

## ECO-CICLE Good Practice – Long template version

09 March 2020

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Your organisation	
Country	Spain
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• Organisation in charge of the good practice		
• [If your organisation is not the one in charge of the good practice, please indicate the relevant organisation.]		
Organisation in charge of this good practice	Diputación Provincial de Huelva	
Location of the organisation in charge:	Country	Spain
	Region	Andalusia
	City	Huelva province

• Good practice general information	
Title of the practice	Via Verde Camino Natural del Río Tinto
Does this practice come from an Interreg Europe Project?	No
If yes, what is the name of that project?	

Category of the practice	Please select the category of the practice (you can mark the category in bold):	
	<ol style="list-style-type: none"> <li>1. Infrastructure</li> <li>2. Advanced services</li> <li>3. Cycle tourism in natural areas</li> <li>4. Promotion</li> <li>5. <b>Financing</b></li> <li>6. Planning &amp; management</li> <li>7. Intermodality</li> </ol>	
Geographical scope of the practice	Regional	
Location of the practice	Country	Spain
	Region	Andalusia
	City	Huelva (province)

• Detailed description	
<b>Short summary of the practice</b>	<i>Complexity in some cycling tourism infrastructures such as the astonishing Camino Natural del Río Tinto requires imaginative and well-planned financial solutions.</i>
<b>Detailed information on the practice</b>	<p><i>The overall objective of this practice is to transform the Río Tinto Natural Pathway into a cyclable route of 102 km. The route will run through a unique landscape, alongside rivers and crossing 14 municipalities (Nerva, Minas de Río Tinto, El Campillo, Zalamea la Real, Berrocal, Paterna del Campo, Niebla, La Palma del Condado, Villarrasa, San Juan del Puerto, Trigueros, Moguer, Palos de la Frontera y Huelva), from the source of the river in "La Peña del Hierro" to the remarkable endpoint, Muelle de la Río Tinto.</i></p> <p><i>The first 5.5 km part of the route was recently completed, as a pilot project long, using an investment of close to 400,000 euros provided by Diputación de Huelva (County Council of Huelva). The works were planned in 3 stages, comprising railway dismantling, ground improvement, the restoration of two bridges, signposting and ancillary items to provide useful safety and tourist information for bike users.</i></p> <p><i>There are available funds for 400,000 euros plus a preliminary agreement of additional 1.300.000 euros, to keep works and technical consultancies in progress during 2019-2020. Conversations are ongoing with different public bodies such as the Junta de Andalucía (Regional Ministry of Andalusia), looking for possible funding (by tranches) for the rest of the route infrastructure. In addition to the entities above mentioned there have been stakeholders involved as Fundación Río Tinto, Atlantic Copper and Ferrocarriles Españoles, through the Vías Verdes Program.</i></p>
<b>Resources needed</b>	<i>Under a first technical approach a minimum of 10 million euros would be required to address the most complex sections of the route. There is a forecast from a consultancy that estimates an approximate cost of 500,000 euros for the Berrocal-Niebla section. The complexity of the layout from Frailes to the start of the Río Tinto requires a more detailed technical analysis to evaluate alternatives, since the layout should run in parallel to the railroad track which is still in use and would require more costly infrastructure.</i>
<b>Timescale (start/end date)</b>	<i>2018 – 2022/ongoing</i>
<b>Evidence of success (results achieved)</b>	<i>To develop this cycling route throughout the Río Tinto riverside landscape is a real challenge due to the technical conditions to be addressed. The uniqueness of this landscape related to ancient mining has become a well-known brand image all over the world, but at the same time it comes with challenging technical solutions involving bridges or tunnel restorations and heritage facilities remaining alongside the track. The ongoing process has started with a 5.5 km long recovering pilot project funded by a 400,000 euros investment from the Diputación de Huelva.</i>
<b>Challenges encountered</b>	<i>Facing the technical challenge is strongly connected with difficulty for funding, forcing the project to open to public bodies at different levels in looking for planning solutions. The uniqueness of this kind of landscape, related to abandoned mining industry, is also an added value for tourism, to aid in recovery of the area after degradation. That is the challenge and the opportunity in such an exceptional environment.</i>
<b>Potential for learning or transfer</b>	<i>Technical complexity, as mentioned before, is a severe condition to necessitating gathering enough funds for the infrastructure. Works should comprise ground improvement for large degraded areas due to ancient mining activities along the pathway. The relevance of heritage items potentially impacted by such an activity close to the railway has to be an aggregated intervention, so it requires above average levels of funding compared to similar interventions. To ensure successful development, different public bodies are involved from local to national level in an itinerary supported by a provincial bicycle plan (under development). This is a good example of an intervention in degraded areas due to mining activity which took place through centuries and that today after their disappearance, suffers depopulation and underemployment, despite the rich historical heritage linked to those heavy industry activities. This practice can be exported to extensive areas all over Europe with similar conditions as a consequence of decay of mining industry.</i>
<b>Further information</b>	<i><a href="http://qr.turismohuelva.org/">http://qr.turismohuelva.org/</a></i>
<b>Keywords related to your practice</b>	<i>Río Tinto, Riotinto, Mining, Abandoned, Vía Verde, Cycle-tourism, Railway, Cooper</i>
<b>Upload image</b>	



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