



Atlantic Coast Route



NORWAY



UNITED KINGDOM



I ♥ U

Press Kit
MEDIA
CUSTOMERS



IRELAND

SO
UNIQUE
SO
DIVERSE



FRANCE



SPAIN



PORTUGAL



www.atlantic-coast-route.com

Interreg
Atlantic Area
European Regional Development Fund



PUBLISHING CREDITS

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EuroVelo Schematic Diagram (2023)

EuroVelo routes

EuroVelo 1
Atlantic Coast Route
10,650 km
Norway to Portugal

EuroVelo 2
Capitals' Route
5,050 km
Ireland to Russia

EuroVelo 3
Pilgrims' Route
5,650 km
Norway to Spain

EuroVelo 4
Central Europe Route
5,050 km
France to Ukraine

EuroVelo 5
Via Romea (Francigena)
3,250 km
United Kingdom to Italy

EuroVelo 6
Atlantic-Black Sea
4,700 km
France to Bulgaria

EuroVelo 7
Sun Route
7,650 km
Norway to Malta

EuroVelo 8
Mediterranean Route
7,350 km
Spain to Cyprus

EuroVelo 9
Baltic-Adriatic
2,050 km
Poland to Croatia

EuroVelo 10
Baltic Sea Cycle Route
9,150 km
Sweden to Denmark

EuroVelo 11
East Europe Route
6,750 km
Norway to Greece

EuroVelo 12
North Sea Cycle Route
7,250 km
Norway to United Kingdom

EuroVelo 13
Iron Curtain Trail
10,550 km
Norway to Türkiye

EuroVelo 14
Waters of Central Europe
1,150 km
Austria to Hungary

EuroVelo 15
Rhine Cycle Route
1,450 km
Switzerland to Netherlands

EuroVelo 17
Rhone Cycle Route
1,000 km
Switzerland to France

EuroVelo 19
Meuse Cycle Route
1,050 km
France to Netherlands

Atlantic Coast Route



The EuroVelo initiative

The bicycle in Europe

The 2013 European barometer on the *Attitude of Europeans concerning urban mobility* indicates that **49% of Europeans use bicycles**. Behind this data are big fluctuations in numbers, ranging from 7% in Malta to 87% in the Netherlands.

From an economic point of view, according to a study commissioned in 2012 by the European Parliament, each year in Europe **2,3 billion journeys by bike** are made to generate an **economic impact of over € 44 billion**. Over **20 million people participate in cycle touring** with one or more overnight stays during their journeys. The economic movement of these stays exceeds **€ 9 billion per year**.

What is EuroVelo?

EuroVelo is a network of 17 long-distance cycle routes connecting and uniting the whole European continent, with a total length exceeding 90,000 km. The routes can be used by cycle tourists as well as by local people making daily journeys. It is expected that the EuroVelo network will be completed by 2030. According to current calculations it will generate over **60 million journeys a year** with an economic impact of over **€ 7 billion per year**.

Objectives of EuroVelo

- Guaranteeing the setting up of cycle lanes with a high-quality criterion in all the countries taking part.
- Encouraging the exchange of experiences and best practices between European states and regions in order to achieve quality standards common to all countries taking part.
- Disseminating and promoting these routes between administrations, economic stakeholders, and potential users.
- Promoting the transition to a healthy and sustainable means of transportation for both daily travel and touristic journeys.
- Providing an information node for the whole of Europe on cycling, the EuroVelo routes, and national cycling routes.



ATLANTIC COAST ROUTE

So unique so diverse



NORWAY

Natural sites

- 1 North Cape
- 2 Senja island
- 3 Lofoten islands
- 4 Atlanterhavsveien
- 5 The west Norwegian Fjords (UNESCO)

Heritage sites

- 6 The Rock Art of Alta (UNESCO)
- 7 The Vega Archipelago (UNESCO)
- 8 Nidarosdomen in Trondheim
- 9 Runde Lighthouse
- 10 Bryggen in Bergen (UNESCO)

FRANCE

Natural sites

- 1 The Nantes-Brest Canal
- 2 The Poitevin Marches
- 3 Bordeaux Vineyard
- 4 The Dune of Pilat
- 5 The Landes Forest

Heritage sites

- 6 Abbey of Bon Repos
- 7 Castle of the Dukes of Brittany
- 8 Fort Boyard
- 9 Cordouan Lighthouse
- 10 Port of Saint-Jean-De-Luz

UNITED KINGDOM

Natural sites

- 1 Moray and Nairn coast
- 2 Cairngorms National Park
- 3 Loch Lomond and Trossachs National Park
- 4 Pembrokeshire Coast National Park
- 5 Dartmoor National Park

Heritage sites

- 6 Culloden Battlefield
- 7 Galloway and Southern Argyshire (UNESCO Biosphere)
- 8 St Davids
- 9 Branton Burrows (UNESCO Biosphere)
- 10 Glastonbury Tor

SPAIN

Natural sites

- 1 The Señorío de Bertiz Natural Park
- 2 Monfrague National Park (UNESCO Biosphere)
- 3 Río Tinto Mining Park

Heritage sites

- 4 Estella-Lizarra
- 5 La Rioja's vineyard landscapes
- 6 San Millán Yuso and Suso Monasteries (UNESCO)
- 7 Historical Wine Routes
- 8 Zamora (Via de la Plata Route)
- 9 Cáceres (UNESCO)
- 10 La Rábida Monastery

PORTUGAL

Natural sites

- 1 Ria Formosa Natural Park

Heritage sites

- 2 Cacela-a-Velha
- 3 Faro Cathedral
- 4 Belém Tower (UNESCO)
- 5 Dom Luís

IRELAND

Natural sites

- 1 Giant's Causeway (UNESCO)
- 2 Slieve League
- 3 Ben Bulbin
- 4 Croagh Patrick
- 5 Connemara

Heritage sites

- 5 Cliffs of Mohir
- 6 Skelling Michael (UNESCO)



So Unique, So Diverse

EuroVelo 1, also known as the **Atlantic Coast Route**, is a **trans-European cycle touring route**. It runs for **10.650 km** from North Cape in Norway to Valença in the north of Portugal via the United Kingdom, the Republic of Ireland, France, and Spain. On the way the cycle tourist can visit **13 UNESCO World Heritage Sites**.

10,650 KM
6 COUNTRIES
6 CLIMATES
13 UNESCO SITES

Organisation

EuroVelo 1 is part of EuroVelo, the European cycle route network, which is promoted and coordinated by the European Cyclists' Federation (ECF) with its central headquarters in Brussels.

Each country has a National EuroVelo Coordination Centre (or Coordinator), with the **mission** of guaranteeing the **implementation**, the **operation**, and the **quality standards** of the EuroVelo routes which pass through their territory. The exact composition of the Coordination Centres vary from one country to another according to their characteristics and organisation. They include cyclists' associations, public administrations, tourist bodies, public transport companies, private companies and other service providers.

Who is involved in the development of EuroVelo 1?

Beside the EuroVelo National Coordination Centres and Coordinators who manage the EuroVelo network in each country, EuroVelo 1 has been developed in the frame of the EuroVelo 1 Partnership (2021-2023), consisting of the following organisations:

Secretariat: [European Cyclists' Federation](#)

Norway: [Statens vegvesen](#) (Norwegian Public Roads Administration)

Republic of Ireland: [Sport Ireland Outdoors](#) unit and supported by the [Department of Transport](#)

France: [La Vélodyssée](#)

Spain: [ConBici](#), [Turismo y del Deporte de Andalucía](#), [S.A](#)

What is the EuroVelo 1 Partnership?

Following the success of the AtlanticOnBike project (2017-2020), the EuroVelo 1 Partnership was created at the end of 2020 to further develop and promote EuroVelo 1 – Atlantic Coast Route as a sustainable and popular cycling tourism destination.

The previous project partners had agreed to continue with joint collaboration (between 2021-2023) in order to keep on developing the route on the transnational level and sustain the project activities in the long run.

For more information, visit the partnership page on Pro.EuroVelo.com.



 **NORWAY****FJORDS, MOUNTAINS, AND ISLANDS**

EuroVelo 1 takes you along Norway's beautiful and extensive coastline, with fjords, high mountains and a multitude of islands dominating the scenic backdrop to the route. Connections to EuroVelo 3, 7, 11 and 12 are available, whilst the Norwegian section of EuroVelo 1 covers over 2,500 km stretching from Bergen to the North Cape, including five of the 18 Norwegian Scenic Routes.

National EuroVelo Coordinator Centre in Norway

Statens vegvesen (Norwegian Public Roads Administration)
Postboks 1010, Nordre Ål
2605 Lillehammer.

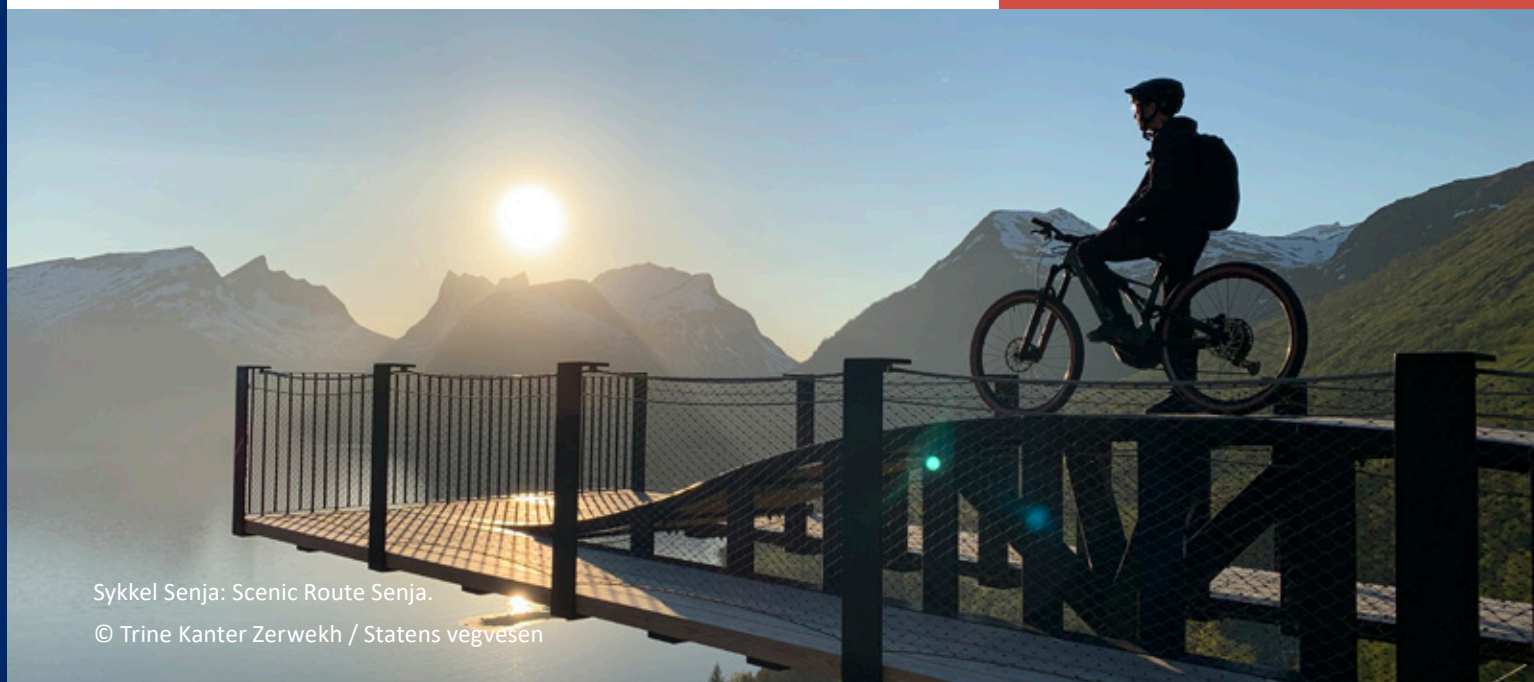
☎ +47 2207 30 00 Press 9 for information in English.

✉ firmapost@vegvesen.no

www.vegvesen.no/en/home

www.nasjonaleturistveger.no/en

www.cyclenorway.com



Sykkel Senja: Scenic Route Senja.

© Trine Kanter Zerwekh / Statens vegvesen



Bergsbotn, Scenic Route Senja. © Norway Adventures

REPUBLIC OF IRELAND

ROLLING HILLS, RUGGED COASTLINE WITH SPECTACULAR SEA VIEWS, COUNTRY LANES, RURAL TOWNS AND VILLAGES

The EuroVelo 1 route located in the Republic of Ireland is divided into 40 sections and is just over 2,350km in length. The route runs along the southern and western coasts providing cyclists with spectacular coastal views as well as passing through some inland rural areas.

If travelling south to north, the route begins at the southeastern corner of Ireland at the ferry port at Rosslare Harbour in Co. Wexford. Here, ferries connect with the UK, France and Spain. From Rosslare Harbour, the route travels along the coast to the north west of the country before arriving at the border with Northern Ireland near the village of Bridge End, in County Donegal. The route passes through the counties of Wexford, Waterford, Cork, Kerry, Limerick, Clare, Galway, Mayo, Sligo, Leitrim and Donegal.

Cyclists will travel along mostly quiet rural roads and some traffic free greenways, including the Waterford Greenway, the Limerick Greenway and the Great Western Greenway. (More greenway sections are under development and will become part of the route when they are completed.) There are things to see and do along the route. Details of each proposed section can be found at www.eurovelo1ireland.ie. At some points, the route co-incides with the Wild Atlantic Way tourist route, and here there also many attractions and things to see that will be of interest to cyclists.



The bicycle in Republic of Ireland

Cycling in Ireland is becoming increasingly popular as a means of transport and most recent data from the Irish Sports Monitor shows that 11% of the population use a bike to get around. As a recreational activity cycling is the third most popular activity after walking and swimming with 5% of the population cycling regularly for leisure. There is a concerted effort by the government to increase these figures and investment in improved cycling infrastructure for both transport and recreational use has increased significantly in recent years.

Even though there is a focus on improved infrastructure, there is already ample availability of excellent cycling opportunities on the existing local road network in Ireland. These roads have low traffic volumes and are ideal for cycling. Much of EuroVelo 1 uses roads like this to make up the route.

National EuroVelo Coordination Centre in the Republic of Ireland

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EuroVelo Ireland website:
www.eurovelo1ireland.ie

Transportation intermodality conditions

There are many opportunities to reach points along EuroVelo 1 in Ireland by train or bus. EuroVelo 1 passes through or close to all Irish cities apart from Dublin as well as many regional centres. There are train services to 11 locations along the route and bus services to even more.

Transport for Ireland is a single public transport brand which promotes and integrates public transport in Ireland. It provides journey planning guidance, public bus and rail timetables, real time passenger information, a taxi fare estimator, discounted fares, and cycling and walking information including a downloadable Cycle Planner App.

Rail: Bicycles can currently be transported on the **Irish rail network** and space must be booked in advance at no extra charge. (2 spaces are set aside for bicycle storage on each train).

Bus: Bicycles can also be transported on **Irish public bus services** and are transported in the storage area beneath the bus. This service cannot be booked in advance.

There are also a number of private bus companies which provide services on specific routes. These can be found using an internet search.

Ferry: From **Rosslare Europort** can connect with ferries to/from Wales/France and Spain.

FRANCE

LEGENDS, MARSHES, DUNES, FORESTS AND GOURMET STOPS

The French part of the EuroVelo 1, La Vélodyssée, connects Roscoff with Hendaye in 38 stages of 14 to 50 km. La Vélodyssée seduces by the diversity of landscapes it allows the visitor to explore. A route over 1,300 km long with specially adapted cycle trails in both directions. Almost 80% of the itinerary is on designated car-free cycle lanes.

So whether as a family, a couple, or as a sporting challenge, come and discover the Atlantic coast and all the treasures to be explored along this fully secure and marked route. Every turn brings new surprises to be seen from a bike, that powerful symbol of personal freedom.

From Brittany, land of legends, along the Loire Estuary, through the marshes in the Vendée, and then down through maritime Aquitaine, the route traverses magical and ever-changing landscapes.

Fall in love with iconic tourist attractions such as the Nantes to Brest Canal, the Poitevin marshes, Fort Boyard, Arcachon Bay, the Dune of Pilat, and the Landes Forest. Not to mention the pleasures of watching craftsmen at their work and making unmissable gourmet stops to try local delicacies...



Transportation intermodality conditions

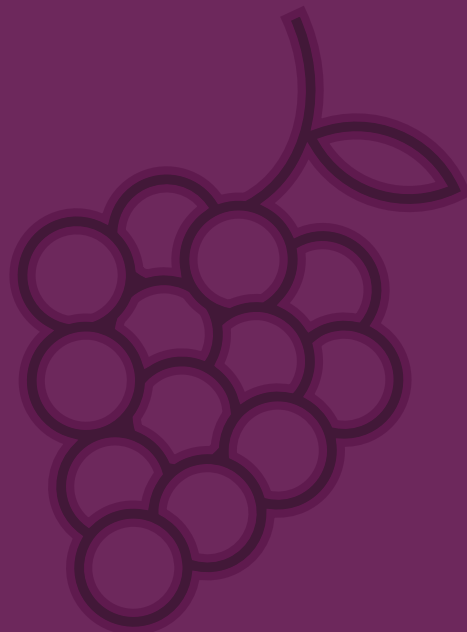
EuroVelo 1 crosses France by following the Atlantic coast and its famous seaside resorts. Different intermodal solutions allow cyclists to reach La Vélodyssée's gateways as well as the others connections facilitating their progress.

Rail: www.velo-sncf.com. Depending on the type (TER, Intercités ou TGV) of train you will use, the access' conditions with bicycles may be different. Consult booking's conditions on line at en.oui.sncf or www.thetrainline.com. In all trains, the number of places dedicated to bicycles being limited, we advise you to arrive well in advance, avoid busy schedules and anticipate your reservation. Good to know: bike dismantling kits are available in different stations.

Bus: Some local bus networks accept bikes all year round. Remain still vigilant because places are limited; it is therefore recommended to arrive in advance. On the national and international network: several long-distance bus companies serving La Vélodyssée accept bicycles: [Eurolines](#), [Flixbus](#), [Isilines](#), [Ouibus](#). Other local lines can also be set up in summer to facilitate travel on the Atlantic coast.

Alternatives solutions: opt for a lighter trip by trusting the professionals at your disposal: luggage delivery service, "one-way services", bike rental around train stations and accommodation's offers.

Consult all the news and useful information to prepare your next stay on www.cycling-lavelodysee.com



The bicycle in France

In France, cycling continues to grow thanks to the quality of its network which includes 15.780 km of developed national routes including 7 030 km of European route.

The number of bike counted in cities and on touristic routes has increased by 20% over the last 5 years (2013-2018).

Today, 56% of French people ride bikes at least once a year.

15 million or French people cycle for commuting and 21 million during their holidays. Cycle tourists affect 5% of these 21 million.

Thanks to an average expense of 65 € per day per person, the economic impact of cycle tourism in France varies from 12 000 € to 80 000 € per route km.

National EuroVelo 1 Coordination Centre in France

La Vélodyssée
Charentes Tourisme
85 Boulevard de la République
17076 La Rochelle Cedex 9

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SPAIN **HISTORY, CULTURE, NATURE, VINEYARDS,
AND GASTRONOMY**

In Spain EuroVelo 1 covers over 1,400 km and crosses the regions of the Basque Country, Navarra, La Rioja, Castilla y León, Extremadura, and Andalusia.

The itinerary follows various historical and cultural routes such as the French Pilgrims' Route to Santiago, the Canal de Castilla, the Duero Route, and the ancient Vía de la Plata Route of Roman origin. On the routes covered a wide variety of landscapes can be enjoyed. From the green Navarra, through the colourful landscapes of the vineyards of La Rioja, you can reach the wide expanses of Castilla y León and continue on the dehesa pasturelands of Extremadura; you will end up on the Atlantic beaches of Andalusia.

Heritage, culture, art, and history are combined in various places which have been declared World Heritage Sites by the UNESCO: San Millán de la Cogolla, the cradle of the Spanish language, and cities such as Burgos, Zamora, Salamanca, Cáceres, and Mérida. Unique places such as the Mines of Rio Tinto in Andalusia or La Rábida, the gateway to the New World, await you on the final stretch of the journey.

All this is accompanied in the various regions by Spain's renowned gastronomy (garden produce, vegetables, fruit, cheeses, hams, meats, stews...) and wines of exceptional quality which are acknowledged all over the world.

**The bicycle in Spain**

Spain is a country which is becoming more and more prepared for using bicycles, both for leisure and as local transport. The mildness of the climate means that the number of users remains fairly constant throughout the year: 13% in winter, 32% in spring, 33% in summer, and 22% in autumn.

Cycling is the most frequently practised sport in Spain. In only five years (2011-2016) its figures have doubled: 38.7% of the population who practice a sport are cyclists.

The industry, commerce, and services related to cycling are growing at a rate of 4/5% per year.

Cycle touring in Spain accounts for 1,620 million euros annually.

**National EuroVelo Coordination
Centre in Spain**

CONBICI. Coordinator in defense of the Bike.
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Alejandro Martín (national coordinator)
Ángeles Gómez (reception)
Alex Rodier (technician/project manager)
Iria Prendes (communication)
Vicente Hernández (IT)

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www.eurovelospain.com

Transportation intermodality conditions

RENFE (rail): www.renfe.com/viajeros/info/bicicletas.html. By booking in advance the traveller can take a bicycle or scooter with him/her on all AVE (High Speed Train), Long Distance, Avant, Conventional Middle Distance, Suburban, and Feve services.

Buses. In general bus companies (not city buses) allow the transporting of bicycles on both national and international journeys, provided that they are suitably packed. In any case it is a good idea to consult the rules of each company before starting to travel.

Courier firms. Both the public company Correos (Post Office) and several private companies (NACEX, SEUR, MRW, Bicigrino, Jacotrans...) provide services for sending bicycles within Spain. They generally have standardised boxes for packing them and apply a weight limitation. The price usually includes a general insurance to cover possible damage to the bicycle.



UNITED KINGDOM

RAILWAY LINES, BRIDGES AND NATIONAL PARKS

EuroVelo 1 travels 230 miles through England, entering at Plymouth and following Route 27 of the National Cycle Network - also known as the Devon Coast to Coast. Passing over impressive Victorian-era bridges and viaducts, from Bristol, EuroVelo 1 crosses the border into Wales and joins The Celtic Trail. EuroVelo 1 then departs for Ireland, re-entering the United Kingdom via the beautiful county of Donegal and the North West of Ireland. The ferry from Belfast takes cyclists to Cairnryan in South West Scotland, where they can link up with EuroVelo 1 at nearby Stranraer. The route then continues through the heart of Scotland. Make sure to look out for wildlife including dolphins and even the occasional orca in the Moray Firth before heading south to Aberdeen.

The bicycle in United Kingdom: The National Cycle Network is a signed network of over 16,575 miles of routes. It contributes £2.5 billion to local economies annually, and saves the UK economy nearly £88m through reduced road congestion every year. The health benefits associated with walking and cycling on the Network in 2017 prevented 630 early deaths, and averted nearly 8,000 serious long-term health conditions.

Transportation intermodality: Ferries and trains are accessible across the territory. Ferry: Brittany Ferries, StenaLine. Rail: Eurostar, National Rail, Translink.



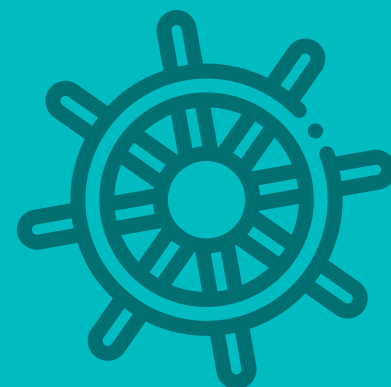

PORTUGAL

300 DAYS OF SUNSHINE TO ENJOY THE ATLANTIC

Over 920 km of coastline – enough to suit everybody, from sheltered dunes to rocky coves, from tiny bays to vast stretches of open sands, from shallow lagoons to the crashing surf of the wild Atlantic. Blessed with over 300 days of sunshine a year, Portugal also enjoys the perfect climate to complement its spectacular shoreline. In Portugal, the EuroVelo 1 crosses 5 regions on 18 sections with a total length of 1,176 km. EuroVelo 1 enters Portugal through the Algarve (4 sections and 281 km), Alentejo (3 sections and 181 km), Lisbon (2 sections and 139 km), Centro (6 sections and 375 km) and Porto and the North (3 sections and 200 km).

The bicycle in Portugal: Among the Portuguese population over 15 years old, 380,257 men and 131,284 women use a bicycle at least one day a week.

Transportation intermodality: Rail: www.cp.pt/passageiros/pt Bus: (national coverage) www.rede-expressos.pt (regional - Algarve): www.eva-bus.com Ferry: Ayamonte (Spain) to Vila Real de Santo António (Portugal): www.etrioguardiana.pt/index.php/horarios-carreiras/vrsa-ayamonte Cacilhas (Setúbal) to Cais do Sodré (Lisbon): www.ttsl.pt/passageiros/horarios-de-ligacoes-fluviais/ligacao-cacilhascais-do-sodre/



National EuroVelo Coordinator in Portugal

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Corporate identity of EuroVelo 1 for use in the media

The international logo of the Atlantic Coast Route (EuroVelo 1) consists of the following elements:

- Number 1 corresponding to the order of the route within the EuroVelo Network.
- The 12 yellow stars representing Europe.
- The blue background which also represents Europe.

The logo can be used with the name of the route (or without it) so that it can be read easily.



Version 1



Version 2



30 mm

Minimum size of logo use
Version 1



Example of use of the logo Version 2

Frutiger 87
Extra Black CN

Next the PANTONE are different colours codes to ensure correct reproduction:

Four-colour version



Signage of the route

When the EuroVelo 1 route is completely set up, its 11.150 km will have specific signposting to allow users to identify it easily. This has been designed taking into account the European recommendations for marking the EuroVelo itineraries, the CEE-ONU 2009 resolution on road signs, and the EuroVelo Transnational Signing Manual, ECF 2023.

Here are some examples of signs which have already been erected in various countries:



Ireland



Spain



Spain



France

EuroVelo 1 services

In the 6 countries through which the Atlantic Coast Route runs there are various services and tourist offers designed to make the journey and the stay of the travellers who use it an easier undertaking. These services vary from one country to another as they depend on the cycle touring tradition, the maturity of the product in each place, and the inherent characteristics of each territory. Among these services we can mention specialised travel agencies, guided cycle touring journeys, thematic accommodation, cycle shops on the way, bike parking, recharging points for electric bikes, bike hire, stamps of quality for cycle tourism friendly establishments, points of information...

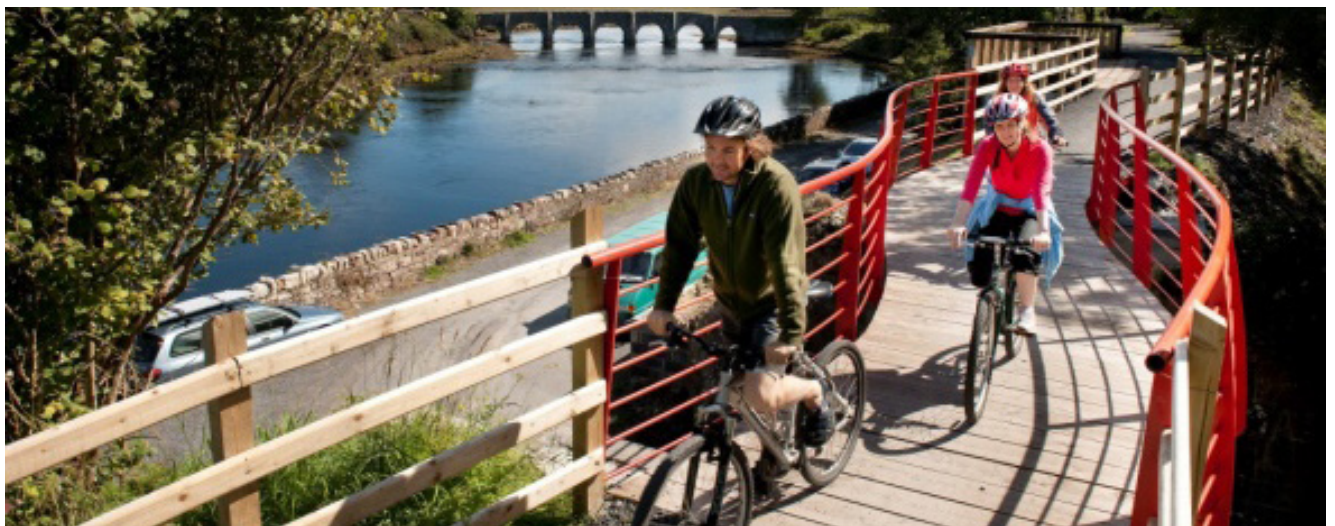
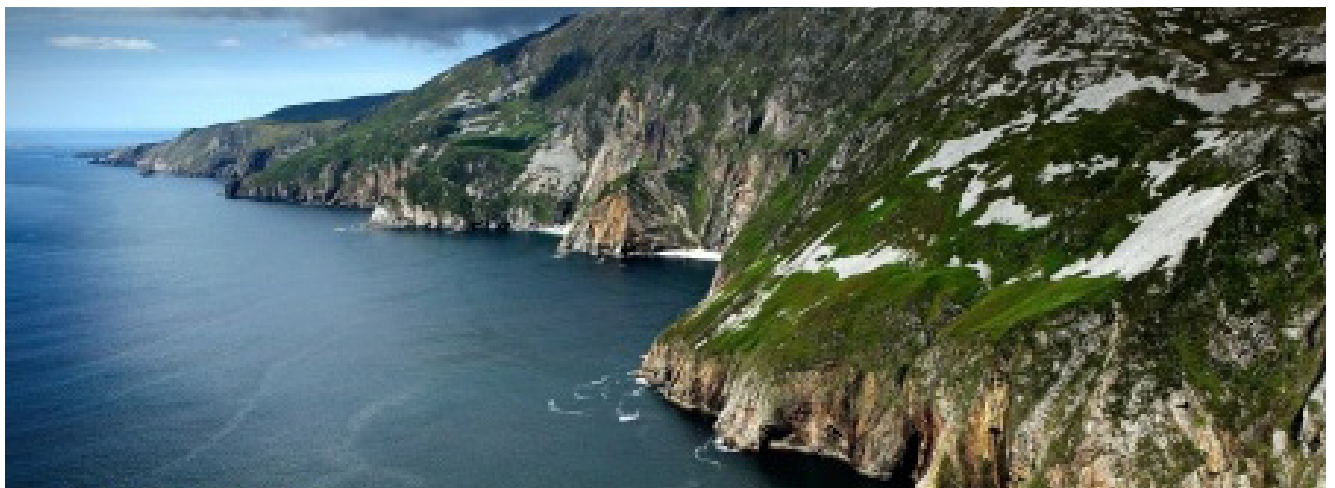
In some cases associations and programmes exist to provide this type of specific services in an organised manner for cycle tourists. For example:

Voyages France Velo (France) www.francevelo.bike Delivers and retrieves bikes of different kinds, all equipped with saddlebags, an antitheft system, repair kit, pump and helmet. "One-way" bike rental companies all along the French Atlantic Coast. Transporting bikes, luggage and people are their most popular services.

Bikefriendly (Spain) www.bikefriendly.bike This is a network which has been created in Spain to gather national information on accommodation, service establishments, travel agencies, route information, cycle touring packages, quality stamps, discounts, offers...

Bike Territory (Spain) www.biketerritory.com Initiative by the Royal Spanish Cycling Federation promoting destinations, municipalities, and businesses that foster cycling tourism by offering infrastructure, amenities, and services tailored to cyclists.

BikeSul (Portugal) www.bikesul.pt Bike rental and repairing services with guided and self-guided tours of outdoor cycling activities.



Frequently asked questions (FAQ)

When and how did the idea for EuroVelo arise?

EuroVelo arose at a meeting of the European Cyclists' Federation (ECF) and its British (Sustrans) and Danish partners (de Frie Fugle) in 1995. It was officially presented in Logroño, Spain, in 1997. The original plan contemplated the creation of 12 long distance cycling routes. There are currently 17 routes.

Why is there no EuroVelo route 16 or 18?

Routes are numbered based on whether they cross Europe on a North-South or an East-West axis. Currently there are ten North-South routes (odd numbers 1-19) and seven East – West routes (including two circuits) (even numbers 2-14).

What kind of cyclists can travel on EuroVelo 1?

EuroVelo 1 offers a wide variety of routes for all kinds of cyclists. Those who enjoy challenges and adventure can make the epic trip of the 11.150 km of the route over several months. In contrast, families and the less experienced cyclists can start travelling by bike by riding shorter sections according to their capacities.

Where can I find information on EuroVelo 1?

On the website www.atlantic-coast-route.com you will find extensive information on the route itinerary and state of development, attractions and points of interest to visit, available maps and guides and touristic offers. This information is organised both by thematic stages and countries. Some of them already have their national websites in operation; these give detailed information on each of the sections with their itineraries, relief cross sections, points of interest, public transport, services and activities, and news related to cycle touring.

France: www.cycling-lavelodyssee.com

Spain: www.eurovelospain.com/en/rutas/eurovelo-1/

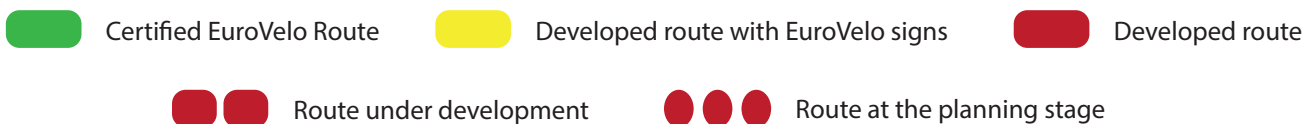
Portugal: www.euroveloportugal.com/en/

Ireland: www.eurovelo1ireland.ie

What is the situation of the various sections of the route?

A large part of EuroVelo 1 is already in operation and has been completed and signposted, but some sections still to be further developed. On the website www.atlantic-coast-route.com you can check the level of development of the route by stage and country.

MAP LEGEND



What are the rules for using the EuroVelo 1 route?

There is no unified ruling. Each of the six countries through which the route runs has its own regulations. This will also depend on the type of road we are using; whether it is a surfaced road or a country trail, or whether it is open to motor vehicles or not. Owing to this it is a good idea to consult information on the legislation of each country before starting your trip.



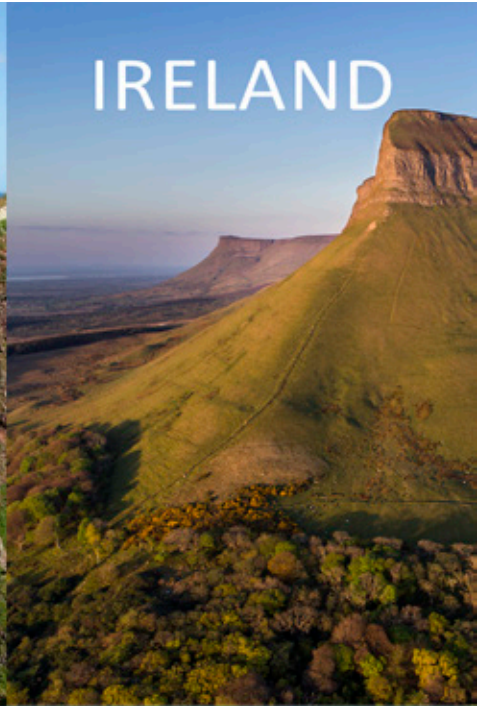
NORWAY



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PORTUGAL

