

## ECO-CICLE Good Practice: Camino del Río Tinto

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Your organisation	
Country	Spain
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Organisation in charge of the good practice		
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	Camino 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): 1. Infrastructure 2. Advanced services 3. Cycle tourism in natural areas 4. Promotion 5. <b>Financing</b> 6. Planning & management 7. Intermodality	
Geographical scope of the practice	Regional	
Location of the practice	Country	Spain
	Region	Andalusia
	City	Huelva (province)

<b>Detailed description</b>	
<b>Short summary of the practice</b>	<i>Complexity in some cycling tourism infrastructures such as the Camino del Río Tinto requires imaginative and well-planned financial solutions.</i>
<b>Detailed information on the practice</b>	<p><i>The 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 Company Limited".</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>€10m is required for the most complex sections of the route, whilst a forecast estimates €500,000 for another section. The complexity of parts of the route requires technical analysis as the layout runs in parallel to a railroad track requiring additional 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 cycle route through the Río Tinto riverside is a real challenge due to the technical conditions. The uniqueness of this landscape related to ancient mining has become a well-known, but at the same time it comes with challenging technical solutions involving bridges or tunnel restorations and heritage facilities remaining alongside the track. The 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>The technical challenge is strongly connected with funding difficulty, forcing the project to open to public bodies at different levels. The uniqueness of the landscape, related to abandoned mining industry, is an added value for tourism, and an aid in recovery of the area after degradation.</i>
<b>Potential for learning or transfer</b>	<i>Technical complexity is a severe condition, necessitating gathering enough funds for the infrastructure. Works should comprise ground improvement for degraded areas due to ancient mining activities. The relevance of heritage items potentially impacted by such an activity close to the railway has to be an aggregated intervention, requiring above average levels of funding. 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>	

