experiences, and collaboration among participants.

To ensure accessibility and equal participation, the session will feature simultaneous translation in Italian and Croatian, allowing everyone to follow the content smoothly in their preferred language. Moreover, all lectures and discussions will be recorded and transformed into e-learning materials, making them available for future reference and distance learning activities.

A total of 70 participants are expected to take part in this first common module — 50 from Italy and 20 from Croatia — reflecting the project’s cross-border spirit and its commitment to promoting shared growth and mutual understanding

TENTATIVE AGENDA

Module	Topics	Content	Duration (min.)
<p>MODULE 1</p> <p>General Framework 28 January 2027</p> <p>Common IT/HR module to be held in person in Trieste,</p>	<p>H 11:00</p> <p>The European framework on cycling mobility</p>	<p>European Cycling Declaration principles and commitments:</p> <ul style="list-style-type: none"> - developing and strengthening cycling policies - encouraging inclusive, affordable and healthy mobility - creating more and better cycling infrastructure - increasing investments and creating favourable conditions for cycling - improving road safety and security 	30

Italy – Croatia



<p>with simultaneous translation and recording of lectures for e-learning modules</p> <p>50 participants from Italy + 20 participants from Croatia</p>		<ul style="list-style-type: none"> - supporting high quality jobs and the development of a world-class European cycling industry - supporting multimodality and cycling tourism - improving the collection of data on cycling 	
		<p>European directives concerning cycling mobility:</p> <ul style="list-style-type: none"> - EPBD Directive and standard for bike parking on buildings - other directives about cycling mobility 	
	H 11:30 Italian National regulatory framework	<p>List and brief mention of the regulations in force on the subject of:</p> <ul style="list-style-type: none"> - cycle tourism and tourist cycle routes - urban mobility and road safety - technical features - cycling mobility plans - bike-to-work travel plans <p>Short presentation of best practices</p>	30
	H 12:00 Croatian national regulatory framework	<p>List and brief mention of the regulations in force on the subject of:</p> <ul style="list-style-type: none"> - cycle tourism and tourist cycle routes - urban mobility and road safety - technical features - cycling mobility plans - bike-to-work travel plans <p>Short presentation of best practices</p>	30
	H 12:30 Break		30
	H13:00 Sustainable and cycling mobility planning, SUMP	<p>Overview of Sustainable urban mobility plan (SUMP) and its contents with focus on issues related to cycling mobility:</p> <ul style="list-style-type: none"> - objectives, benefits and main elements - analysis, planning framework and scenarios - adoption, implementation and monitoring - SUMP guidelines - the cycling mobility within the SUMP 	30
	H13:30 European GPP regulation and DNSH principles with focus on cycle paths	<p>Green Public Procurement:</p> <ul style="list-style-type: none"> - European GPP regulatory framework - note on application differences in various countries <p>Do Not Significant Harm:</p> <ul style="list-style-type: none"> - description of DNSH principles - technical analysis of the methods of verifying the application of DNSH in the cycling mobility field 	30
H 14:00	Light Lunch		

4.4 Module 2 – Promotion of Cycle Tourism

The second training module will build upon the shared foundations established during the initial common IT/HR session. For this phase, the participants from the first module will be divided into two separate groups, in order to allow a more focused and context-specific learning experience.

One group will attend a session held in Italy, conducted in Italian, and coordinated by the Friuli Venezia Giulia (FVG) partner, while the other group will take part in a parallel session in Croatia, conducted in Croatian, and organized by the Istria partner and Primorje- Gorski Kotar County.

This decision allows for a more in-depth exploration of the specific characteristics, needs, and regulatory frameworks relevant to each country. It will also provide participants with the opportunity to discuss national practices, policies, and challenges in greater detail, while still maintaining alignment with the overall objectives of the joint programme.

Both training sessions will be based on a shared set of didactic materials, ensuring coherence and comparability between the two national components. Depending on logistical considerations and participant needs, the courses will be delivered either in person at local venues or online, guaranteeing flexibility and accessibility for all participants.

The implementation of this second module is planned for the week between 9 and 13 February 2026, allowing adequate time for organization, participant preparation, and coordination between the Italian and Croatian partners.

Italian MODULE 2 – TENTATIVE AGENDA

Module	Topics	Content	Duration (min.)
ITALIAN MODULE 2 Promotion of Cycle Tourism (Common reference teaching materials and in-person or online delivery)	Cycling networks and Adriacycleroute	General part: - EuroVelo cycle network with focus on EuroVelo 8 route - Adriacycleroute, main route and connections to the hinterland Local part: - mention of national and regional cycle networks - details of Adriacycleroute itineraries Examples, case studies and best practices	30

Italy – Croatia



<p>1 appointment in Italy in Italian (managed by Friuli Venezia Giulia)</p>	<p>Construction standards: infrastructures for cycling mobility with a focus on tourist cycle paths</p>	<p>Road/Traffic law and Implementing Regulation: - rules on road classification and construction - features of cycle paths - bicycle use and behavior - signage Law n. 2/2018: - definitions and cycle paths classification - cycling mobility planning and national cycling mobility plan (PGMC) with focus on Annex B DM n. 557/1999: - technical features of infrastructures for cycling mobility Annex 4 of DM n. 517/2018: - planning requirements and technical design standards for the construction of the National system of tourist cycle routes Other significant regulations Best practices</p>	<p>100</p>
	<p>Break</p>		<p>20</p>
	<p>Quality criteria for cycle paths, services and related equipment</p>	<p>EuroVelo long-distance cycle routes quality criteria - infrastructure - services - marketing and promotion - note on the certification process Best practices</p>	<p>75</p>
	<p>Debate</p>		<p>15</p>

Croatian MODULE 2 – TENTATIVE AGENDA

Module	Topics	Content	Duration (min.)
<p>CROATIAN MODULE 2</p> <p>Promotion of cycle tourism</p> <p>(Common reference teaching materials and in-person or online delivery)</p>	<p>Cycling networks and Adriacycleroute</p>	<p>General part: - EuroVelo cycle network with focus on EuroVelo 8 route - Adriacycleroute, main route and connections to the hinterland Local part: - mention of national and regional cycle networks - details of Adriacycleroute itineraries Examples, case studies and best practices</p>	<p>30</p>
	<p>Construction standards: infrastructures for cycling mobility with</p>	<p>Road/Traffic law and Implementing Regulation: Other significant regulations Best practices</p>	<p>100</p>

1 appointment in Croatia in Croatian (managed by PGŽ)	a focus on tourist cycle paths		
	Break		20
	Quality criteria for cycle paths, services and related equipment	<i>EuroVelo long-distance cycle routes quality criteria</i> - infrastructure - services - marketing and promotion - note on the certification process <i>Best practices</i>	75
	Debate		

4.5 Module 3 – Planning and Development of Cycling Mobility

The third training module will follow the same organizational structure as the second module, building on the knowledge and experiences gained in the previous sessions. Once again, participants will be divided into two groups, allowing for focused discussions and in-depth learning within their respective national contexts.

A session in Italy, conducted in Italian and coordinated by the Friuli Venezia Giulia (FVG) partner, will take place in parallel with a session in Croatia, delivered in Croatian and managed by the Istria Region. This structure will continue to promote contextual relevance, enabling participants to address country-specific practices, challenges, and regulatory frameworks, while still maintaining the shared objectives and coherence of the overall programme.

As in the previous module, both training sessions will make use of common teaching materials, ensuring a unified educational approach and consistent content across both national implementations. Depending on the needs and logistical conditions, the sessions will be held either in person at local venues or online, ensuring accessibility and flexibility for all participants.

The implementation of this third module is scheduled for the week between 20 and 24 February, allowing for smooth continuity in the programme’s timeline and effective coordination between the Italian and Croatian partners.



Italian MODULE 3 – TENTATIVE AGENDA

Module	Topics	Content	Duration (min.)
ITALIAN MODULE 3 Planning and Development of Cycling Mobility (Common reference teaching materials and in-person or online delivery) 1 appointment in Italy in Italian (managed by Friuli Venezia Giulia)	Regional implementation of the legislation on cycling mobility	Regional regulations and guidelines on cycling mobility Description of the regional cycling mobility plan (if present) or similar tools Municipal cycling mobility plans: - regulations and contents - in-depth analysis of the principles and substantial elements of the Municipal cycling mobility plans - relationship between the different planning levels and sectors (PRGC, PPR, PGRA, VAS, VINCA, etc.) and related procedures Signage for cycle routes	75
	Construction standards: solutions for the redevelopment of urban spaces in relation to cycling mobility	<ul style="list-style-type: none"> • Indications by the road and traffic laws • Opportunities and benefits • Case studies and best practices 	40
	Break		20
	Construction standards: national application of GPP in the cycle path sector	National application of GPP in the cycle path sector: - Minimum Environmental Criteria (MEC/CAM) - MEC/CAM for roads: in-depth analysis of technical parameters and products	90
	Debate		

Croatian MODULE 3 – TENTATIVE AGENDA

Module	Topics	Content	Duration (min.)
CROATIAN MODULE 3 Planning and Development of Cycling Mobility (Common reference teaching materials)	Regional implementation of the legislation on cycling mobility	Regional regulations and guidelines on cycling mobility	75
	Construction standards: solutions for the redevelopment of urban spaces in	<ul style="list-style-type: none"> • Indications by the road and traffic laws • Opportunities and benefits • Case studies and best practices 	40





Italy – Croatia



<i>and in-person or online delivery)</i>	<i>relation to cycling mobility</i>		
<i>1 appointment in Croatia in Croatian (managed by Istria)</i>	<i>Break</i>		<i>20</i>
	<i>Construction standards: national application of GPP in the cycle path sector</i>	<i>National application of GPP in the cycle path sector:</i>	<i>90</i>
	<i>Debate</i>		

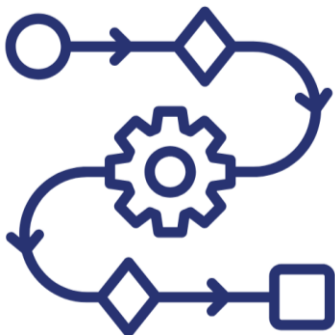


4. Training B. Cycle route data collection and bike flows monitoring

Coordinated by: PP5 – ITL Foundation

The **Training B module** of the CYROS project is dedicated to one of the most crucial aspects of sustainable and smart mobility planning: the **collection, management and integration of cycling-related data**. It represents a key capacity-building initiative within the CYROS project, focusing on one of the most strategic and technical aspects of sustainable mobility: the collection, analysis, and integration of data related to cycling routes and bike flows.

Organised and led by Fondazione ITL (PP5), the training aims to strengthen the technical and institutional capacities of stakeholders across Italy and Croatia involved in the planning, monitoring, and management of the Adriatic-Ionian cycling route. The availability of reliable and standardised cycling-related data is essential for evidence-based planning, the optimisation of intermodal services, and the implementation of green and smart mobility solutions in the programme area. The training is structured into two dedicated modules, designed as a common cross-border learning pathway:



PP5 - ITL
in charge

MODULE 1 Cycle route data collection

- Tourist data for cyclists
- Public transport data for cyclists
- Data integration. Presentation of the Cyros WebGis

MODULE 2 Bike flows monitoring

- Bike flows monitoring technologies
- Data collection methodologies
- Data integration at regional level. Emilia-Romagna Region and Cyros experiences.

Module 1– Bike Flow Monitoring

Scheduled for December 2025, this session will focus on bike flow monitoring techniques, including the use of sensors, counters and intelligent systems. The module will explore how these technologies can support the assessment of cycling patterns and infrastructure usage.

Module 2 – Cycle Route Data Collection and Integration

Scheduled for January 2026, this module will focus on the collection and structuring of data related to cycle routes, and how such data feeds into the broader system for planning and managing multimodal mobility. A key feature of this session will be the live demonstration of the CYROS mobile app and the WebGIS platform, which are being developed within WP2 to support data visualisation, management and public information services.

Tentative Agenda

Module	Topics	Common module in IT /HR with translation and recording of lessons for the creation of e-learning modules	Duration (min.)
Module 1. Cycle route data collection	Tourist data for cyclists	EU and national standards for touristic data collection and sharing. The role of open-source data.	30
	Public transport data for cyclists.	EU standards on public transport data sharing (Netex, GTFS, etc.)	30
	Data integration. Presentation of the Cyros WebGis	How to use the Cyros WebGis for the exchange of touristic and mobility data? Discussion and practical test.	30
Break			
Module 2. Bike flows monitoring	Bike flows monitoring technologies	Review of the main monitoring technologies. Strengths and weaknesses.	30
	Data collection methodologies	EU and national standards of bike flow monitoring	30
	Data integration at regional level. Emilia-Romagna Region and Cyros experiences.	Presentation of different experiences related to bike flows data integration. Discussion and practical test.	30
			3 hours

Both modules will be delivered in live online sessions in English, ensuring full accessibility for project partners and technical stakeholders from both countries. All training materials will be recorded and converted into e-learning content, contributing to the long-term capitalisation and reusability of the training (Deliverable D.2.3.2).

Speakers (tentative):

Module	Topics	Speakers	Duration (min.)
	Tourist data for cyclists	TBD (ECF??)	30

Italy – Croatia



Module 1. Cycle route data collection	Public transport data for cyclists.	Giacomo Nonino, ITL	30
	Data integration. Presentation of the Cyros WebGis	Alessandro Seravalli, Sis-Ter Denis Grasso- ITL	60
Break			
Module 2. Bike flows monitoring	Bike flows monitoring technologies	Giacomo Nonino, ITL	30
	Data integration at regional level. Emilia- Romagna Region and Cyros experiences.	Tommaso Simeoni, Emilia-Romagna Region (TBC)	30
			3 hours

This training contributes in ensuring that public authorities and stakeholders are equipped with the tools and skills necessary to manage data and implement sustainable, intermodal mobility policies in the programme area.



5. Training C. Sustainable Tourism

Coordinated by: PP8 – Istria region

As part of Training Scheme C (joint training involving participants from both countries), this module will focus on the development of **sustainable tourism**, with a particular emphasis on promoting **year-round tourism** based on **sustainable mobility** principles.

The module will consist of a series of on-site activities, such as study visits, bike tours, and field workshops along the Adriatic-Ionian Cycle Route. The core aim is to foster knowledge exchange and best practice transfer among local and regional stakeholders, particularly from the sectors of urban and regional planning, mobility management, and tourism development.

Through mutual learning and collaboration, this module will seek to:

1. Identify and promote key principles of sustainable mobility,
2. Explore how these principles can be adapted to local contexts,
3. Encourage the development of responsible, cross-border tourism offers along cycling routes,
4. Support smarter, more strategic tourism governance at both institutional and operator levels.

The following sections outline the structure for planned activities, including:

1. Objectives of the on-site sessions,
2. Target groups
3. Methodology and tools used during implementation,
4. Timeline, and
5. Examples of best practices to inspire replication in other regional contexts.

This activity contributes to the overall goal of enhancing innovation and quality in the cross-border area's tourism and mobility systems. Under the coordination of LP1, all partners contribute to the joint design and implementation of training schemes, with PP8 responsible for this specific module on sustainable tourism.



5.1. Planning framework for study visits

To support the planning and documentation of each on-site session, the following elements has been defined:

1. *Route and location(s):*
 - description of the area or itinerary to be visited (e.g., coastal towns, nature parks, heritage sites along the cycle route).
2. *Target participants:*
 - indication of the key stakeholder groups (e.g., municipal representatives, mobility managers, tourism boards, SMEs in the tourism sector).
3. *Objective of the visit:*
 - clarification of what the visit aims to demonstrate or achieve (e.g., showcasing integration of bike routes in tourism offers, example of sustainable tourism services, stakeholder cooperation, multimodal solutions).
4. *Implementation period: the planned time frame or calendar period for implementation:*
 - Sept 2025: Abruzzo (PP3), Emilia-Romagna corridor ride (PP5).
 - Oct 2025: Istria (PP8) aligned with the National Cycling Conference.
 - Mar/Apr 2026: Primorje-Gorski Kotar (PP7), Marche (PP4).

5.2. Outputs & capitalization:

The activity will produce immediate post-visit wrap-ups and consolidated follow-up reports—four concise reports in total, one per visit or cluster—capturing key takeaways, photos and maps, quick wins, replication prerequisites, and contacts. It will also generate stakeholder contact lists and, where relevant, micro-MOUs to support intermodality pilots and information sharing. Reports will include:

- Date, route, and stops (map/schematic if available)
- Participants & institutions
- Key observations (infrastructure, services, governance, user experience)
- Intermodality test results (what worked, constraints, fixes)
- Assigned follow-ups (who does what, by when)
- Photo log / media links



5.3. Schedule and characteristics of the pilot visits

The five planned activities—one more than foreseen in the application form—will start in September 2025 at the beginning of PR4. Three are scheduled for autumn 2025, while the remaining two will take place in spring 2026. Below is a draft description of each of the scheduled visits.



PP5	Emilia Romagna	24 September 2025
PP3	Abruzzo	29 September 2025
PP8	Istria	17 October 2025
PP7	Primorje - Gorski Kotar	April 2026
PP4	Marche	April 2026

STUDY VISIT / PP5 — Regione Emilia-Romagna (with Fondazione ITL)

Route/Locations: Chioggia → Pesaro, along the Emilia-Romagna coastline (Po Delta Park, Lidi ferraresi, Ravenna, Rimini). The “CYROS Adriatica Bike Tour – Cycle Relay” maps and promotes the Adriatic Cycle Route on the Emilia-Romagna stretch.

Key topics: Cycle infrastructure; intermodality (including planned train segments to test bike carriage); tourism promotion; cross-border cooperation; stakeholder engagement and public awareness through media actions.

Activities: Day 1 (24 Sept 2025): 07:00 start from Chioggia City Hall (Corso del Popolo 1193); morning mapping in the Po Delta Park; 14:00 lunch in Comacchio; afternoon mapping across the lidi ferraresi; 18:00 arrival and overnight in Marina Romea. Day 2 (25 Sept 2025): 10:00 meet in Marina Romea (parking at the end of Viale degli Oleandri); 10:15 depart with the Regional Councillor and City of Ravenna; 10:45 stop at Via Baiona/Valle Porto Corsini; 11:10 press conference at Parco di Teodorico (with City of Ravenna, Emilia-Romagna Region, FIAB); 12:19 regional train Ravenna→Rimini to test intermodality; 13:30–14:00 arrival and press conference in Rimini (Piazzetta Bike Park); 15:00 resume mapping along the Romagna section; 19:30 arrival in Pesaro at the “Urbica” velostation; 21:31 regional train to Bologna.

Duration & timing: 24–25 September 2025 (two days).

Objective: Sensibilization. Combine technical mapping and on-route testing with high-visibility engagement to speed up corridor quality improvements and stimulate demand along the Adriatic Cycle Route.

STUDY VISIT / PP3 — Regione Abruzzo

Route/Locations: Pescara railway station → regional train to San Vito Chietino → cycling to Trabocco Punta Tufano along the “Via Verde della Costa dei Trabocchi” and back.

Key topics: Intermodality (train + bike), cycle infrastructure, sustainable mobility, cycle tourism, coastal–hinterland connectivity, stakeholder engagement.

Activities: Rail leg from Pescara to San Vito Chietino to test bike–train procedures; on-site ride on the Via Verde to Trabocco Punta Tufano; stop at the trabocco to illustrate sustainable tourism conversion; technical debrief on corridor completion steps and governance.

Duration & timing: 29 September 2025 – 4 hours.

Objective: Field-test intermodality (train + bike) and observe a best practice in situ to extract concrete replication steps for other territories.

STUDY VISIT / PP8 — Istria Region

Route/Locations: Parenzana & Adriatic-Ionian Route (start/finish in Poreč).

Key topics: Cycle infrastructure, tourism product development, cross-border cooperation, stakeholder engagement, awareness.

Activities: One-day cycling trip with stakeholders, partly on Parenzana and partly on the Adriatic-Ionian route; embedded within the National Cycling Conference 2025 (Poreč) to maximize visibility and participation; short dissemination moments.

Duration & timing: 17 October 2025.

Objective: Conduct an on-site peer-to-peer field study of cycle tourism to compare approaches, identify gaps, and document best practices; connect observed infrastructure and services with market-ready tourism offers and relevant national networks.

STUDY VISIT / PP4 — Regione Marche

Route/Locations: San Benedetto del Tronto → Porto Sant’Elpidio, via Sentina Nature Reserve, Cupra Marittima, Pedaso.

Key topics: Sustainable/intermodal mobility; cross-border cycle tourism; coastal–hinterland links; cycling + train integration; green infrastructure; valorisation of cultural/natural heritage.

Target group: Regional/local officials, technical staff and planners working on cycling and intermodality.

Activities (indicative): The visit will begin in San Benedetto del Tronto with a stop at the Sentina Nature Reserve and the new pedestrian–cycle bridge over the Tronto River, linking to Abruzzo. Participants will then follow the coast by bike for roughly 25 km to Cupra Marittima, where lunch will be followed by a guided tour of the Archaeological Park. A short regional train hop to Pedaso (about



Italy – Croatia



10 minutes) will test bike–train intermodality before the final 20 km ride to Porto Sant'Elpidio.

Duration & timing: 6–7 hours total; April 2026.

Objective: Hands-on assessment of existing solutions, identification of gaps, and collection of concrete ideas for replication.

STUDY VISIT / PP7 — Primorje-Gorski Kotar County

Route/Locations: Across the Islands (e.g., Krk–Rab or Cres–Krk).

Key topics: Intermodality (bike + boat), cycle tourism, destination promotion, stakeholder engagement.

Activities (indicative): Two-day study ride along newly improved segments developed within CYROS; guided cycling through cultural/natural landmarks; demonstration of bicycle–boat integration to show seamless island-to-island travel; involvement of journalists and key stakeholders to amplify sustainable mobility narratives.

Duration & timing: 2 days; March/April 2026.

Objective: Promotional. Field-test island intermodality and elevate the branding of Kvarner as a cycling destination.