

Interreg



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INTERREG ITALY-CROATIA PROGRAMME 2021 - 2027

D.1.1.4 - Designing a cycle route section, part of the Adriatic-Ionian cycle route, in Istria Region

June 2025

CYROS

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

WP number	Upgrading the cross-border cycling network and improving services to encourage multimodality
Activity number	Activity 1.1 - Upgrading the cross-border cycling network
Deliverable number	D.1.1.4 - Designing a cycle route section, part of the Adriatic-Ionian cycle route, in Istria Region
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Key activities:

- tour and definition of the exact route (based on the Eurovelo 8 route)
- short informative description of the route and GPX/KMZ route record
- route segments according to the type of surface and points of dangerous places
- division into daily stages
- list of points of interest and services

The document is accompanied by a list of attractions, service providers and other useful information along the route, as well as GPX/KML file of the route and daily stages.

PHOTOGRAPHS:

Tourist board of Istria, local tourist boards, County Port Authorities in Istria, Igor Zirojević, own archives.



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I. PROJECT DESCRIPTION AND ACTIVITIES

The CYROS project is funded through the Interreg Italy-Croatia program. As part of the project, the goal is to develop the Adriatic-Ionian Cycling Route. For the above, it is necessary to carry out several activities, primarily around the preparation of the route (routing, creating GPS records of the trail, designing specific traffic connections for the multimodal network of bicycle transport), in addition to promoting sustainable mobility and the use of ICT technologies (collecting and displaying data on the central web and through other IT applications), with special emphasis on permanent institutional cooperation in the cross-border area, focused primarily on sustainable mobility and tourism, as well as maritime passenger transport.

One of the main goals is to improve solutions for mobility at sea, i.e. designing a route along the coast and islands, using different transport modalities (bicycles and bicycles to ferry, bus, train). All this refers to the cycling route along the Adriatic coast in Italy and Croatia.

In this project activity, on the basis of which the necessary activities were carried out and this document was prepared, the subject of procurement is the mapping of the Adriatic-Ionian cycling route in accordance with the guidelines in the European Certification Standard (Quality criteria for long-distance cycling routes) guide. The route is designed along the Istrian coast (largely like EuroVelo 8), connected to Slovenia and Italy, and then connected to the route through the Primorje-Gorski Kotar County.

For the realization of these activities, it was necessary to deliver a detailed report on the route, which included: an overview of the route and the area by bicycle, a short informative description of the route; GPX/KMZ route record (ordered track of the entire route, trace of route fragments according to the type of surface and points of dangerous places) and division into daily sections. In addition, it was necessary to analyze and list other accompanying contents, such as the location of the user counter, priority places on the route for improvement (viewpoints, services, attractions, public taps with drinking water...). The displays are complemented by photos of locations and cartographic representations.

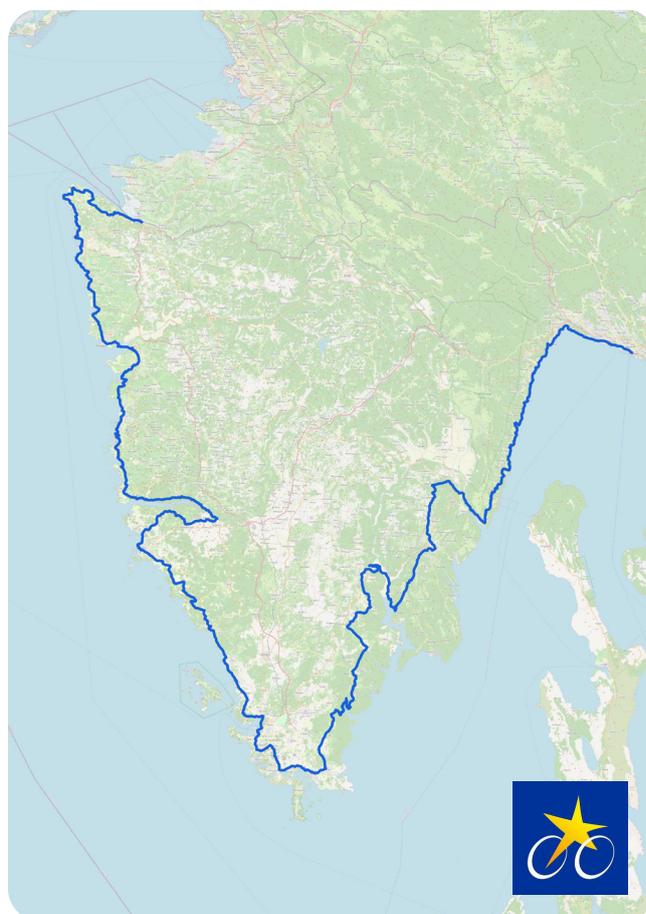
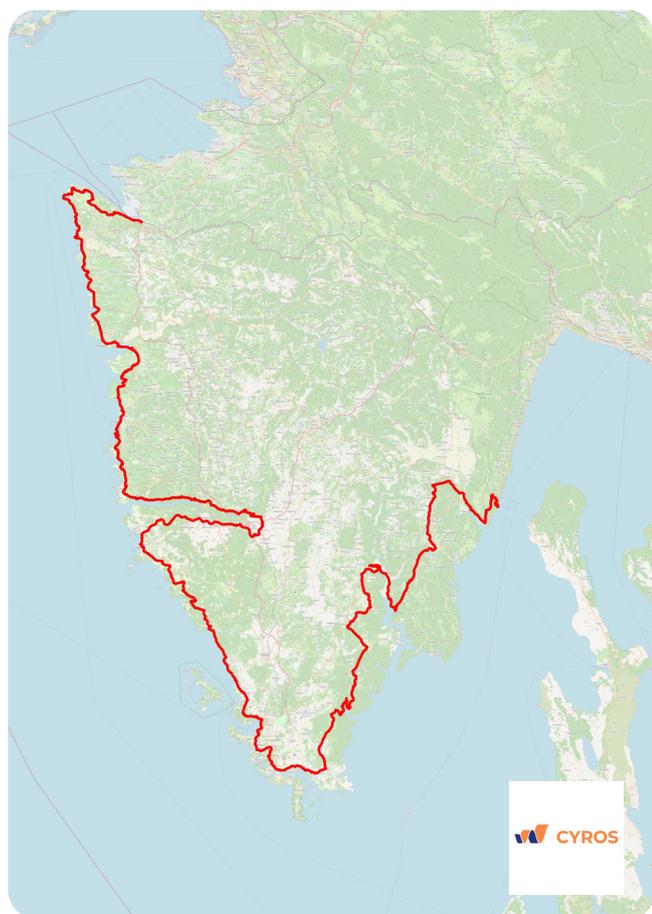
The document shows the basic route of Cyros, dangerous sections (traffic or technical) and sections for improvement (mainly in terms of surface or vegetation), daily sections with recommended daily "progress" along the Cyros route. A list of services, attractions, public services and other details is submitted as an attachment to the document in electronic form (tables and GPX locations).



II. ROUTE

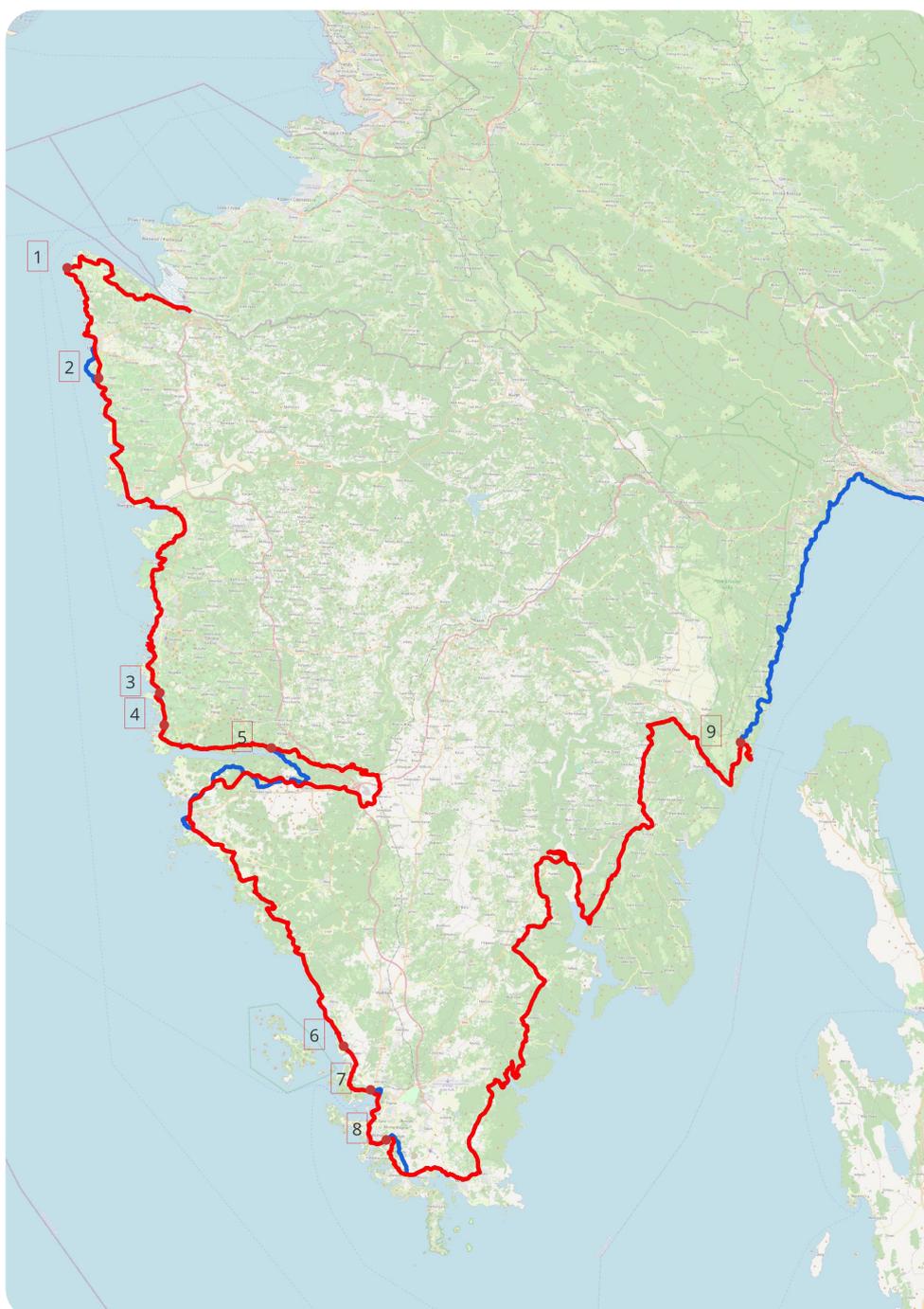
1. Basic route

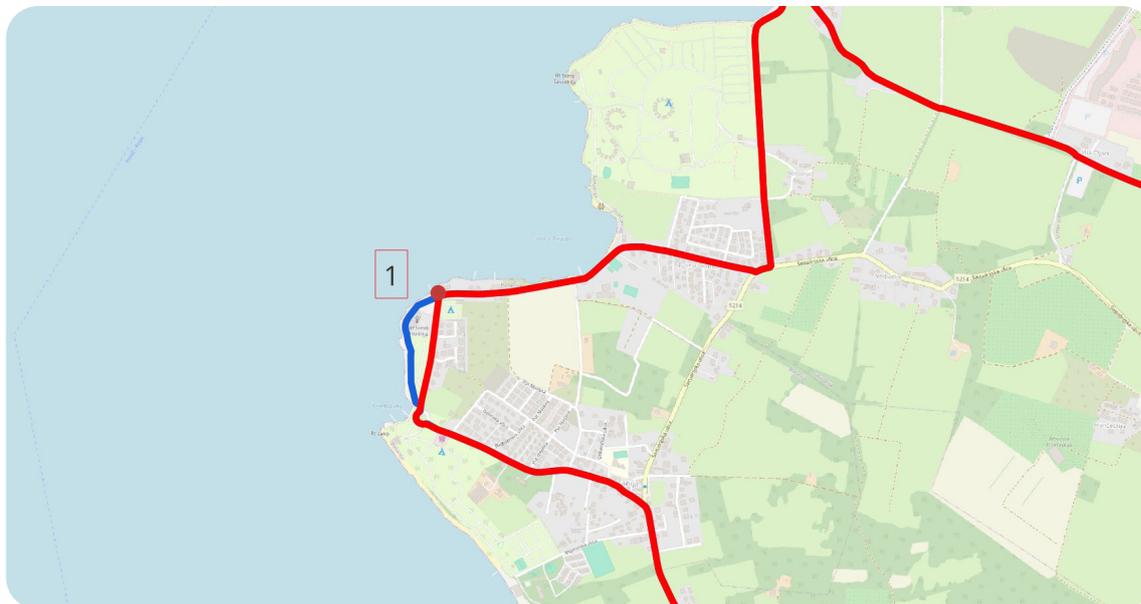
The choice of the route of the Cyros project was considered on the basis of several different routes through Istria. Given that there are a large number of similar transversal routes for cyclists and pedestrians in Istria (Eurovelo 8 and 9, transversal T01 and T07, E12, Parenzana, Štrika), it was decided to direct the route along the already existing Eurovelo 8 route, which follows an almost identical route as the one needed for the Cyros project. This reduces the overlap of different routes, their maintenance and their real-life use, along with other similar projects.



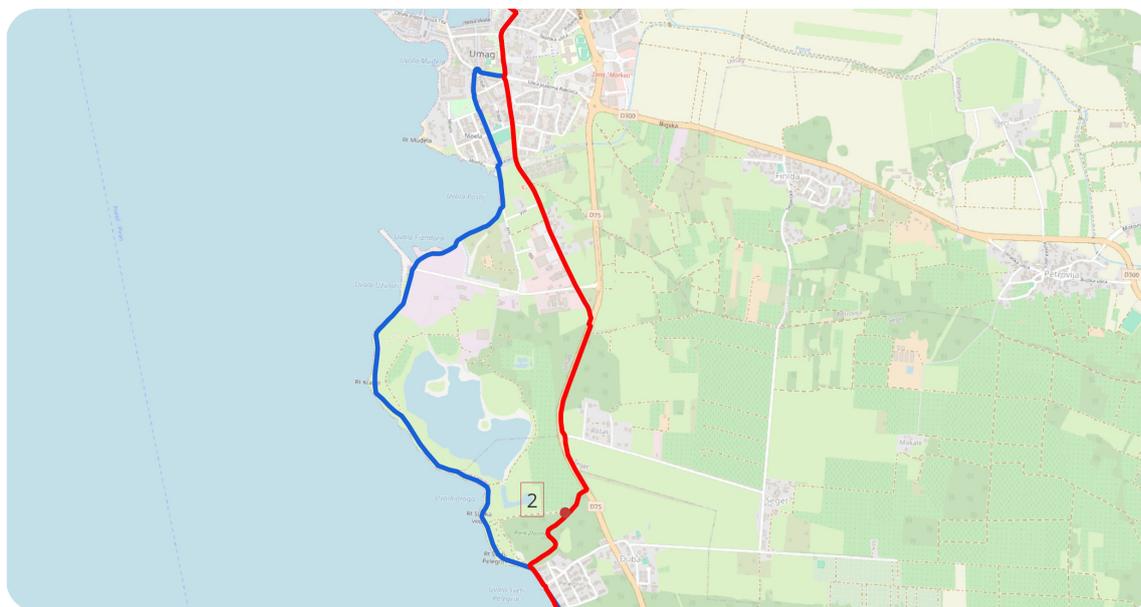
Adaptation and improvement of the route

Given that the Eurovelo 8 route (hereinafter: EV8) has existed for a long time, when creating the Cyros route, the possibility of changing the basic EV8 route was put into realization in places where it is estimated that this is a better solution. First of all, because of safety (traffic), and then because of the attractiveness of the area and the locations guests will pass through. There are not too many differences, they are mostly based on the element of traffic safety. The points are shown on a reduced view of Istria, and then further elaborated on more detailed descriptions.

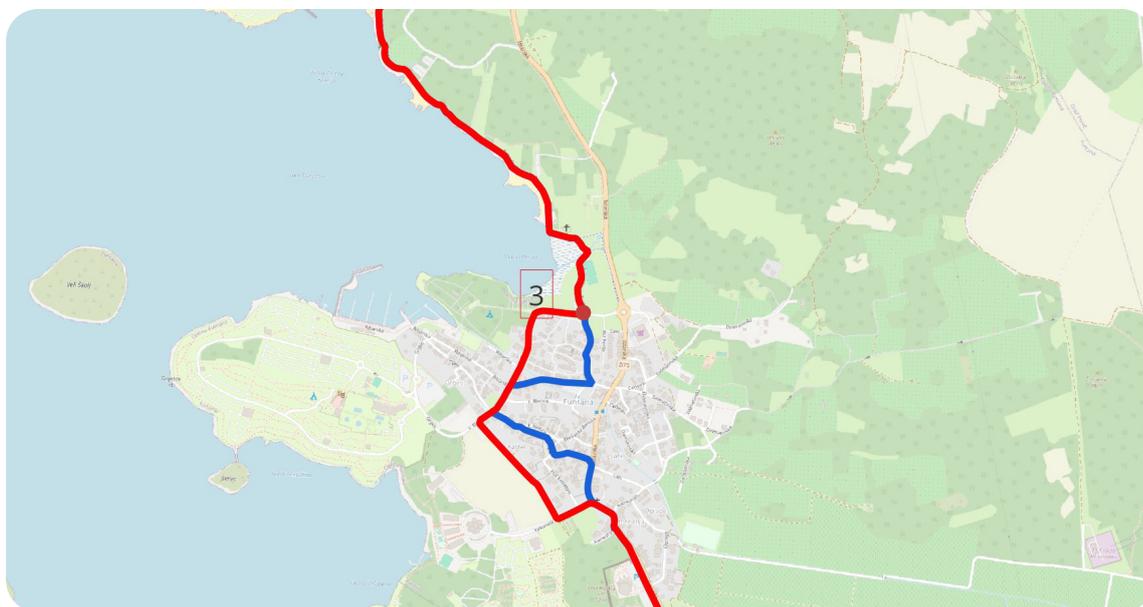




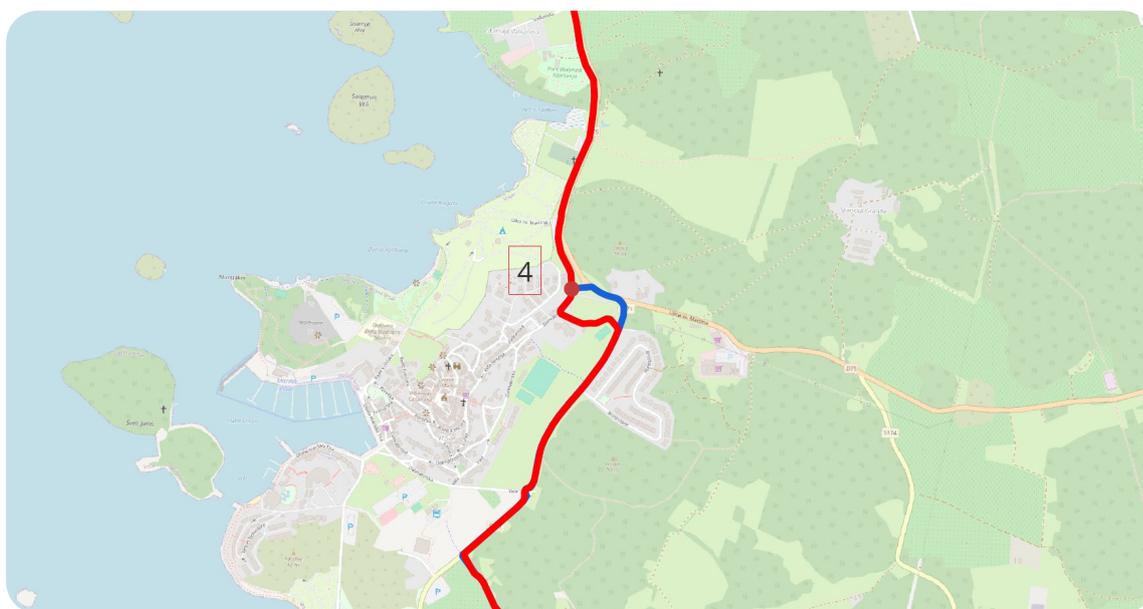
Location	Description
Lighthouse Savudrija	The route continues on a local asphalt road instead of a dirt-macadam road along the coast.



Location	Description
Đuba - Park Zlatorog	The route descends directly to the coast on an asphalt and then macadam road, after which it continues on the coastal road. The macadam section of EV8 further north, along the coast - by the old quarry, was avoided due to the rough surface of dirt and gravel.



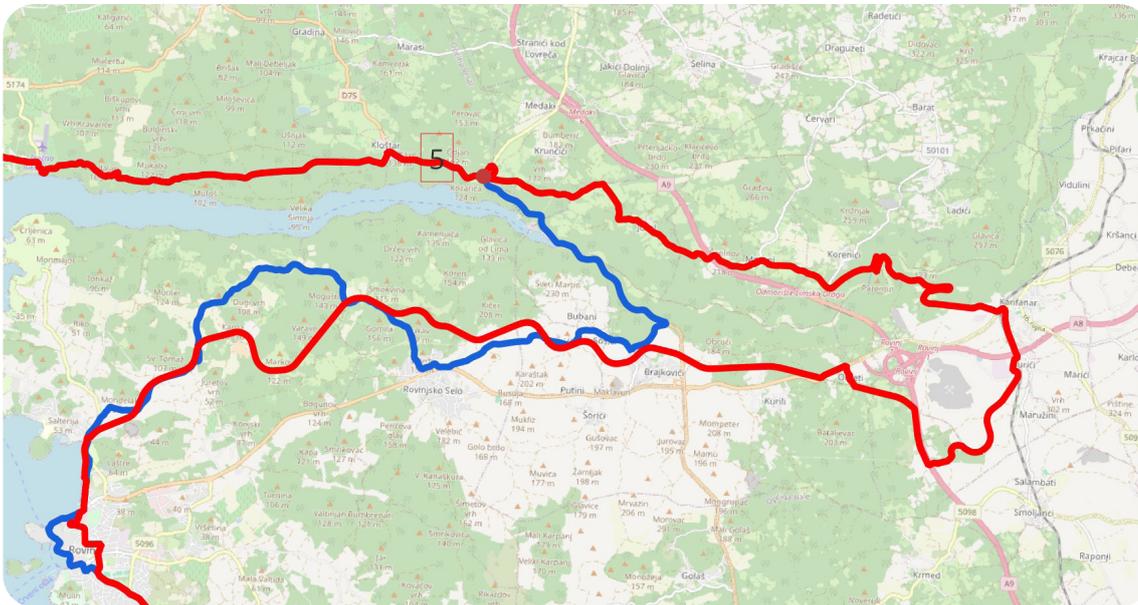
Location	Description
Funtana	The route goes along a back street all the way to the southern exit from the settlement, where it only briefly connects to the D75 state road (about 50 meters), and then continues along the bicycle and hiking path towards Vrsar.



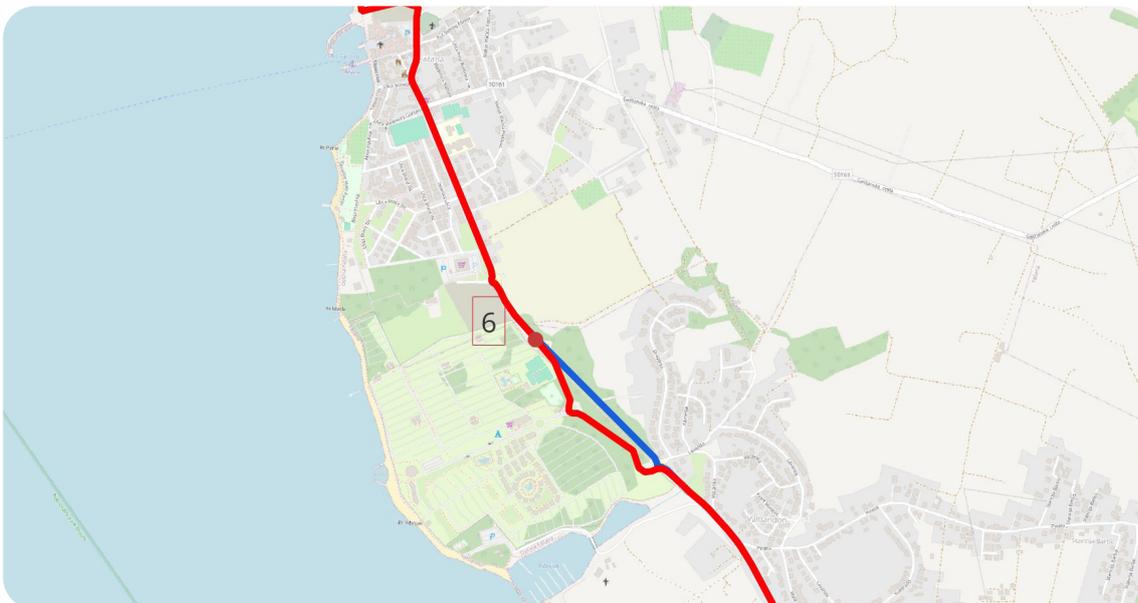
Location	Description
Vrsar	Upon arrival in Vrsar, in order to avoid going onto the state road, the route was routed along a local asphalt road next to a football field.



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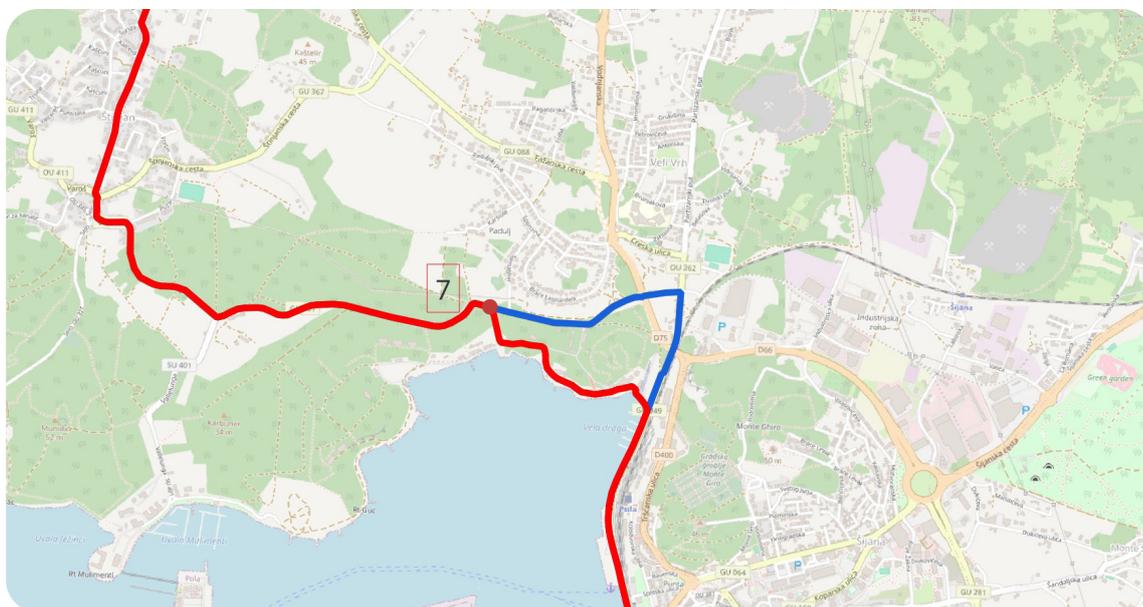


Location	Description
Lim-Kanfanar-Rovinj	At the beginning of the descent to the Lim channel, the route branches off towards Jural, Mrgani, Kanfanar, and from there along the Štrika route to Rovinj. This change was made in order to avoid a very dangerous passage through Lim, so for safety (traffic) reasons. The passage through Rovinj has been changed to allow a smooth passage through the city, and then joins the regular EV8 route.

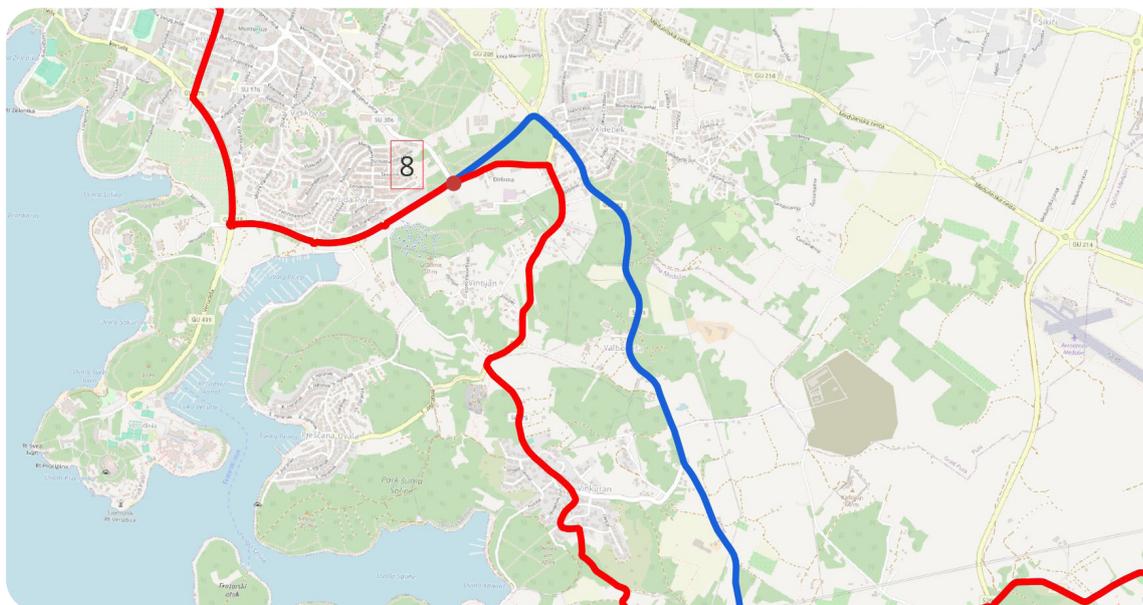


Location	Description
Fažana-Valbandon	The road from Fažana to Valbandon is very busy. A short exit to the side road is possible through a parallel road - a passage next to the BiVillage reception.

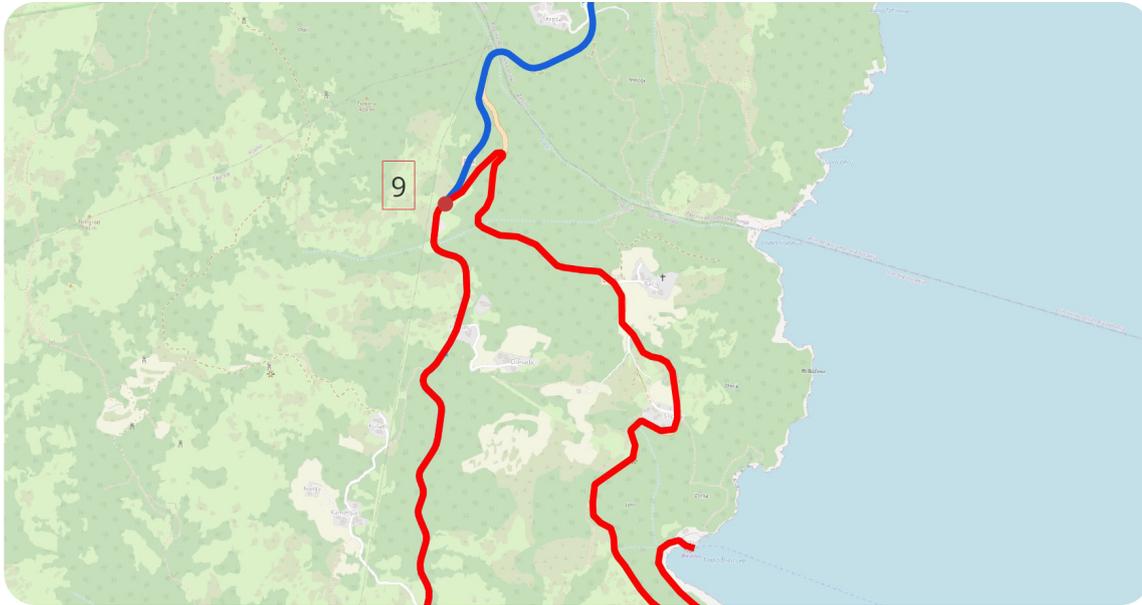




Location	Description
Vallelunga (Pula)	Avoiding the main road in Pula is possible through the local, neglected asphalt road Vallelunga, with a bridge crossing and connection to Ulica 119. brigade (approach to Pula near the train station).



Location	Description
Veruda-Banjole (Pula)	Driving along the bypass and then along the very busy road 5119 (Premanturska cesta) was avoided by detouring along the local roads of Vinkuran and the surrounding area.



Location	Description
Brestova-Porozina	The route branches off from the official EV8 route towards the Brestova ferry port, where the Istrian County also ends, and from where the Primorje-Gorski Kotar County route will continue.

2. Sections with intense traffic

The Eurovelo 8 route is designed in such a way that, in addition to visiting attractions and adjusting the difficulty of the route, the element of safety and intensive traffic is certainly taken into account. These are fundamental elements for the Cyros project as well. For this reason, most of the routes are identical, and minimal differences have been made, as stated in the previous chapter, due to the impassability or impracticality of certain sections. In this chapter, the focus is on safety from the traffic aspect and sections with high traffic intensity are shown. On some sections it will be possible to choose safer alternatives, but on some it is not possible and it remains to indicate them and try to pay attention to improving the conditions on these sections in the continuation of activities in the project (or after its completion). All the more so because these are sections that are used for regular recreation and bicycle traffic, regardless of the Cyros project.



3. Inadequate surface

Given that the route largely follows the asphalted roads, there are sections of gravel only on certain segments (the beginning of Parenzana, Červar Porat, Kontija, Jural, Štrika, macadam from Rovinj to Barbariga). In general, all macadam sections are in very solid condition, and all of them require periodic maintenance. At the time of the recording and control of the route, there was some damage from regular use in several places (potholes, dents, coarse gravel), but this is a condition that changes regularly. Therefore, regular maintenance can be recommended for these sections. Below are a few sections with a poor-quality surface, with attached photos.

1. Parenzana – ascent along the salt pans
2. Dajla – a macadam junction of two streets with an ascent
3. Marina Bay-Červar Porat – macadam through the forest
4. Kontija – lush vegetation and a steep, uneven descent on macadam



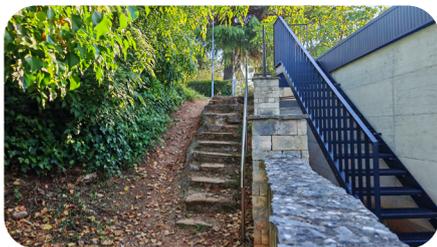
Section 1. - photo 1



Section 1. - photo 2



Section 2. - photo 1



Section 2. - photo 2



Section 3. - photo 1



Section 3. - photo 2



Section 3. - photo 3



Section 3. - photo 4



Section 4. - photo 1



Section 4. - photo 2





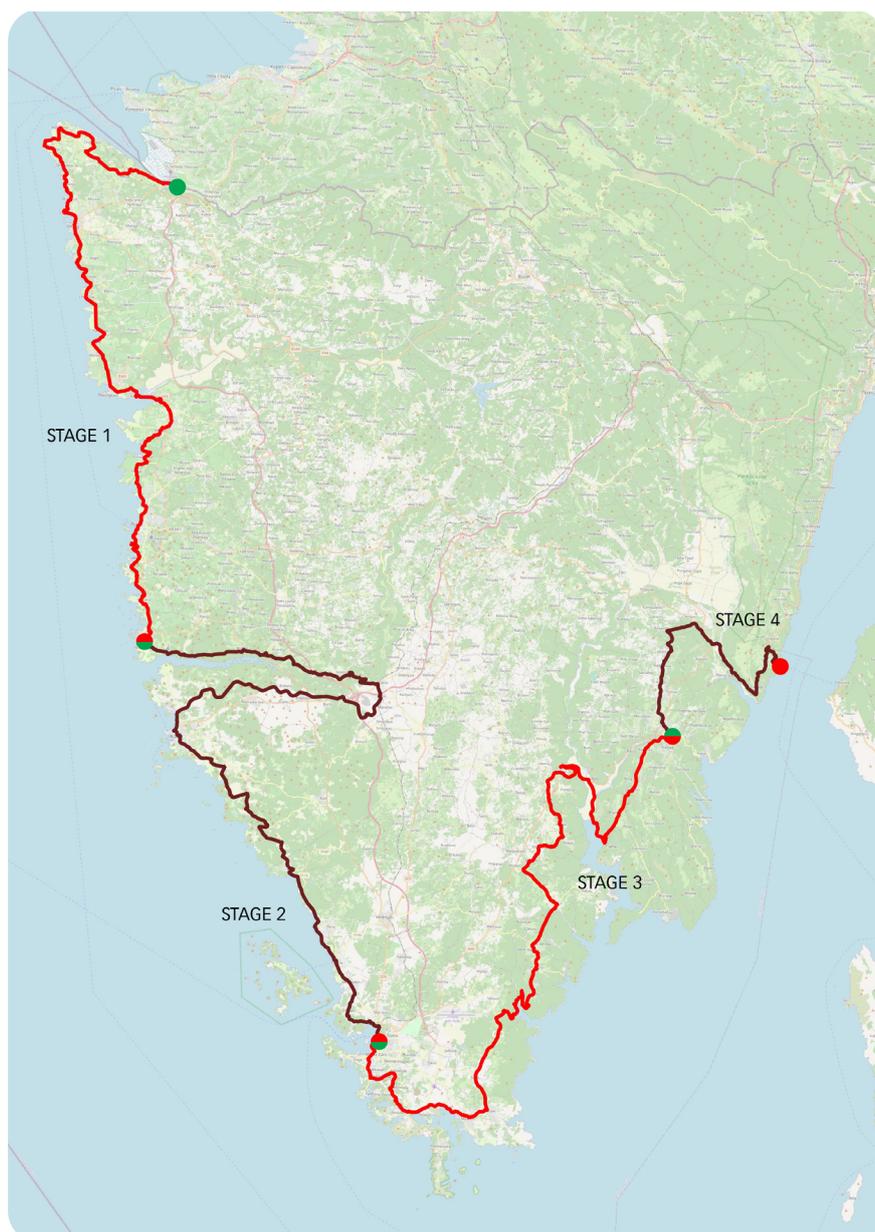
4. Daily stages

Daily sections are conceived, as their name suggests, as stages that will be acceptable to most users to roll over in one day. Their length is from 60 to 80 kilometers, and they are designed according to the EV8 proposal and start and end in cities where there are certain points of interest, the possibility of finding accommodation and other services, and certainly, as already stated, with acceptable daily pedaling distances.

The following sections are proposed:

1. Plovanija-Vrsar
2. Vrsar-Pula
3. Pula-Labin
4. Labin-Cres (Brestova-Porozina street)

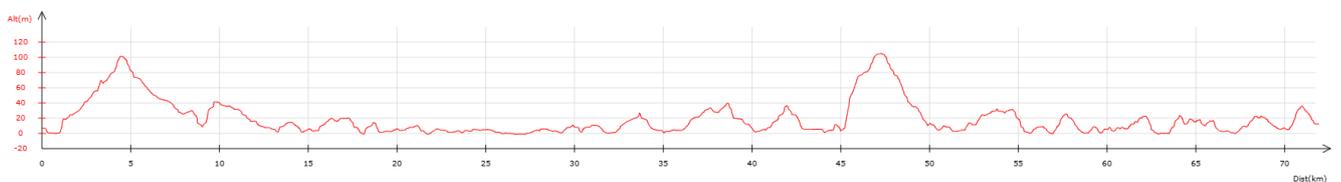
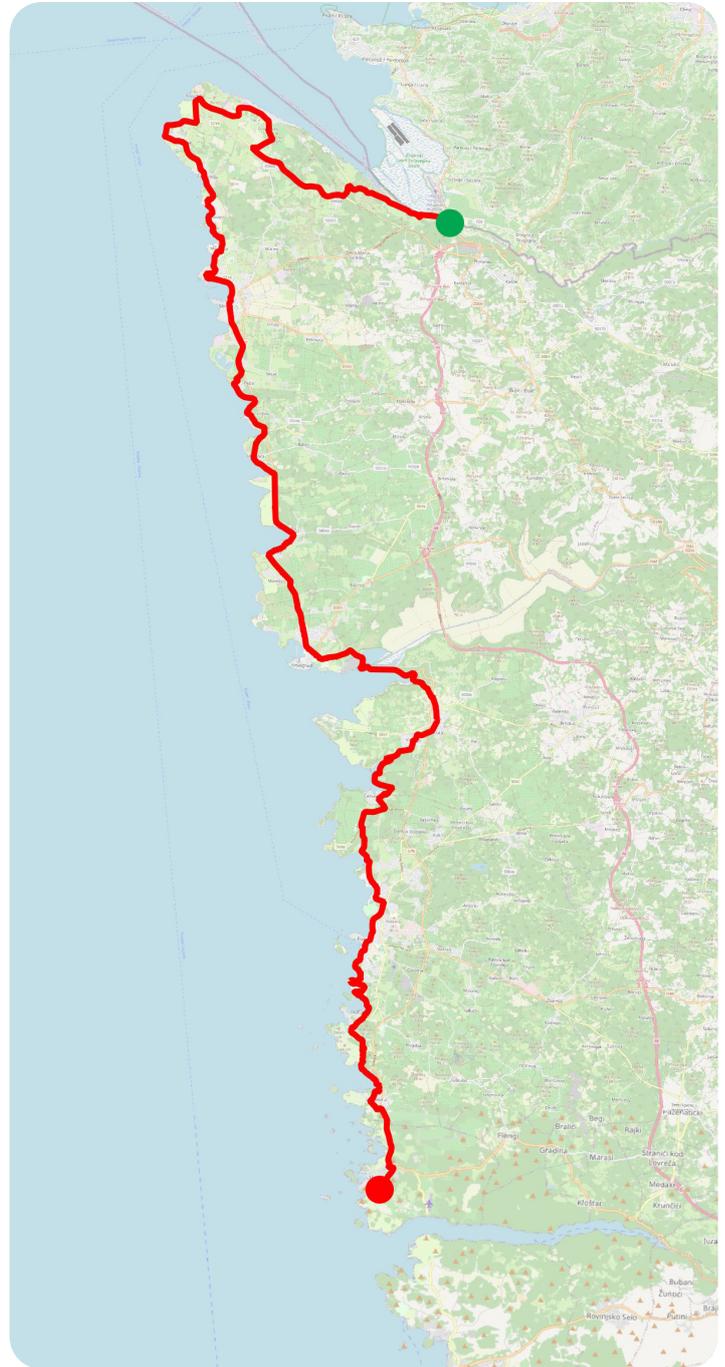
All four daily sections are listed separately below, with their respective views, technical data and descriptions. The descriptions, except for the fourth section (Labin-Brestova-Porozina-Cres), are taken from the official website of Eurovelo 8: www.eurovelo8.hr.



Section 1: Plovanija - Vrsar

Length	Cummulative ascent
71 km	764 m

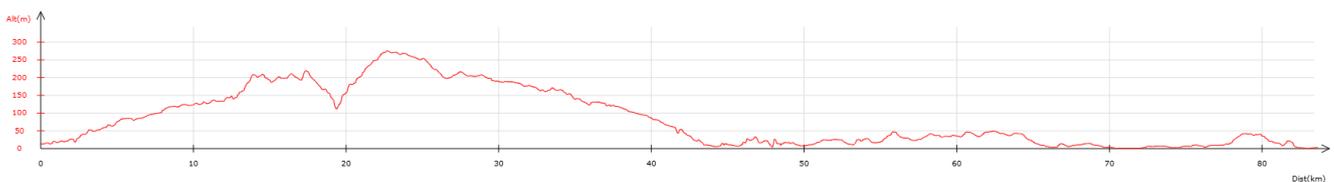
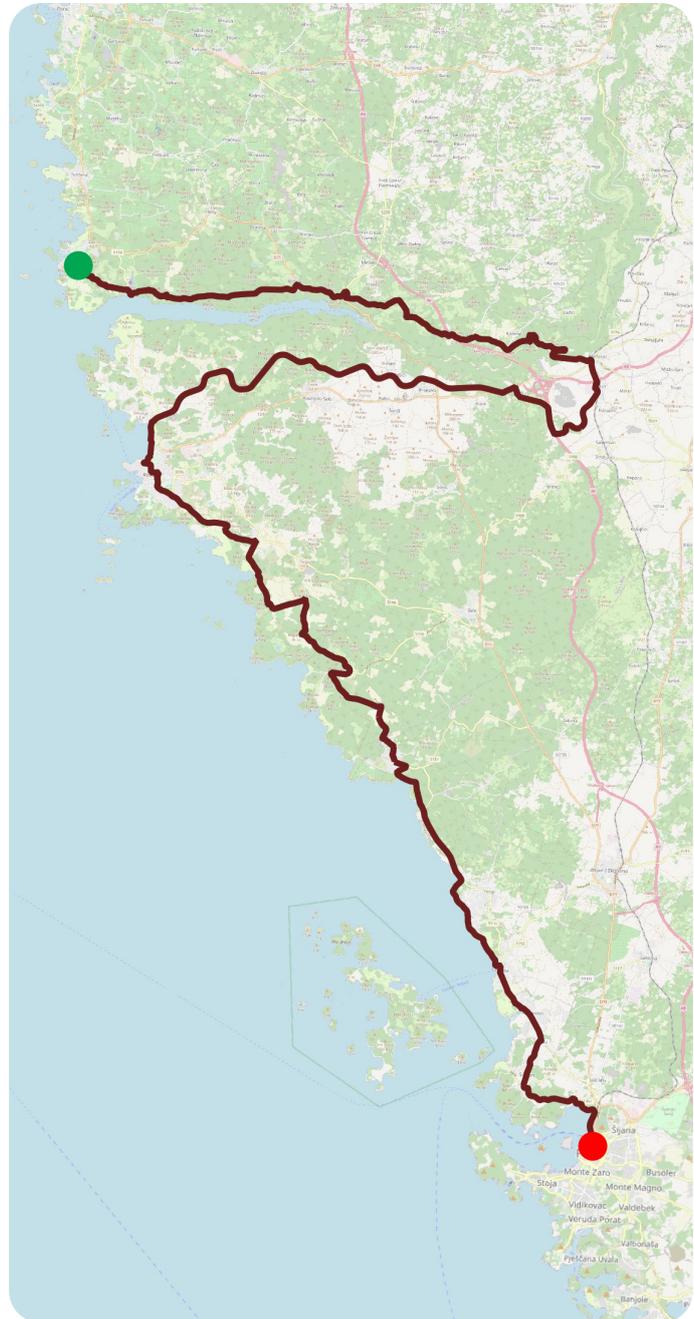
EuroVelo 8 – Mediterranean Cycling Route enters Croatia at the Sečovlje/Plovanija border crossing and the first 5 kilometers lead along the route of the popular cycling trail “Parenzana”, the former famous narrow-gauge wine railway that connected the cities of Trieste and Poreč (Parenzo) from 1902 to 1935. The route passes through the idyllic vineyard landscapes of Savudrija, past the oldest lighthouse on the Adriatic, which dates back to 1818, then through the town of Umag all the way to the picturesque fishing town of Novigrad. South of Novigrad, the route passes through a village with the Antenal bridge, at the very confluence of the Mirna river into the Adriatic sea in the so-called Tar Bay and through the towns of Tar and Vabriga, it continues towards the city of Poreč. In Poreč, it is definitely worth visiting the UNESCO World Heritage Site, the early Christian complex of the Euphrasian basilica from the 6th century located in the old town. With a pleasant ride along the sea through the pine and oak forests of the Green bay and the slightly hilly area of Funtana, which is adorned with olive groves and vineyards, the route enters Vrsar, an idyllic, fishing village suitable for the end of the day's section and accommodation.



Section 2: Vrsar - Pula

Length	Cummulative ascent
83,5 km	1.100 m

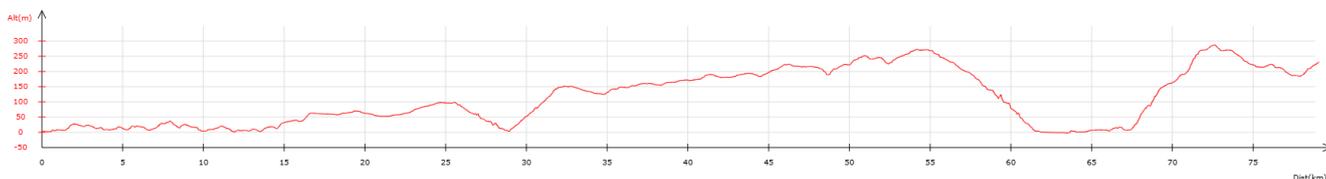
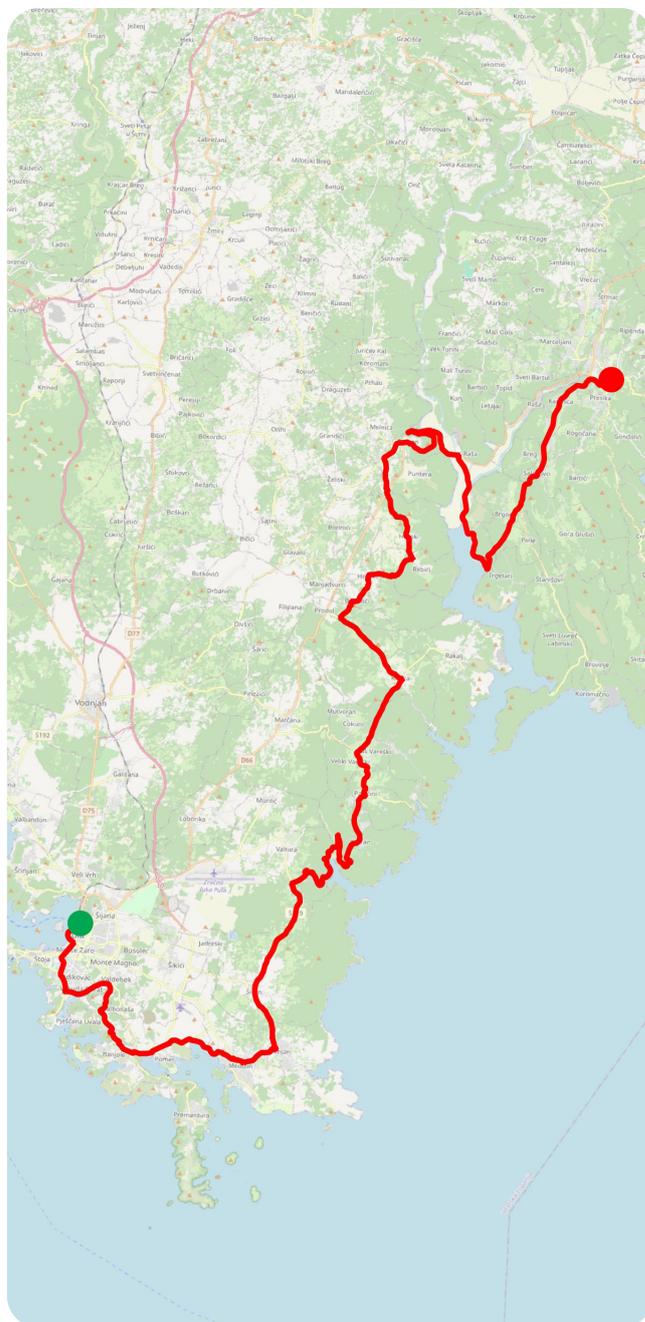
The EuroVelo 8 route from Vrsar leads to one of the most beautiful natural phenomena of Istria - Lim Bay and passes by the attractive sports airport in Vrsar. From here, it leads along the marked Eco bike Vrsar – Lim trail through the pleasant shade of the Kontija forest. At the Benedictine monastery of St. In the village of Kloštar, it connects to the D75 road, which continues to the Lim bay. Then, through Rovinjsko Selo, it enters one of the most romantic towns in Croatia – Rovinj, ideal for a walk through the narrow, cobbled streets to the church of St. Anthony. Euphemia. South of Rovinj, the route passes by the Palud special ornithological reserve, several agritourisms and the settlements of Barbarigu and Peroj in the area of Vodnjan. In Fažana, it is recommended to deviate from the route to the Brijuni national park, which consists of an archipelago of 14 islets and islands. From here, through Valbandon and Štinjan, the route enters the largest Istrian city and port of Pula, with numerous museums and sights, of which by far the most famous is the Roman amphitheater - the Pula Arena, from the 1st century, the largest monument from that time in Croatia.



Section 3: Pula - Labin

Length	Cummulative ascent
74 km	1.300 m

The route from Pula leads through the Medulin riviera, and in Vinkuran it passes by an old Roman quarry from where stone was delivered for the construction of the monumental amphitheater in Pula. In the village of Banjole, you can turn off the EV8 route south to Premantura where the entrance is to the area of cape Kamenjak, the southernmost point of the Istrian peninsula, which has been a protected landscape since 1996. From Banjole, the route continues through the fishing villages of Pomer and Medulin, one of the most visited tourist destinations in Istria. It passes through Ližnjan and Šišan and descends into the bay of Velika Budava, and then climbs towards the village of Kavran. Along the undulating road, with beautiful views and pleasant shade, you drive through the picturesque places of Pavičine and Šegotiči, Krnica, Bratulići and Hreljići, Dobrani-Beloči and Plehuti, and in the village of Hrboki there is a view of the ridge of the Učka mountain and its highest peak Vojak (1401 m) and the bay of the Raša river. Soon you exit and cross the D66 road and drive to the center of Barban, a picturesque medieval settlement idyllically located on a hill above the Raša River. From Barban, the winding D66 road descends to the mouth of the Raša river into the sea and the fishing village of Trget. From Trget, it climbs steeply towards Salakovci on ŽC5103 and continues towards the medieval town of Labin, known for its mine model unique in this part of Europe. Accommodation can be found in one of the holiday homes, hotels, agritourism or rooms of private renters.

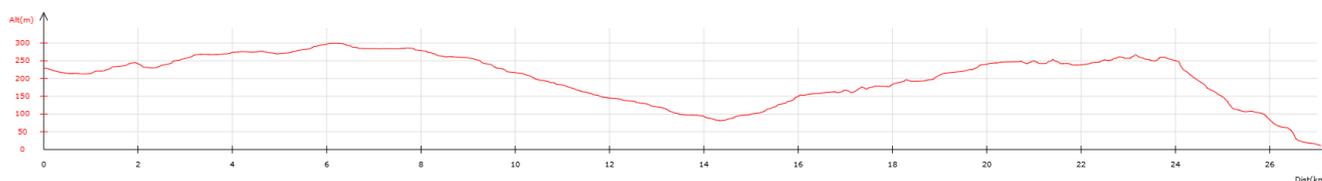
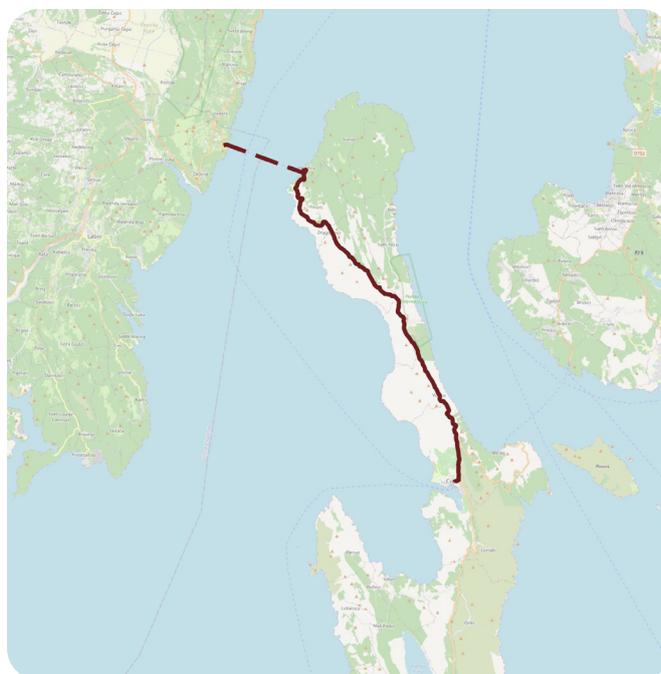
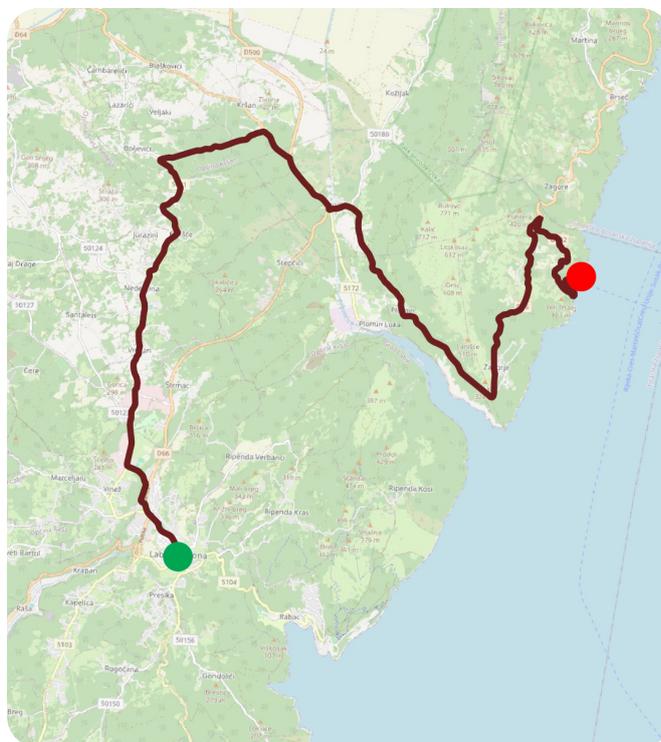


Section 4: Labin - Brestova

Length	Cummulative ascent
27 km	627 m

On the Labin - Rijeka road there is the Dubrova sculpture park, located in a Baroque country estate from the 17th century. Through the village of Vrečari, from where there is a view of the impressive ridge of Učka, you enter Nedešćina. The route from Nedešćina leads along a winding road, mostly downhill through Eržišće and further to Kršan where it connects with the D64 road. In Vozilići it continues along the D66 road towards the fortified town of Plomin on a hill above the Plomin Bay. From the D66 road on the section of the main EV8 route Nedešćina – Rijeka (DG4), it turns to the ferry port Brestova – Porozina.

Once on Cres island, the route continues along the island of Cres. It is an opportunity to get to know the largest Croatian island located in the vast Kvarner Bay. A curiosity of the island is a large freshwater lake of drinking water, lake Vrana as well as the village of Lubenice located on a high cliff above the sea, and just such steep gorges of the village of Beli are one of the last refuges and habitats of a very rare bird of prey - the griffon vulture, the symbol of the island. Cres is also an island known for its tradition of sheep breeding, olive growing and beekeeping. The D100 road is first driven uphill to the intersection on the island ridge, and then continues through Predošćica to the town of Cres. Otherwise, on the island roads, it is best to wait until the largest number of vehicles arrived by ferry have passed, and then enjoy a quieter ride and spectacular views of the sea, bays and islands with the scent of medicinal and aromatic herbs that can be felt everywhere on the island. The D100 road is quite narrow on the older parts of the road, while some renovated parts have been sufficiently widened and newly asphalted. Along the way, there is a turn for the ferry port of Merag, where the island alternative EV8 continues on the A2 section towards the islands of Krk and Rab. The largest settlement on the island is the town of Cres of the same name, located at the bottom of a deep and gentle bay. The old town centre is adorned with a real labyrinth of narrow streets and the remains of the city walls with three city gates. The city offers numerous accommodation options and it is suitable for the completion of this daily section.



III. Other facilities

1. Points of interest

Since the route itself is just a route for travel, many other facilities, services and sites come into play. They will provide a better quality experience and make the user's stay and travel easier. For this reason, a number of elements have been listed that will enable this – below you will find brief information about each of them and a website with a list of all services.

For most of the above content (services and interesting facts that do not exist presented on the website), a tabular list and a GPX/KML record have been prepared for each location.

1. Sightseeing points
2. Public tap water
3. Specialized services for cyclists: rental, transport, service and sales. In addition to the table attached to this document, these contents can be found up-to-date and publicly available on the official website www.istria-bike.com.
4. Cycling and walking-jogging trails in the area, as well as other transversal routes. These trails in the Istrian County can be found up-to-date and publicly available on the official website of www.istria-bike.com and www.istria-trails.com. National and regional routes are listed on the website cikloturizam.hr/rute.
5. Cities and settlements
6. Tourist boards
7. Attractions – curiosities. In this group, the following groups are listed: UNESCO, National Parks, Nature Parks and Protected Areas, museums, the most important historical sites and other attractions. The above data can be found in the table attached.
8. Health services. This group includes hospitals, health centers and pharmacies, and all relevant places are listed in the table attached.
9. Events. This group of data is subject to annual revision and frequent changes. For this reason, the data is not submitted in writing, but is regularly available on the following websites: www.istria-bike.com for cycling events, www.istria-trails.com for walking and running events. All outdoor events can be found on the official website of the Tourist Board of the Istrian County www.istra.hr.
10. Eno-gastronomical offer. All data for this group of services are listed and updated on the official website of www.istria-gourmet.com. This group includes producers of wine, olive oil, taverns, agritourisms, restaurants, eco-producers.

One of the key elements of the project is public transport, which provides bicycle transport services, and this group includes buses, trains and boat transport (ferries).

On the route of Cyros in Istria, there is only one possible ferry connection, and that is the Brestova-Porozina ferry company Jadrolinija. Information for this and all other lines of this carrier can be regularly updated on the official website of www.jadrolinija.hr.

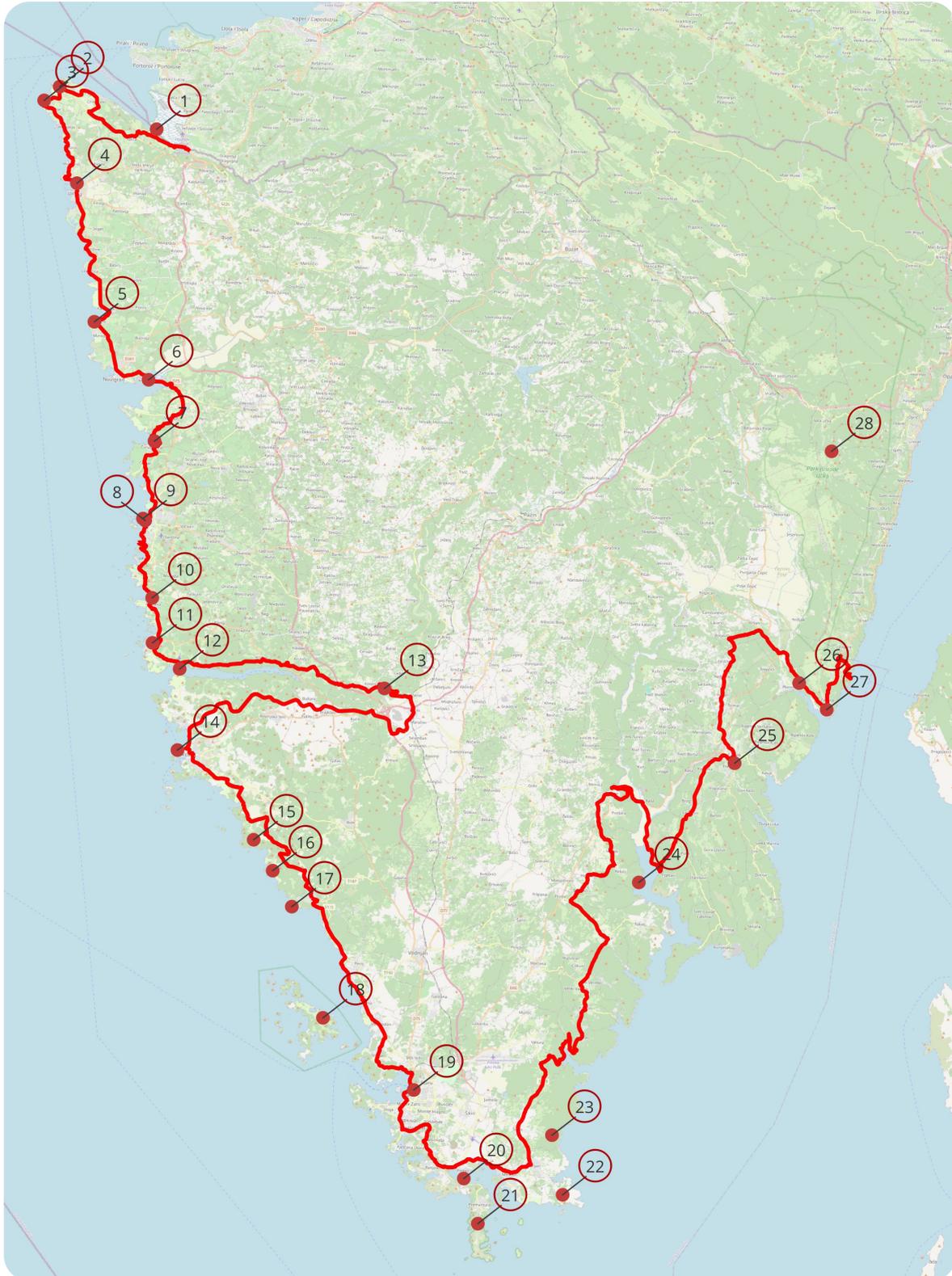
Train services in Istria are only possible with one line that stretches from Pula to Buzet, and then further towards Slovenia (Divača). Timetable information, as well as the possibility of purchasing tickets, are regularly updated on the official website of www.hzpp.hr.

Bus transport is provided by several concessionaires and their lines, timetables and other details are regularly changed. This data, as well as data for trains and shipping, is regularly updated at the national level through official data download channels (semi or fully automated), so in the Cyros project this data will be downloaded directly from official sources and from a public source www.openstreetmap.org. Therefore, this information is not shown here.

As an additional piece of information that will raise the value of the project and its better analysis, there are locations with bicycle traffic counters located on the Cyros route. If necessary, this data will be available for the analysis of the Cyros project, i.e. the Adriatic-Ionian cycling route.



2. Sightseeing points map





Attraction 1: Sečovlje Saltplans



Attraction 2: Savudrija bay



Attraction 3: Savudrija lighthouse



Attraction 4: Umag harbour



Attraction 5: Church in Dajla



Attraction 6: Ornitological area Tarska Vala / Mirna





Attraction 7: Roman settlement (Červar Porat)



Attraction 8: Euphrasian Basilica



Attraction 9: Poreč - old town, harbour



Attraction 10: Funtana



Attraction 11: Vrsar



Attraction 12: Lim bay





Attraction 13: Dvigrad



Attraction 14: Rovinj



Attraction 15: Ornitological area Palud



Attraction 16: Camp Kolone



Attraction 17: Barbariga



Attraction 18: National park Brijuni





Attraction 19: Pula



Attraction 20: Pomer (Šćuza)



Attraction 21: Kamenjak



Attraction 22: Marlera



Attraction 23: Svetica



Attraction 24: Blaz bay (Trget)





Attraction 25: Labin old town



Attraction 26: Plomin old town



Attraction 27: Plomin sightseeing point



Attraction 28: Učka (Vojak)

