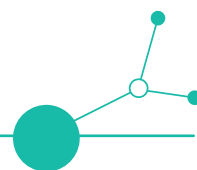


D3.3.1: Concept of the Sustainability and Transferability Plan for the Integrated ICTr



02.2025





D3.3.1: Concept of the Sustainability and Transferability Plan for the Integrated ICTr will serve as the basis to prepare Output 3.1: Sustainability and Transferability Plan for the Integrated ICTr. This final output will be submitted at the end of the ICTr-CE project in February 2026.

The Concept of the Sustainability and Transferability Plan for the integrated ICTr is divided into three sections:

- Concept of the Sustainability and Transferability Plan
- Structure of the Sustainability and Transferability Plan
- Methodology to Prepare the Sustainability and Transferability Plan



A. Concept of the Sustainability and Transferability Plan

The Sustainability and Transferability Plan (STP) has two overarching goals. The first one is to enable the institutional and financial sustainability of the ICTr-CE project solutions. And the second one is to define the key aspects and solutions that can be transferred to other cycling routes and/or policies.

In the first part of the STP, there will be a focus on how to sustain the development of cycling tourism activities in the Iron Curtain Trail region through the project solutions. The ICTr Alliance, the deliverable D1.5.1 of the project, has for aim to ensure a governance system for organisations to keep working together and enabling the development of EuroVelo 13. This deliverable will therefore be described as the main way part of the ICTr-CE activities will be sustained post-project. The D1.5.1 deliverable will define the organisational structure, membership system, list of activities and responsibilities and financing mechanism for the undertaken activities. The Alliance will serve as an agreed upon action plan for after the ICTr-CE project finishes in February 2026. The most relevant activities will be selected to be continued post project. These are the activities that have the most beneficial impact on EuroVelo 13 and surrounding regions but that are also realistic to sustain. The ICTr Alliance will be based on the experience of EuroVelo Route Partnerships developed in the past decade and enabling transnational development and promotion of EuroVelo routes. EuroVelo Route Partnerships are in place in 4 EuroVelo routes in 2025 (EuroVelo 15 - Rhine Cycle Route, EuroVelo 19 - Meuse Cycle Route, EuroVelo 8 - Mediterranean Route, EuroVelo 1 - Atlantic Coast Route) and are all coordinated by ECF as Secretariat. The concept of ICTr Alliance could also be referred to as EuroVelo 13 Partnership for compatibility with other systems in place.

D1.5.1 and part one of O3.1 will have many similarities in terms of their content. The main difference is that D1.5.1 will solely describe the organisational framework of the ICTr Alliance - EuroVelo 13 Partnership and may in itself serve as the partnership contract signed by the ICTr Alliance partners. While O3.1 will be more descriptive and extensive. It will describe the ICTr Alliance, how we came to create it, agreed on the activities, its expected impact and how it contributes to sustaining ICTr-CE activities.

The second part of the STP will focus more on how can the knowledge gathered and the developed innovative elements (the tools, the business model, the capacity building, ...) created during the ICTr-CE project be useful in the future. Let it be for the further development of the deliverables or how the knowledge created be used in other regions. First, how to create an innovative participatory cooperation model, such as the ICTr Alliance - EuroVelo 13 Partnership, will be described. This will serve as a step by step guidance on how to create such a governance model and implement it. Other routes will be able to take inspiration from this and apply it to their local context as desired.

How the ICTr-CE deliverables, other than the ICTr Alliance - EuroVelo 13 Partnership, could be useful to other cycling routes will also be described in this second part. Here the most relevant deliverables with high potential for impact have been selected. Each deliverable will have a summary box which includes their description, benefits, limitations, suggestions of ways to improve the deliverable, ideas of how to apply the knowledge of the deliverable to other cycling routes or national policies, and finally the types of cycling routes and/or regions the deliverable's knowledge could be applied to. The idea of these summary boxes is for the reader to be able to gather information on the deliverables in a quick and easy way in order to assess whether it is something of interest to them and that they want to further look into. If this is the case, the reader can access the full document of the concerned deliverable as to get more in depth information on it and evaluate how the knowledge created can be useful to other cycling routes and regions. Having individual boxes per deliverable also allows readers to „pick and choose“ the most relevant information to them out of all the knowledge created during the ICTr-CE project. This format allows the STP to not be



overwhelmed with information and to avoid repeating content that can already be found in the well written individual activity deliverables.

This section will be rounded out with a short paragraph on the ICTr-CE deliverables, including their similarities in benefits and limitations and how simultaneously working on all of these activities enabled the further development of the EuroVelo 13 - Iron Curtain Trail.

In the final section of this second part, readers will find two project proposal concept notes. These will serve as a good basis for the development of new projects which use knowledge created in ICTr-CE. These project proposals may be viewed as two potential action plans in addition to the one of the ICTr Alliance - EuroVelo 13 Partnership. The main difference between these is that the ICTr Alliance - EuroVelo 13 Partnership action plan is one that will definitely be applied whereas the two project proposals are suggestions of action plans that could additionally be taken on by the ICTr-CE partners or a new consortium.

The first project proposal will be located somewhere along EuroVelo 13 - Iron Curtain Trail. The second project proposal will be for another European cycling route. The exact location for both of these proposals will be defined at a later stage. The concept notes will include a description of the aim of the potential project as well as the activities that they will take on. Part of these activities will be the continuations of certain ICTr-CE activities. Suggestions of investments in infrastructure and/ or digital solutions are also expected to be part of the project proposals. The concept notes will also include under which programme and call the project proposals are eligible for financing and should be submitted to. Consortia formed of relevant partners to take on the activities proposed will be suggested for both proposals. Suggestions of partners will be selected based on their expertise and their geographical location.

To summarise, the Sustainability and Transferability Plan will enable three things; the continuation of a partnership among ICTr-CE partners through the ICTr Alliance - EuroVelo 13 Partnerships, the transferability and usability of the knowledge created during the ICTr-CE activities and the continuation of part of the ICTr-CE activities through new potential projects.



B. Structure of the Sustainability and Transferability Plan

1. Introduction

1.1. Context of EuroVelo 13 - Iron Curtain Trail

1.2. Context of ICTr-CE

1.3. Introducing the Sustainability and Transferability Plan

2. Sustainability of ICTr-CE Project Solutions

2.1. Why an ICTr Alliance - EuroVelo 13 Partnership

2.2. Description of the ICTr Alliance - EuroVelo 13 Partnership

2.2.1. Ambition and governance of the ICTr Alliance - EuroVelo 13 Partnership

2.2.2. Finding partners and defining their responsibilities

2.2.3. Action Plan

2.2.3.1. Continuation of the activities launched within the project ICTr-CE

2.2.3.2. Further development of the route and its visibility

2.2.4. Financing mechanism

2.2.4.1. Membership

2.2.4.2. ICTr Business Model

3. Further Developing and Transferring ICTr Solutions

3.1. Description of key aspects to create an innovative participatory cooperation model

3.1.1. SWOT of the route

3.1.2. Defining the focus/ finding a common interest

3.1.3. Finding the relevant partners

3.1.3.1. Importance of existing networks (EuroVelo, NECCs, Council of Europe, ...)

3.1.3.2. Adapting to the context of each country: mapping and convincing



3.1.4. Ensuring alignment among all involved partners

3.2. Description of innovative elements of ICTr deliverables and their use

3.2.1. Creating Tourism Products and a Business Model around them

Description of the deliverable and how it was developed and tested	
Positive impacts of the deliverable	
Limitations of the deliverable	
Suggestions of ways to improve the deliverable	
How to apply the knowledge of the deliverable to other cycling routes and/or national policies	
Types of cycling routes and/or regions the deliverable's knowledge could be applied to	



3.2.2. Developing the Environmental Footprint Calculator

Description of the deliverable and how it was developed and tested	
Positive impacts of the deliverable	
Limitations of the deliverable	
Suggestions of ways to improve the deliverable	
How to apply the knowledge of the deliverable to other cycling routes and/or national policies	
Types of cycling routes and/or regions the deliverable's knowledge could be applied to	



3.2.3. Developing the Impact Measurement System

Description of the deliverable and how it was developed and tested	
Positive impacts of the deliverable	
Limitations of the deliverable	
Suggestions of ways to improve the deliverable	
How to apply the knowledge of the deliverable to other cycling routes or national policies	
Types of cycling routes and/or regions the deliverable's knowledge could be applied to	



3.2.4. Developing the ICTr Good Impact Programme

Description of the deliverable and how it was developed and tested	
Positive impacts of the deliverable	
Limitations of the deliverable	
Suggestions of ways to improve the deliverable	
How to apply the knowledge of the deliverable to other cycling routes and/or national policies	
Types of cycling routes and/or regions the deliverable's knowledge could be applied to	



3.2.5. Developing Trainings for Local SMEs

Description of the deliverable and how it was developed and tested	
Positive impacts of the deliverable	
Limitations of the deliverable	
Suggestions of ways to improve the deliverable	
How to apply the knowledge of the deliverable to other cycling routes and/or national policies	
Types of cycling routes and/or regions the deliverable's knowledge could be applied to	



3.2.6. Creating Impactful Communication

Description of the deliverable and how it was developed and tested	
Positive impacts of the deliverable	
Limitations of the deliverable	
Suggestions of ways to improve the deliverable	
How to apply the knowledge of the deliverable to other cycling routes and/or national policies	
Types of cycling routes and/or regions the deliverable's knowledge could be applied to	

3.2.7. Summary of ICTr-CE deliverables and their combined impact

3.3. Suggestions of future project proposals to be submitted

3.3.1. Concept Note 1: EuroVelo 13 project

3.3.1.1. Funding call

3.3.1.2. Project concept

3.3.1.3. Partners involved

3.3.2. Concept Note 2

3.3.2.1. Funding call

3.3.2.2. Project concept

3.3.2.3. Partners involved

4. Conclusion



C. Methodology to Prepare the Sustainability and Transferability Plan

The Sustainability and Transferability Plan was developed based on the requirements of the ICTr-CE application form as well as a critical reflection on how such a document could be as useful as possible to enable further development of cycling tourism on EuroVelo 13 and other cycling routes.

The Amazon of Europe Sustainability and Transferability Plan which was developed in the frame of the Amazon of Europe Bike Trail project (financed by the Interreg Danube Transnational Programme) served as an inspiration.

As seen in the concept part of this document, the Sustainability and Transferability Plan is very much interlinked with the ICTr Alliance - EuroVelo 13 Partnership. The methodology taken to create the ICTr Alliance - EuroVelo 13 Partnership will therefore be described here as a part of the methodology.

In order to ensure the alignment with partners on the development of the STP, ECF is and will be continuously presenting updates on the developments of the STP deliverable at project meetings twice a year. This is also the case for the development of the ICTr Alliance - EuroVelo 13 Partnership.

During the first year of the project, ECF worked on defining the need to create an ICTr Alliance - EuroVelo 13 Partnership. The process included internal discussions on its aim, the format, activities to be taken on, and so on, and regular meetings with Trail Angels as leaders of the ICTr Business Model, an activity to be considered in the Alliance, and Westpannon as lead partner of the project and co-leader of D1.5.1: ICTr Alliance.

In order to take a next step in defining the ICTr Alliance - EuroVelo 13 Partnership, ECF organised a workshop at the 5th's ICTr-CE project meeting in Koprivnica, Croatia. Partners were divided into the three pilot areas they are part of and were asked to do a SWOT analysis of their respective pilot areas and the EuroVelo 13 cycling route which goes through it (see annex 1). A SWOT analysis consists in analyzing the Strengths, Weaknesses, Opportunities and Threats of something as to have a better and more comprehensive understanding of it. In the case at hand, these SWOTs allowed us to understand the needs of the three sections of the cycling routes, whether an ICTr Alliance - EuroVelo 13 Partnership was part of their needs and the actions that could be potentially taken on as part of the Alliance. An additional task administered during the workshop was to identify organisations that could have an interest in joining an Alliance.

Following this workshop, ECF created a shared contact list with organisations that could take an interest in joining the ICTr Alliance - EuroVelo 13 Partnership (see annex 2). This included organisations' contact information and some background information but also who from the ICTr-CE partners is best placed to contact them, as well as the benefits joining such a partnership could bring them. ECF partially completed the list based on the information gathered during the workshop but asked the project partners to complete it with any missing contacts and information. With this list, the relevant ICTr-CE partners will contact different organisations to present them the concept of the ICTr Alliance - EuroVelo 13 Partnership, its relevance for them and invite them to join the partnership.

ECF will prepare a generic presentation based on its existing Partnership Agreements on other EuroVelo routes. This presentation will contain information on the partnership, what it entails, its benefits and why should the concerned organisation join the partnership. The presentation will be adapted depending on the contacted organisation.

The interested parties will be invited to join an online meeting organised by ECF in April 2025. During this meeting the ICTr Alliance - EuroVelo 13 Partnership and its expectations will be presented in more detail.



Following these exchanges, a list of partners that will join the ICTr Alliance - EuroVelo 13 Partnership will be determined. From then on, the more concrete focus and actions to be taken on during the ICTr Alliance will be discussed among partners. The ICTr Alliance - EuroVelo 13 Partnership is expected to be finalised and signed by the end of the ICTr-CE project which will be end of February 2026.

For the second part of the STP, the selection of deliverables to be included in the STP was based on discussions between project partners on the relevance of each deliverable in their respective regions and their experience as stakeholders. The EuroVelo team was also consulted to have a more general overview of if and how ICTr-CE deliverables could be applied to other EuroVelo routes and more generally, cycling routes.

The partners responsible for the selected ICTr deliverables will be heavily involved. They will be asked to share the most important information on the deliverables in a concise way as to create the deliverables' text boxes described in the structure of the STP. The deliverables will also be evaluated by all partners by means of a survey. All partners will be asked to reflect on the deliverables, their positive impact, limitations, suggest ways to improve them, how they could be transferred to other cycling routes and/or policies and suggestions of types of cycling routes and/or regions the deliverable's knowledge could be applied to. In the same survey, partners will also be asked to share information about upcoming projects and funding opportunities they are aware of which could align with the continuation of ICTr-CE activities. This will serve in brainstorming and putting together the Concept Notes 1 and 2. Contributions on upcoming projects and funding opportunities from tourism boards and business organisations outside the project will also be collected.

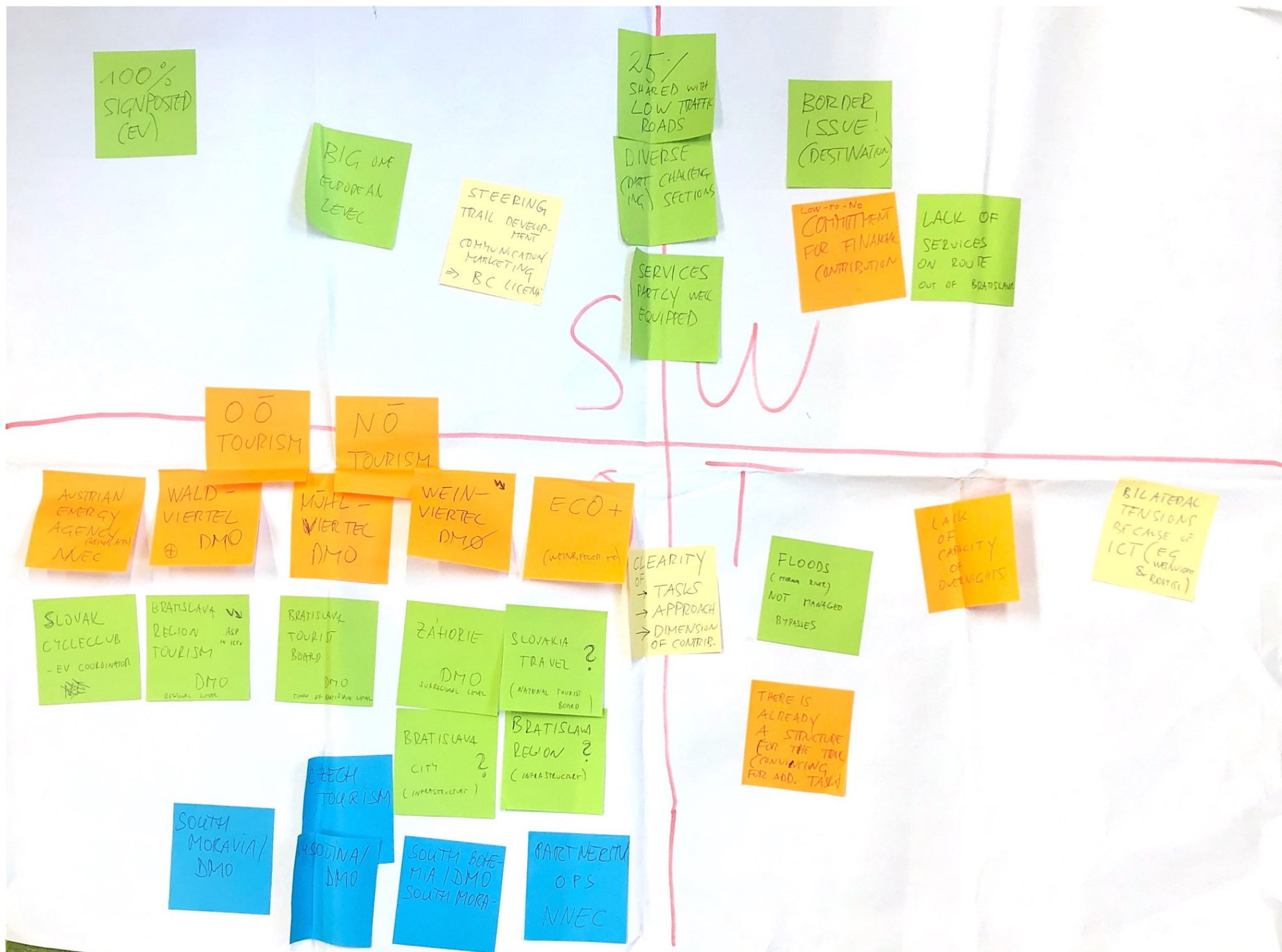
The survey to partners will be elaborated after the pilot testing procedure in order to include the most relevant questions and collect the most accurate responses. The survey is expected to be sent out around October 2025.

The Sustainability and Transferability Plan will be finalised by the end of February 2026. Project partners will be given the opportunity to review the entirety of the document and give feedback a few weeks prior to the deadline.

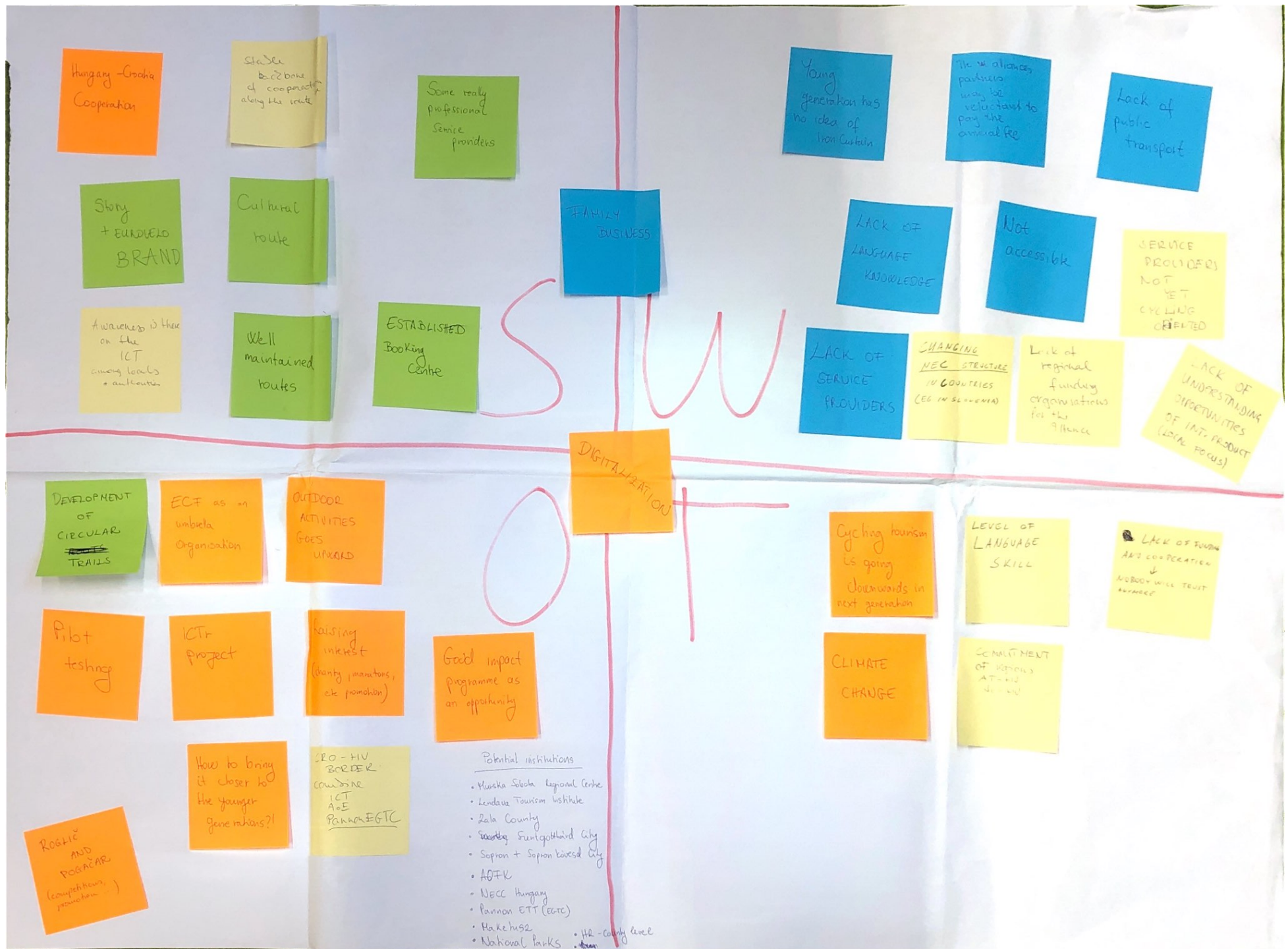
Annex 1 - SWOT North, Central and South Pilot Areas



SWOT North Pilot Area



SWOT Central Pilot Area



SWOT South Pilot Area

Annex 2 - Potential ICTr Alliance - EuroVelo 13 Partnership partners

Pilot region	Country	Scope	Organisation name	Organisation type	ICTr Contact	Contact person	Email	Telephone	Website	NECC	Convincing Arguments	Prioritised
South	Slovenia	Regional	Murska Sobota Regional Centre	Local authority	ISKRIVA	Helga Lukač	helga.lukac@rcms.si	/	https://www.expano.si/ , https://www.rcms.si/	No		
South	Slovenia	Regional	Lendava Tourism Institute	DMO	ISKRIVA	Martina Bukovec	martina.bukovec@ztr.si	/		No	Builds on a strong brand to increase tourism Established booking centres can carry the legacy of the project into the alliance	
South	Hungary	Regional	Zala County	Regional authority	Máté Deák	Veronika Kárpáti	karpati.veronika@zalamegye.hu		https://www.zala.hu/	No	Zala County has an important role in the tourism coordination in Zala County, we cooperated with them in Amazon of Europe Bike Trail project as well, and also have a cycling related project focusing on the development of a SI-HU destination management model	
South	Hungary	Regional	Győr-Moson-Sopron	Regional authority	Máté Deák				https://gyms.hu/	No	GYMS County has an important role in the tourism coordination in GYMS County - Fertő-Neusiedl is an important spot in terms of EuroVelo 13 (UNESCO landscape heritage, Pan-European Picnic), and at the moment this county is inbetween the Central and South pilot region of ICTr-CE project	
South	Hungary	Local	Szentgotthárd City	Local authority						No	Szentgotthárd is a stage point, very close to Austria (with direct train connection with Austria)	
South	Hungary	Local	Savaria TDM	Local TDM						No	Local TDM organization in Savaria, could be potentially involved in the marketing activities of the product. They are located in Szombathely (stage point)	
South	Hungary	Local	Lenti City	Local authority						No	Lenti is not at the EV13 at the moment. So it will be very challenging to convince them :)	
South	Hungary	Local	Sopron City	Local authority						No	Same as it was written in case of GYMS county. I think this area could be the next potential region to be involved in ICTr-CE cycling tourism product.	
South	Hungary	Local	Scardobona	Private company						No	Scardobona had an important role and was involved in the Iron Curtain Trail Cultural Route certification process, and play and active role in this aspect (as well as in cycling tourism development related activities along the AT-HU cross-border sections)	
South	Hungary	Local	Lovászi	Local authority						No	Lovászi is the first village coming from Slovenia along the EV13 - There is an Iron Curtain Trail museum and there is a visitable, reconstructed bunker system	
South	Hungary	Regional	GySEV Railway Company	Regional Railway company						No	The Railway company could fulfil the gap between Central and South pilot regions as train company, and could play an important role in the transportation from/to the ICTr-CE pilot regions from Vienna/Graz/Bratislava. They also can support us in tourism marketing (use the displays in the train for marketing purposes)	
South	Hungary	National	Magyar Közút Zrt.	Governmental organization	Máté Deák					No	This is the responsible organization for signposting of the route in Hungary (and also maintaining the signs)	
South	Hungary	National	AÖFK	NGO	Máté Deák	Miklós Berencsi	berencsi.miklos@aofk.hu		https://aofk.hu/	Yes	They are the NECC partner in Hungary, and also the associated strategic partner of Westpannon in ICTr-CE project.	
South	Hungary	Regional	Pannon EGTC	Local authority	Westpannon / Crost				https://www.pannonegtec.eu	No	I believe this should be inserted into the CROST/Koprivnica section as the EGTC is located in this region, and not really relevant in case of Westpannon	
South	Hungary	National	Maketusz	NGO	Máté Deák	Erzsébet Péntes	penzes.erszebet@maketusz.hu		https://maketusz.hu/	No	MAKETUSZ is a Hungarian Nonprofit Association related to cycling tourism. We can involve them for lobbying, and also in case of any cycling tourism related development	
South	Hungary	Local	Other smaller municipalities along EV13	local authorities						No	There are some municipalities along the EV13 who could be involved in the marketing and maintenance related tasks (Apátistvánfalva, Molnári, etc).	
South	Hungary	Regional	Local tourism service providers, tour guides	Regional level						No	The service providers (accommodation, tour guides) could be interested to be involved in the business model and Alliance	
South	Hungary	Regional	Vas County / Vas County Tourism Association	Regional authority	Máté Deák	Kata Szendi	info@visitvas.hu		https://visitvas.hu/	No	This tourism association is active in Vas County, and could be involved into the Alliance	
South	Hungary	Regional	Duna-Dráva National Park	authority	Crost as well					No	Both National Park could be involved into the Alliance - they play active role in cycling tourism in general, maybe the EV13 is using their territory, and last but not least the National Parks will have an important role in Good Impact Programme as well (e.g. they will receive compensation fee based on the IMS calculation)	
South	Hungary	Regional	Őrség National Park	authority						No	Both National Park could be involved into the Alliance - they play active role in cycling tourism in general, maybe the EV13 is using their territory, and last but not least the National Parks will have an important role in Good Impact Programme as well (e.g. they will receive compensation fee based on the IMS calculation)	
South	Hungary	Regional	Duna-Dráva National Park	authority	CROST/Westpanno	Wodtke Szilvia	szilvia.wodtke@ddnp.hu		https://ddnp.hu/			
South	Hungary	National	Maketusz	NGO	CROST/Westpanno	Péntes Erzsébet	penzes.erszebet@maketusz.hu		https://maketusz.hu/			
South	Hungary	Local	Szigevár turabázis	NGO	CROST	Kis-Kalapáti Lilla	kalapatililla@gmail.com		https://www.turabazis.hu/telepules_ismerteto_26578			
South	Hungary	Local	Tourinform - Mohács	NGO	CROST	Papp Adrienn	mohacs@tourinform.hu	+36 69 341	https://mohacs.hu/smart-onkormanyzat-mohacs/tourinform			
South	Hungary	Regional	Villány-Siklói Borút Egyesület	NGO	CROST	Kovács Boglárka	marketing@villanyiborvidek.hu		https://villanyiborvidek.hu/villany-siklosi-borut-egyesulet/			
South	Croatia	Regional	Tourist Board of Koprivnica Žrjevac County	DMO	KKZ	Kristina Sočev	ured@podravinaiprigrorje.hr	00385 (0)48 624408	https://podravinaiprigrorje.hr/default.asp?sid=2&n=1&jezik=en			
South	Croatia	Local	Tourist Board of Central Podravina	DMO	KKZ	Nikola Cik	info@tzip-sredisnja-podravina.hr	00385(0)99 6097 337	https://tzip-sredisnja-podravina.hr/en/			
South	Croatia	Local	Tourist Board of Drava Sands Area	DMO	KKZ	Robert Čimin	tzip.dravski.peski@gmail.com	385997336021	https://dravskipeski.hr/en			
South	Croatia	Local	Tourist Board of Koprivnica	DMO	KKZ	Renato Labazan	tzip-koprivnica@kc.t-com.hr	00385 48 621 433	https://www.koprivnicatourism.com/en/			
South	Croatia	Local	Tourist Board of Đurđevac	DMO	KKZ	Mario Fuček	tzip@djurdjevac.hr	00385(0) 997090670	https://visitdjurdjevac.hr/			
South	Croatia	Local	City of Koprivnica	Local authority	KKZ		pisarnica@koprivnica.hr	00385 48 279 555	https://koprivnica.hr/			

Pilot region	Country	Scope	Organisation name	Organisation type	ICTr Contact	Contact person	Email	Telephone	Website	NECC	Convincing Arguments	Prioritised
South	Türkiye	National	ENVERÇEVKO Asso	NGO		Feridun EKMEKCI	envercevko@hotmail.com	905495821718	www.envercevko.org	Yes	EuroVelo web site related NECC list	
Central	Austria	National	Austrian Energy Agency	NGO	Trail Angels	Theresia Homola	theresia.homola@energyagency.at	43 (0)1 586 15 24-649-152	www.energyagency.at	Yes	Strengthens ownership of route for NECC Increases international visibility of route	2
Central	Austria	Regional	Waldviertel DMO	DMO	Trail Angels	Verena Weinberger	verena.weinberger@waldviertel.at		https://www.waldviertel.a	No		
Central	Austria	Regional	Mühlviertel DMO	DMO	Trail Angels					No		
Central	Austria	Regional	Weinviertel DMO	DMO	Trail Angels	Eva Köllner	e.koellner@weinviertel.at		https://www.weinviertel.a	No		
Central	Austria	Regional	Oberösterreich Tourism	DMO	Trail Angels	Stefan Pauzenberger	stefan.pauzenberger@oberoesterreich.at		https://www.oberoesterre	No		
Central	Austria	Regional	Niederösterreich Tourism	DMO	Trail Angels	Christoph Vielhaber	christoph.vielhaber@noe.co.at		https://tourismus.niedero	No		
Central	Austria	Regional	Radlobby	NGO	Trail Angels	Hannes Friedrich	hannes.friedrich@radlobby.at		https://www.radlobby.at/y	No		1
Central	Austria		ECO+		Trail Angels					No	don't know if Eco+ is suitable for the Alliance...	
Central	Slovakia	National	Slovak Cycleclub	NGO	Ekopolis	Michal Hlatký, chairman	predseda@cykloklub.sk	421 903 996 977	www.cykloklub.sk	Yes	It is the National EuroVelo Coordinator (not NECCI), so should be involved to be informed. It is also responsible for the EV13 marking and signposting.	1
Central	Slovakia	Regional	Bratislava Region Tourism	DMO	Ekopolis	Roman Uscký, project manager	roman.uscky@bratislavaregion.travel	421 911 855 760	https://bratislavaregion.tr	No	Alliance could overtake some of its tasks? Mainly marketing ...	2
Central	Slovakia	Areal	Bratislava Tourist Board	DMO	Ekopolis	Michal Drugaj, projects manager	drugaj@visitbratislava.com	421 918 465 706	https://www.visitbratislav	No	Alliance could overtake some of its tasks? Mainly marketing ...	
Central	Slovakia	Areal	Zahorie Kopanice DMO	DMO	Ekopolis	Livia Vávrová, director	livia(@)zahorickopanice.sk	421 907 628 610	https://regionzahorie.sk/	No	Alliance could overtake some of its tasks? Mainly marketing ...	
Central	Slovakia	National	Slovakia Travel (National Tourist Board)	DMO	Ekopolis	Ivana Magátová, director	info@slovakia.travel	421 903 507 997	https://slovakia.travel/	No	Alliance could overtake some of its tasks? Mainly marketing ...	
Central	Slovakia	Local	Bratislava City	Local authority	Ekopolis					No	Achievening of tasks of local authority - economic development of Bratislava	
Central	Slovakia	Regional	Bratislava Region	Local authority	Ekopolis	Juraj Droba, governor	predseda@region-bsk.sk	421 02 482 64 150	https://bratislavskykraj.sk	No	Achievening of tasks of local authority - economic development of the Bratislava region	
Central	Czech Republic	Regional	South Moravia DMO	DMO	Partnerstvi					No		
Central	Czech Republic	Regional	South Bohemia DMO	DMO	Partnerstvi					No		
Central	Czech Republic	National	Czech Tourism	DMO	Partnerstvi					No	Increases (international) cycling tourism in the country	
Central	Czech Republic	National	Partnerstvi OPS	NGO	Partnerstvi					Yes		
North	Germany	European	European Green Belt	NGO	ÖTE					No		4
North	Germany	Regional	ADFC Mecklenburg-Vorpommern	NGO	ÖTE					No		3
North	Germany	Regional	Tourismusverband Mecklenburg-Vorpommern	NGO	ÖTE	Ulrike Bodischeck				No		1
North	Germany	National	Deutscher Tourismusverband (DTV)	NGO	ÖTE							2
North	Poland	National	Polish Tourist Board	DMO	WPZ	Wojciech Norkowski	wojciech.norkowski@pot.gov.pl	48 22 536 70 88	https://www.pot.gov.pl/pl	No	Organisation which strongly cooperates in creating NEEC in Poland	
North	Poland	Regional	Bicycle mobility team of regional coordinators	NGO	WPZ	Wanda Nowotarska, secretary of the team	wnowotarska@wzp.pl	48 91 4542766	https://polskieregion.pl/c	No	Alliance as an opportunity to improve cycling infrastructure	
North	Poland	European	Pomerania Euroregion (EGTC)		WPZ					No		
North	Poland	Regional	Pomorskie Tourism Board	DMO	Gdansk					No		
North	Poland	Local	Gdańsk Tourist Organization	DMO	Gdansk							