

# Interreg - IPA CBC Romania - Serbia



## *BanatBike*

### Thematic cyclist routes

#### Study



# Thematic cyclist routes Study

made within the project

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## What is Cyclotourism?

Cyclotourism is a form of tourism practiced by bicycle. It is a particularly economical mode of travel. Cyclists are almost always united by an ecological sensibility, a great passion for cycling as a means of transport and as a lifestyle, a keen curiosity for places unknown to the general public and a great adaptability to unforeseen situations. Pedaling allows you to pay attention to details that we might not otherwise understand, such as the smell of fields or the chirping of birds.

The bicycle is a relatively cheap and fast vehicle, healthy, non-polluting and conducive to mobility, tourism and economic growth in general, being an essential factor for sustainable transport. The use of the bicycle is booming, both as a daily means of transport and for recreational, cycle tourism purposes.

Cycling tourism has become an opportunity in most European countries that have discovered its advantages: attracting tourists, developing local communities, investing in infrastructure. In Europe, cycle tourism is a very important economic factor, of great interest both for public health and for environmental protection. In most states of the European Union, cycling tourism has experienced rapid development, being strongly promoted by the authorities and various non-governmental organizations.

The trend in recent decades is to develop long-distance cycling tourism, a context in which the importance of national and international cycling routes is constantly increasing. That's why river, lake and canal and coastal cycle routes are among the most popular in Europe, being used by millions of cycle tourists every year.

Cycle tourism was first defined by Path Less Pedaled as "any activity involving traveling by bicycle for pleasure". Most types of cycling fall into these main categories (which often overlap) and can include road, gravel and mountain biking:

- Bike tours: multi-day bike tours, organized independently. Examples: adventure bike trails, long distance trails.
- Events: organized walks, tours and races. Examples: cyclocross races, Tour de France, etc.
- Destination Riding: Rides centered around a specific destination or attraction. Examples: mountain biking
- Day walks and urban cycling: Often spontaneous day trips to local attractions.

Historian James McGurn talks about bets made in 19th-century London on hobbyhorses – machines propelled by feet rather than pedals. "One entrant beat a four-horse coach at Brighton by half an hour," he says. "There are various accounts of 15- to 17-year-olds touring France in the 1820s. On 17 February 1869, John Mayall, Charles Spencer and Rowley Turner walked from Trafalgar Square, London, to Brighton in 15 hours. The Times, which had sent a reporter to follow them, reported an "Extraordinary Velocipede Feat." Three cyclists set off from Liverpool to London, a three-day journey even more akin to modern cycle touring, in March.

In the same year, a newspaper report said: Their bicycles caused little astonishment on the road, and the remarks passed by the natives were almost amusing. In some villages the boys gathered around the cyclists and, where they could, caught them and ran behind them until they were tired. Much inquiry has been made into the names of the "strange bicycles", some calling them "whirlpools", "menagerie" and "valparaisons". Between Wolverhampton and Birmingham an attempt was made to upset cyclists by throwing stones.

The enthusiasm spread to other countries. The New York Times spoke of "quantities of velocipedes flying like shuttles." But although British interest was less frenzied than in the United States, it lasted longer. The expansion from a car that had to be pushed to be propelled by pedals on a front wheel made longer distances possible. A rider calling himself "A Light Dragon" told in 1870 or 1871 of a ride

from Lewes to Salisbury, through southern England. The title of his book, *Wheels and Woes*, suggests a less than uneventful ride, but McGurn says it “seems to have been a delightful adventure, despite the poor road surfaces, dust and lack of signposts. Husband and wife team Joseph Pennell (illustrator) and Elizabeth Robins Pennell (writer) published travelogues of their travels framed as literary pilgrimages; they “drove” a tandem tricycle from Florence to Rome, attracting more attention than she felt, as perhaps the first female cyclist the Italians had seen.

Travel has become more adventurous. Thomas Stevens, a writer for the *San Francisco Chronicle*, was the first person to circumnavigate the earth by bicycle. He set sail around the world on April 22, 1884 in a 50-inch Columbia, spending two years on the road and writing articles that became a two-volume, 1,021-page book. In 1894–1895 Annie Londonderry was the first woman to circumnavigate the world by bicycle. John Foster Fraser and two friends set off around the world on bicycles in July 1896. He, Edward Lunn and F.H. Lowe rode 19,237 miles, through 17 countries, in two years and two months. By 1878, recreational cycling was sufficiently established in Britain to lead to the formation of the Bicycle Touring Club, later renamed the Cyclists’ Touring Club. It is the oldest national tourism organization in the world. Members, like those of other clubs, often went in uniform. CTC appointed an official tailor. The uniform was a dark green Devonshire serge jacket, trousers and a “Stanley helmet with a small peak”. The color was changed to gray when green proved impractical as it showed dirt. Groups often rode with a bugle on their heads to signal changes of direction or to stop the group. Confusion could be caused when groups meet and mistake each other’s signals.

Membership of the CTC inspired Frenchman Paul de Vivie (April 29, 1853) to found what later became the *Fédération Française de Cyclotourisme*, the world’s largest cycling association, and to coin the French word *cyclo-tourisme*. The League of American Wheelmen of the USA was founded in Newport, Rhode Island on May 30, 1880. It shared an interest in recreational cycling with the administration of bicycle racing. Membership peaked at 103,000 in 1898.[12] The main national bicycle touring organization in the US is now the Adventure Cycling Association. Adventure Cycling, then called Bikecentennial, organized a mass ride in 1976 across the country to mark the nation’s 200th birthday. The Bikecentennial Trail is still used as the TransAmerica Bike Trail.

## Social significance

Early cyclists, often aristocratic or wealthy, flirted with the bicycle and then abandoned it for the new automobile. It was the lower middle class that benefited from cycling and the liberation it brought. The *Cyclist* of August 13, 1892 said: “The two sections of the community which form the majority of the ‘hunters’ are the great class of clerks and the great class of salesmen.” H. G. Wells described this class of aspirants liberated by cycling. Three of his heroes—in *The History of Mr. Polly*, *Kipps*, and *The Wheels of Chance*—buy bicycles. The first two work in drapery stores. The third, Hoopdriver, goes on a bicycle vacation. Authors Roderick Watson and Martin Gray in their books suggest the new social mobility created by the bicycle, which breaks the boundaries of Hoopdriver’s world literally and figuratively. Hoopdriver sets out in a spirit of freedom, finally away from work: Only those who toil six long days out of seven throughout the year, except for a short glorious fortnight or ten days in the summer, know the sensations refinements of the First Morning of the Holidays. All routine, sad and uninteresting suddenly escapes from you, There was the freshness of dew in the air; dew or the remnants of an overnight shower glistening on the leaves and grass. He drove his car up Putney Hill and his heart sang within him. Wells puts Hoopdriver in a new brown cycling suit to show the importance of the adventure and the freedom he embarks on. Hoopdriver is wrong that the bicycle raises his social status, at least in his imagination.

Both the Hoopdriver and the Young Lady in Grey, as he refers to her, escape social constraints through bicycle touring. Hoopdriver falls in love and saves her from a boyfriend who says marrying him is the only way she, going on a cycling holiday alone, can save her reputation. She lowers her social status; he raised his. McGurn says: “Changing social perspectives, as exemplified by Wells’s cyclists, led Gals-



worthy to argue, at a later date, that the bicycle “was responsible for more movement in manners and morals than anything else since Charles II.

## Development

The bike is a perfect reason to exercise outdoors. In 1930 The Cyclists' Touring Club advertised a week's all-in tour, staying at hotels recommended by cyclists, for £3.10. The youth hostel movement started in Germany and spread abroad, and a cycling holiday staying at hostels in the 1930s could be had for £2. Roderick Watson and Martin Gray estimate that there were ten million bicycles to one million cars in Britain. A decline occurred across Europe, particularly in Britain, as millions of servicemen returned from World War II having learned to drive. Bicycle trips were now on the rise. The decline in the United States came even earlier. McGurn says: The story of interwar cycling was characterized by a lack of interest and a steady decline...Cycling lost out to the automobile and, to some extent, to the new electric transportation systems. In the 1930s, bulky, fat-tired, simplified bulbous “balloon bombers” imitating motorcycles or airplanes appealed to American children: the only mass market still open to bicycle manufacturers. Wartime austerity gave cycling a brief reprieve in the industrial world. The peace after the war was to put the bike down.

However, between 1965 and 1975 the US experienced a bicycle boom. In 1976, to celebrate the bicentennial of the founding of the United States, Greg Siple, his wife June, and Dan and Lys Burden organized a mass bicycle ride, the Bikecentennial, from the Pacific to the Atlantic. Siple said: My original thought was to send out ads and flyers saying, ‘Show up at Golden Gate Park in San Francisco on your bike on June 1st at 9 a.m. Then we'll bike across the country. I imagined thousands of people, with their bikes and backpacks ready to go. At 9 o'clock everyone was starting to move. It would be like a multitude of locusts crossing America”.

The journey eventually went from Astoria, Oregon, to Yorktown, Virginia, the site of the first British settlements; 4,100 participants registered, of which 2,000 participants completed the entire route. It gave a new start to cycle tourism. Adventure Cycling has mapped trails across America and into Canada, with many of the rides taking up to three months to complete with a loaded bike.

In the UK, by 2011 the Cyclists Touring Club had grown to 70,000 members and is the largest organization campaigning for cycling and cyclists' rights in the UK. It continues to organize group events, including day trips through local groups and holidays to many countries, led by experienced CTC members. Since 1983, Sustrans has created a National Cycle Network of long-distance cycle routes, including secondary roads and traffic-free tracks built, signed and mapped in partnership with local organizations.

Since 1980, there has been an increase in organized cycling holidays offered by commercial organizations in many countries. Some companies provide accommodation and route information to cyclists traveling independently; others focus on a group experience, including guides and support for a large number of riders cycling together. A variation is celebrations, often in exotic locations, organized in partnership with a charity, where participants are expected to raise donations and cover their costs. Thanks to the rise of hospitality exchange services in the 1990s, bicycle travelers, like other travelers, had the means to better organize their stays with local hosts. Hospitality exchange website Warm Showers, which specializes in bicycle travel, started in 2005 and has over 100,000 members worldwide today. The extent of cycling and its economic effects are difficult to estimate given the informal nature of the activity. Market research indicates that in 2006 British cyclists spent £120 million on 450,000 organized cycling holidays and a further 2.5 million people included a cycling activity in their annual holiday that year. The total economic benefit to communities visited during the nine-day Great Victorian Bike Ride was estimated at \$2 million in 2011, which does not include costs paid directly to ride organizers and ongoing benefits to towns. Sustrans estimates that the total value of cycle tourism in the UK in 1997 was £635 million and predicts £14 billion for the whole of the EU by 2020. Examples of current activity provided by Sustrans include cyclists of 1.5 m who use the 250-kilometer (160-mile) Danube cycle path each year and 25% of Germany's holiday visitors who use bicycles during their visit.

## Trips

Cycling can be of any distance and time. French tourist Jacques Sirat talks in lectures about how he felt proud traveling around the world for five years – until he met an Australian who had been on the road for 27 years. German cyclist Walter Stolle, who lost his home and lives in the Sudetenland following World War II, settled in Britain and set off from Essex on January 25, 1959, to cycle around the world. He traversed 159 countries in 18 years, denying only those with sealed borders. He paid his way by giving slide shows in seven languages. He gave 2,500 at \$100 each. In 1974 he rode through Nigeria, Dahomey, Upper Volta, Ghana, Leone, Ivory Coast, Liberia and Guinea. He was robbed 231 times, used six bikes and was stolen five more times.<sup>1</sup>

Heinz Stücker left his job as a mold maker in North Rhine–Westphalia in 1962 when he was 22 years old. By 2006, he had cycled over 539,000 km (335,000 mi) and visited 192 countries. He pays his way by selling photos to magazines. From Asia, Gao Dahao left China in May 1999 to cross Siberia, the Middle East, Turkey, Western Europe, Scandinavia, then another 100,000 km through Africa, Latin America and Australia.

Others attempt long journeys in exceptionally short periods of time. The current circumnavigation record by bicycle is 78 days 14 hours 40 minutes by Mark Beaumont. Notable writers have combined cycling with travel writing, including Dervla Murphy, who made her first documented journey in 1963, from London to India, on a single speed bike. In 2006, she described how, aged 74, she was held at gunpoint and robbed while cycling in Russia. Eric Newby, Bettina Selby and Anne Mustoe have all used cycling as a means to a literary end, assessing how cycling brings the traveler closer to people and places. Selby said: (the bike) makes me independent in a way that no other form of transport can – it needs no fuel, no paperwork and very little maintenance. Most importantly, it goes at the right speed to see everything, and since it doesn't take me away from my surroundings, it also makes a lot of friends. In recent years, British adventurers Alastair Humphreys, Mark Beaumont and Rob Lilwall have all been on cycling expeditions and written popular books about their exploits. But most bike tourists are ordinary people out of the limelight. An economic implication of cycling is that it frees the cyclist from oil consumption. The bicycle is a cheap, fast, healthy and environmentally friendly mode of transport. Ivan Illich said cycling expands the usable physical environment for people, while alternatives such as cars and highways degrade and limit the environment and people's mobility.<sup>2</sup>

## Why cycle tourism?

Biking is one of the fastest growing types of outdoor recreation and tourism nationally. An estimated 48 million people cycle recreationally per year. Cycling also contributes to better health, less pollution and environmental health.

Cycling is particularly beneficial for rural communities. Touring cyclists tend to seek out scenic, low-traffic country roads that are off the beaten track. They are powered by pedals and travel more slowly, resulting in longer stays in a region.

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1 [https://en.wikipedia.org/wiki/Bicycle\\_touring](https://en.wikipedia.org/wiki/Bicycle_touring)

2 [https://en.wikipedia.org/wiki/Bicycle\\_touring](https://en.wikipedia.org/wiki/Bicycle_touring)

## Who are cyclers?

It is important that communities, businesses, understand that bike tourists are the type of tourists they want to attract. Sometimes misunderstandings about who bike commuters are can lead to negative and unwelcoming perceptions.

Bike travelers tend to be geotourists—interested in experiencing the distinctive characteristics of a place, including its culture, landscape, history, and the well-being of its residents (as defined by National Geographic). They tend to prefer spending locally, making meaningful connections with locals and exploring off the beaten track.

What makes a destination a bicycle tourism destination?

A cycling destination is anywhere someone wants to cycle on holiday. The possibilities for what a cycling tourism destination could be are endless, given the many types of cycling and the variety of visitor preferences. Destinations could include anything from a small, remote town to a huge urban center.

The implementation of a long-distance route has been shown time and time again to revitalize the communities along it, especially if there are additional efforts to build cycling tourism, such as establishing a program of cities, routes. However, this does not mean that we have to have the best cycling infrastructure to become a destination. A cultural, historical, or scenic attraction that the area is known for, such as wine country, the Great Lakes, etc., might attract visitors who want to experience it by bike. Or an event tour or race can be organized.<sup>3</sup>

## Rural bicycle tourism

Rural cycling is a branch of cycling, practiced mainly on off-road routes. It is chosen by those who want to have direct contact with nature, away from cars, perhaps in areas where there are no bicycle paths. The most suitable bike is a mountain bike or, in any case, a bike suitable for rough terrain. Rural cycle tourism can also be practiced in stages of several days, perhaps stopping at farms. This type of cycling is well associated with visiting parks and nature reserves. Sometimes the goal is not purely recreational, but adventurous (the desire to overcome routes that present special difficulties).

## Organized cycle tourism

Those who travel by bicycle need services: technical assistance for the bicycle, for repairs or accessories; catering and accommodation; information about meeting places and local initiatives; indications of protected paths away from the dangers of motorized traffic; combined use of rail or water transport. The cyclist can access these needs after deciding on his own travel route by contacting the various local organizations and entities, the local specialist associations.

Another opportunity is to turn to operators specialized in providing assistance, which ranges from suggesting routes that are particularly suitable for the destination, along which you can also count on selected structures, to offering a luggage transfer service, between the different locations. Specialized operators can also support pre-arranged groups, which thus benefit from more services at a lower cost because they are distributed among more people: suggestion of tested itineraries, directions and reservations for nights, luggage transport, finding bicycles and of travel luggage, to the rental, when necessary, assistance for the moving group. For people with mobility or sensory impairments, including manual bike users, operators can also provide people and vehicle transport when necessary.

<sup>3</sup> See: <https://www.adventurecycling.org/advocacy/building-bike-tourism/bicycle-tourism-101/>

## Cycling routes

In recent years, various European countries have focused on cycle tourism as an economic resource and invested in the construction of cycle paths, the provision of specific services and promotion. In this way, they have enhanced and provided tourist attraction to entire regions that are certainly less endowed with historical and cultural heritage, landscapes, climate, etc.

The role of cycle routes is to promote cycle tourism, to facilitate the orientation of cycle tourists and to direct the highest possible percentage of cycle tourists on certain routes, without affecting their right and freedom to use any other means of communication on which the circulation of bicycles is not prohibited.

Cycle routes are classified as follows:

- according to the criterion of the territorial level, in three ranks: national, regional and local;
- according to the criterion of the type of communication path used, in two types: road and mountain, "by MTB";
- according to the difficulty level criteria, in four grades: easy, medium, difficult and expert.
- according to the shape criterion, in two categories: linear and circuit.

"Cycling routes are established on bicycle paths, on public roads on which motor vehicles are prohibited, on private utility roads open to bicycle traffic by their administrators, on low-speed communication routes within localities, such as a limited speed zone at 30 km/h, zone with a recommended speed of 30 km/h and residential zone, on any other types of communication paths specific or favorable to bicycles, and on sections of roads open to public traffic with motor vehicles, choosing the communication path and depending on the rank, type and degree of the route and the crossing of territories with outstanding value due to their uniqueness and landscape coherence and a reduced intensity of motorized traffic", the project explains.

Also, for all road-type cycle routes, as well as for national and regional MTB-type ones and local ones of light or medium grade, the communication paths used will allow ensuring the movement of the bicycle by pedaling along the entire length of the cycle path, overtaking and simultaneous traffic in both directions including bicycles with luggage and trailers up to 1 m wide.

The road-type cycle routes mainly cross the tourist regions and other areas of the country which, through the natural, cultural, historical, landscape and other tourist attractions, are of interest from a tourist point of view and connect these areas with each other and respectively with the big cities and nodes of communications.

The MTB cycle routes cross mainly the mountainous areas of the country as well as areas that can be assimilated to mountainous areas by the nature of the relief, by the landscape or the characteristics of the communication routes. The MTB cycle routes are focused on established tourist areas and areas with tourist potential, if, through relief and the existing network of communication paths, they are suitable for MTB type cycling, as well as on connecting these areas with each other and respectively with other paths or nodes of communication, states the ministry.

It is considered MTB cycle routes and cycle routes on non-modernized roads along rivers and lakes or on their embankments in lowlands or through forests, especially peri-urban, even if the relief is flat.

On inner-city portions of urban or rural localities of cycling tourism interest, the cycling route itinerary is chosen so as to cross as much as possible: central areas, commercial, administrative and service areas, perimeters of direct or indirect tourist interest, green areas or quiet residential areas.

The intra-city route of a cycle route is chosen without large windings, easy to follow and carried out on communication paths as suitable as possible for cycling.



The length of the cycling routes is chosen so that the normal duration of travel is: 5–12 days in the case of the national ones; 2–5 days in the case of those of regional rank; a maximum of one day in the case of those of local rank.

Each cycle route is conventionally assigned a meaning. However, marking and riding are done for both directions, with the exception of some local MTB cycle routes, especially “difficult” and “expert” grades, which can be one-way in marking and riding admissibility.

The start and end points of a national or regional cycling route are accessible by means of public transport.

All the cycling routes in Romania are connected with other cycling routes and organized in the form of a hierarchical network, RNTCMR, formed by the subnets corresponding to the type and rank of the cycling routes, ensuring the accessibility of each local or regional cycling route through one, as a rule, of the immediately higher rank of the same type, which will thus also include the start and end points of the cycle path of lower rank and will possibly overlap with portions of it.

Road-type cycling routes of national rank intersect each other multiple times and are designed so that they can connect with cycling routes in neighboring countries and can enter into the composition of international cycling routes, including the trans-European cycling highways of the EuroVelo network, and form a sub-network that constitutes the basic structure of the RNTCMR, on which access to the other cycling routes is ensured. The start and end points of the national level road cycle routes are located at state border crossing points, open to international road or pedestrian traffic.

The use of cycle paths is free and cannot be subject to the payment of rates or access or transit fees. But the provision does not exempt people who ride on cycle paths from the obligations to pay certain tariffs or taxes established on the basis of specific legislation regarding the regime of protected natural areas or other legal norms that establish special restrictions and regulations regarding the regime of some areas, to the extent that those tariffs or taxes are applicable to persons regardless of the means of communication and means of travel used.

Cycling markings, depending on the complexity and technical conditions, are applied by painting directly on the substrate or by means of cycling marking indicators and panels. The signs for cycling tourism are the “cycling” icon in the “road” and “MTB” versions, as common signs, and the “C” symbol as an individualization sign. The additional elements that can appear on the cycling signs are: route sign, route logo, GPS coordinates of the location, destination (main, proximal, others) with the distance to it, route name, financier logo, area outline, other elements. Cycling markings have dark green basic colors on a white background. The “C” symbol within the markings is colored differently, in red for national cycle paths, yellow or blue for regional cycle paths and bicolor (combinations of red, yellow or blue) for local cycle paths. For easy visual identification of the degree of difficulty of the cycling routes, their indicator is written on signs and panels in the color code corresponding to the degree: blue for easy, red for medium, black for difficult, two-color yellow–black checkered for expert.<sup>4</sup>

## Cycle tourism in Romania

Romania has a huge potential through the beauty of the landscape, through positioning, through the network of roads that offer exceptional sports and landscape satisfaction to any enthusiast. Romania has a multitude and variety of attractions and tourist objectives: historical and architectural monuments, elements of popular architecture still well represented, monasteries, wooden churches, castles, fortresses, fairs, museums, etc. These make long-distance cycle tourism attractive for those

<sup>4</sup> See: <https://alba24.ro/turism-pe-bicicleta-cum-vrea-sa-dezvolte-guvernul-traseele-de-cicloturism-pentru-crearea-unei-retele-nationale-589753.html>

particularly interested in cultural aspects and not only in the sports or nature side (cycling tours along long watercourses are often linked with various forms of studying nature, animals, birds).

Even if the cycle tourism potential of our country is high, even if Romania is included on the map of some European cycle tourism routes (EuroVelo 6 – Danube Cycle Tour and EuroVelo 13 – Iron Curtain Cycle Tour), bicycle tourism is still very little developed with us from all points of view: number of practitioners, quantity and quality of infrastructure, informative and promotional materials, etc. Romania still does not have the culture of cycle tourism and no specific rules regarding the concept of cycle tourism. Although there are Romanian and foreign tourists interested in discovering the country by bicycle, inadequate markings and infrastructure discourage them.

In larger cities, there are sports clubs, associations or NGOs, which have set out to promote the bicycle, cycle tourism and the safety of cyclists in urban traffic, and their actions are already being felt.

During the first National Conference of Cycle Tourism and Bicycle Promotion in our country (October, 2002) the main advantages of using a bicycle, compared to other types of transport, were presented:

- the bicycle produces no noise at all and implicitly does not harm the atmosphere;
- cycling is recognized as healthy for the practitioner, due to the physical exercise done;
- cycling is advantageous as well as cost. The bike itself is cheap, maintenance costs are low. Also, the necessary infrastructure is cheap;
- the bike takes up little space. A parked bicycle occupies about 1 m<sup>2</sup>, so less than 8% of the space occupied by a car (and even less in the case of multi-storey bicycle parking);
- the bicycle is a fast means of transport. The average speed of a bicycle on the street is 15–25 km/h and many times the average speed of cars on the streets during rush hours.

At the same time, in the contents of the Master Plan for the Development of National Tourism 2007–2026, it was mentioned in the framework of strategic initiatives, in the chapter on active tourism, that cycling has become a leisure activity that has increased popularity and that in Romania it is in – an early phase of development.

Within the Study for the realization of Romania's tourism brand, elaborated in 2010, six key products were identified for building the brand, namely: rural tourism, active and adventure tourism, wild nature and natural parks, health and "wellness", circuits and "city breaks". All these categories of tourism also include the cycle tourism component, which amplifies their attractiveness and ensures their sustainable character.

The importance of the development of cycle tourism is also emphasized in the Ecotourism Strategy of Romania, elaborated in 2009.

Recently, there has been a good evolution in the promotion of the bicycle, cycling as a sport and cycle tourism, on the Internet. Web pages and forums dedicated to cycling appeared, some very active and useful, proving that there is a community of cyclists in Romania, constantly growing.

Another aspect related to the opportunity for the development of cycle tourism is the appearance of specialized shops selling bicycles, spare parts, accessories and specific equipment. There are already repair and maintenance services, a growing number of bicycle-based businesses and timid attempts at rental centers, especially in large urban centers. With the development of cycle tourism, other opportunities may arise for local communities (cultural tourism, ecological tourism, nature observation, etc.).

In other words, riding a bicycle is starting to become more and more popular in Romania, both for vacations and for leisure in parks, for going to work or simply as a sport. There is also a growing interest of foreign tourists in cycling tourism in Romania. But there is the impediment represented by the difficulties related to the non-approval of the necessary legal framework, the lack of infrastructure and specific facilities.<sup>5</sup>

5 <https://coltisorderomania.ro/2019/02/18/cicloturismul-o-oportunitate-pentru-romania/>

## Cycling in Banat

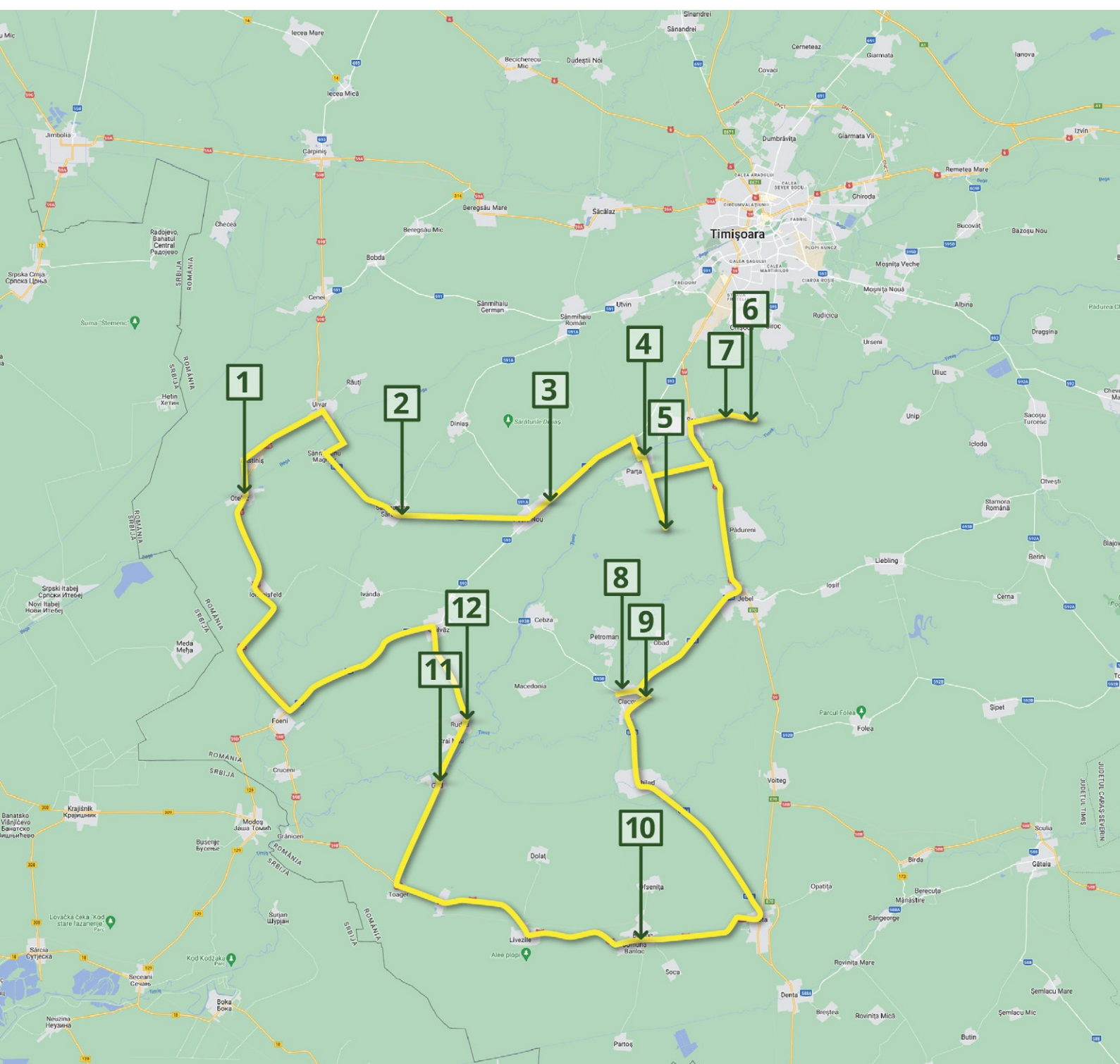
The cycling network in Banat is not well defined separately, so cyclists often share the roads with drivers. But there are many bike route options in Banat. Less traveled roads are ideal for road cycling. Big cities mostly have bike lanes, perfect for bike tours. Last but not least, there is the alternative of mountain biking tours on the hills of Banat.

Both the plain region and the mountain Banat offer excellent cycling routes. However, the scenery and degree of difficulty differ significantly. In Banat de Câmpie, the cycling routes are longer and have a reduced level difference. It's easy to pedal and for some laps a city bike is enough. In the mountain area we encounter shorter routes (in number of kilometers, not necessarily in duration) but more demanding from the point of view of physical training.

In this study, five tourist routes were established that can be easily traveled by each age group. The chosen routes can easily connect with established routes in Serbia. Tourists will have the opportunity to visit both locations in Romania and Serbia. The developed routes focus on one of the 5 basic themes considered: ecological tourism, cultural tourism, gastronomic tourism, ethnographic tourism and leisure tourism. In addition to the main theme of each route, we also presented the most important tourist attractions that can be visited. Each route can be completed in 2–3 days, for the experienced, some routes can even be completed in one day.

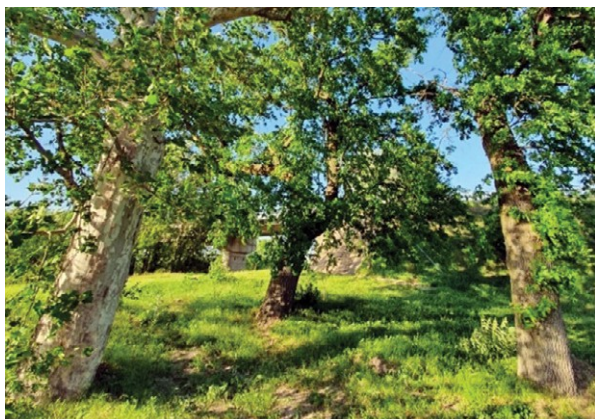
# 1. ECOLOGICAL TOURISM

Otelec – Sânmartinu Sârbesc – Peciu Nou – Cebza – Ciacova – Banloc – Gad – Rudna – Foieni - Otelec





### 1. The natural area near the Otelec bridge



**Address:** Otelec, DN 59B

**GPS coordinates:** 45.37061°N, 20.50479°E

**Business hours:** permanent

**Web:** –

**Description:** An oasis of peace and nature at the entrance to the town of Otelec. A small summer terrace works here.

### 2. Blackberry Timiș



**Address:** Sânmartinu Sârbesc

**GPS coordinates:** 45.60063°N, 20.96150°E

**Business hours:** Saturday, Sunday, 09:00 – 20:00

**Web:** <https://muretimis.ro/>

**Description:** The largest blackberry plantation in Timiș County, exceeding the area of 2 ha. The blackberries on the plantation are 100% organic. Ideal place for those who want to buy blackberries, but it is also perfect for a short walk in nature.

### 3. Valdan Domain



**Address:** Str. Principală nr. 1018, Peciu Nou 307310

**GPS coordinates:** 45.61179°N, 21.06940°E

**Business hours:** 7:30 – 16:30

**Web:** –

**Description:** A natural lake also used for fishing.

### 4. The banks of the Timiș river



**Address:** Parța 307396

**GPS coordinates:** 45.62469°N, 21.11792°E

**Business hours:** –

**Web:** –

**Description:** The Timiș River between the towns of Parța and Cebza offers an extraordinary natural setting. An area where human activity has not penetrated very much. There is the possibility to fish or in the summer to bathe in the cool waters of the river.



### 5. The Turk's Bridge



**Address:** Parța 307396

**GPS coordinates:** 45.48580 „N, 21.19961 „E

**Business hours:** –

**Web:** –

**Description:** A brick bridge left over from the Ottoman occupation period.

### 6. Şag Forest



**Address:** Şag, 307395

**GPS coordinates:** 45.65161 „N, 21.20648 „E

**Business hours:** –

**Web:** –

**Description:** It is located immediately at the exit from the town. It is a quiet area near the city of Timișoara. Recommended especially for those who use MTB bikes.

### 7. Şag-Timișeni Monastery

**Address:** Str. XXIV nr. 30, Şag, 307395

**GPS coordinates:** 45.65328 „N, 21.20570 „E

**Business hours:** 09:00 – 17:00

**Web:** <https://mitropolia-banatului.ro/manastirea-timiseni/>



**Description:** It was built in 1944. It was endowed through the efforts of the exarch of the monasteries in Banat at that time, Justinian Dalea. At first, religious services were held in the chapel inside the building. Abolished during the communist regime, it was reorganized after 1990. In 2002, the construction of a new church began, the foundation stone of which was laid on May 10. It was also then that the construction of a new administrative body began, completed in 2011.

### 8. Defense tower



**Address:** Str. Timișului nr. 1, Ciacova 307110

**GPS coordinates:** 45.51489 „N, 21.12322 „E

**Business hours:** –

**Web:** –

**Description:** Built in the 14th century, the locals call it „Cula”, in the period 1390–1394 a fortress was built here, surrounded by a network of canals, making it difficult to conquer. The Ciacova fortress was on the right side of the Timiș branch, while the civilian settlement was on the right side. The defense tower, a powerful keep 30 m high, is a remnant of this fortress, dismantled in 1701. Built of brick, on



4 levels, the tower has a rectangular plan, with corner buttresses. The Ciacova tower was built between 1390–1394 by the Csaak noble Hungarian family. In the years 1962–1963, consolidation works were undertaken on the tower.

### 9. The lake in Ciacova



**Address:** Strada Traian Vuia, Ciacova 307110

**GPS coordinates:** 45.51242 „N, 21.13984 „E

**Business hours:** –

**Web:** –

**Description:** A quiet area near the town of Ciacova. Ideal for fishing and relaxation.

### 10. Banloc Castle



**Address:** DN59B, Banloc 307010

**GPS coordinates:** 45.38815 „N, 21.14086 „E

**Business hours:** 09:00 – 17:00

**Web:** <https://www.facebook.com/CastelulDin-Banloc>

**Description:** The castle was built on the old foundations in 1793 by Count Lázár Karátsonyi. Built on a „U”-shaped plan, the castle in Banloc is a massive building, with thick walls (approx. 1.25 m) of burnt brick, with the main

facade oriented to the south, and to the north with two wings forming a courtyard terraced (court of honor). Made in the Renaissance style, on the south facade as the only ornament, the castle had an attic with the stone coat of arms of the Karátsonyi family. This heraldic insignia was preserved even after the castle became the property of the Royal House of Romania, being taken down after 1948. In fact, it was literally thrown into the castle’s septic tank. The castle is surrounded by a beautiful garden.

### 11. Gudenus Manor



**Address:** DC190, Gad

**GPS coordinates:** 45.46901 „N, 20.99400 „E

**Business hours:** –

**Web:** –

**Description:** The Gudenus mansion is a construction consisting of a basement, a ground floor and a level, and it is made up of a single body, like other mansions of the same architectural style. The joinery of the windows and doors is made of wood, the high windows and the roof without any floor demarcation being characteristic of this style. It is currently in an advanced state of decay. The mansion is surrounded by a wild garden which is very close to the Timiș river.

## 12. Lavender scent



**Address:** Rudna 307288

**GPS coordinates:** 45.49928 „N, 20.99124 „E

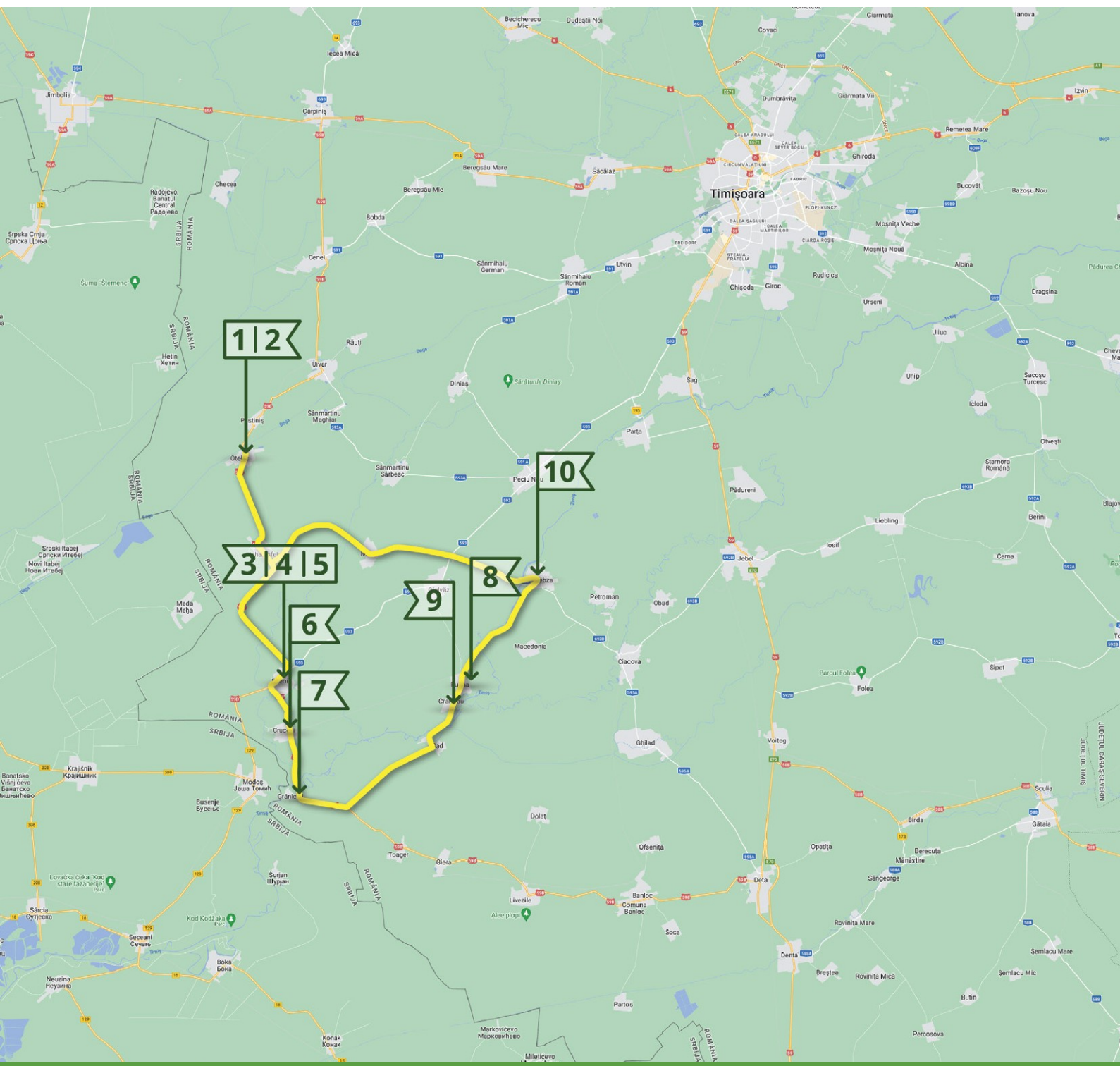
**Business hours:** May–June every Saturday and Sunday

**Web:** –

**Description:** A beautiful lavender plantation that becomes a real place of pilgrimage every May and June.

# 2. THE ETHNOGRAPHIC ROUTE

Otelec - Foeni - Cruceni - Grăniceri - Rudna - Giulvăz - Cebza - Ivanda - Iohanisfeld - Otelec





### 1. Otelec Catholic Church „The Exaltation of the Holy Cross”



**Address:** 307447 Otelec, nr. 268

**GPS coordinates:** 45.61559 „N, 20.84828 „E

**Business hours:** Sunday services from 11:30

**Web:** –

**Description:** The Catholic Church in the locality was built in 1885, being one of the oldest in the region. It was renovated in 2015.

### 2. Szekler Gate



**Address:** 307447 Otelec, nr. 268

**GPS coordinates:** 45.61559 „N, 20.84828 „E

**Business hours:** –

**Web:** –

**Description:** A rarity in Banat, the Szekler gate was built in 2009 by the descendants of 40 Szekler families who left Harghita county between 1968–1973. In search of a better life, they settled in the small town of Banat.

### 3. Mausoleum of the Mocioni family



**Address:** Foeni 307175

**GPS coordinates:** 45.49597 „N, 20.86939”E

**Business hours:** –

**Web:** –

**Description:** In the Foeni cemetery there is a historical monument, represented by the Mocioni family mausoleum. Inside, on a granite slab, it is written that the mausoleum was built by Zeno Mocioni and his grandsons, Alexandru and Eugeniu, at the urging of Antoniou de Mocioni de Foen. It was built by the Viennese architect Mór Kallina, in a sober, monumental style.

### 4. The mansion of the Mocioni family in Foeni



**Address:** Foeni 307175

**GPS coordinates:** 45.49961 „N, 20.87109”E

**Business hours:** –

**Web:** –

**Description:** The Manor of Foeni was built in 1812. Like most of the former noble residences in the region, the historical monument is in a state of decay and, over the years, its architecture has been modified several times. The Mocioni family fought politically and culturally



for the emancipation and rights of Romanians from Banat and Transylvania. The Mocioni family is descended from an ancestor, Constantin Mocioni, a priest who left Macedonia and settled in Hungary.

#### 5. Church of the Dormition of the Mother of God



**Address:** Foeni 307175

**GPS coordinates:** 45.47416 „N, 20.87648 „E

**Business hours:** –

**Web:** –

**Description:** The church was built in 1885. In the basement of the church is the crypt where Laura and Andrei Mocioni are buried. Two large towers rise above the nave, and the iconostasis is handmade and contains two important icons: the Mother of God and Jesus Christ. Prince Alexander, son of Karadjordje, prince of Serbia, gave the church a bell weighing 103 kg and a large cross. In addition to this bell, there were two more bells in the church and many valuable books that have been preserved over time.

#### 6. The Catholic Church from Cruceni

**Address:** Strada Principală nr. 10, Cruceni, 307176

**GPS coordinates:** 45.47416 „N, 20.87648 „E

**Business hours:** –

**Web:** –

**Description:** Although most of the local men were away from home, fighting in the First



World War, those who remained at home inaugurated the church in 1916.

#### 7. The Catholic Church from Grăniceri



**Address:** Grăniceri

**GPS coordinates:** 45.44132 „N, 20.87944 „E

**Business hours:** –

**Web:** –

**Description:** The Catholic Church in Grăniceri (Ciavoș) was built in 1896, dedicated to St. Ignatius of Loyola. The church tower, badly damaged by a storm in 1999, was rebuilt in 2003 by the Roman Catholic Diocese of Timisoara (with a slightly lower height than the original building).

## 8. Marienhof Rudna Castle



**Address:** Rudna nr. 62, 307228

**GPS coordinates:** 45.49362 „N, 21.01288 „E

**Business hours:** –

**Web:** –

**Description:** On the initiative of Teodor Iancovici Mirievschi, in 1782, the construction of a mansion in Rudna began. Mirievschi does not live much at the mansion, he moves to Russia, the management of the property, the mansion and the lands remains in the hands of his mother-in-law, Natalia Socolovici. But the owner of the rest of the land, Iovan Nicolici, manages to get his hands on the properties of his former friend. Nicolici marrying a relative of the Iovan Nicolici family, Maria Iancovici, simply takes possession of the lands and the mansion that was under the care of the old Natalia Socolovici. The mansion and the related lands remained in the possession of the Nicolici family for a long time, the ownership titles passed to Nicolici's son, Baron Iovan Nicolici II, after which they passed to his successor, Feodor Nicolici, who in the period 1882–1886 became the governor of Bosnia and Herzegovina. The Nicolici family owns the manor and lands in Rudna until 1919, when they buy the manor from the lawyer Lighezan. The Lighezan family, however, cannot enjoy the mansion too much, as it came into the possession of the state starting in 1924. In the immediate period following, the mansion will have several owners, at one point it even becomes the headquarters of the Border Troops, and then the headquarters of the C.A.P. There is also a legend circulating in the village that is related to the enigmatic Nicolici Manor, according to which Natalia Socolovici, deprived of her wealth, would have cursed the people of the Nicolici family, wishing them that „Not even the bones in the grave have rest”. This in-

cident gained momentum later, when during the First World War thieves stole the marble slabs, doors and windows of the chapel of the Nicolici family, devastating the owners' abode. The mansion has 10 rooms and is currently being built into a hotel.

## 9. Nicolici Mausoleum



**Address:** Ghilad

**GPS coordinates:** 45.48743 „N, 21.00448 „E

**Business hours:** –

**Web:** –

**Description:** The mausoleum was built by the Nicolici family in the 19th century. The Nicolici family also owned the Rudna Manor until 1919.

## 10. The wooden church from Cebza



**Address:** Cebza 307111

**GPS coordinates:** 45.56130 „N, 21.06833 „E

**Business hours:** –

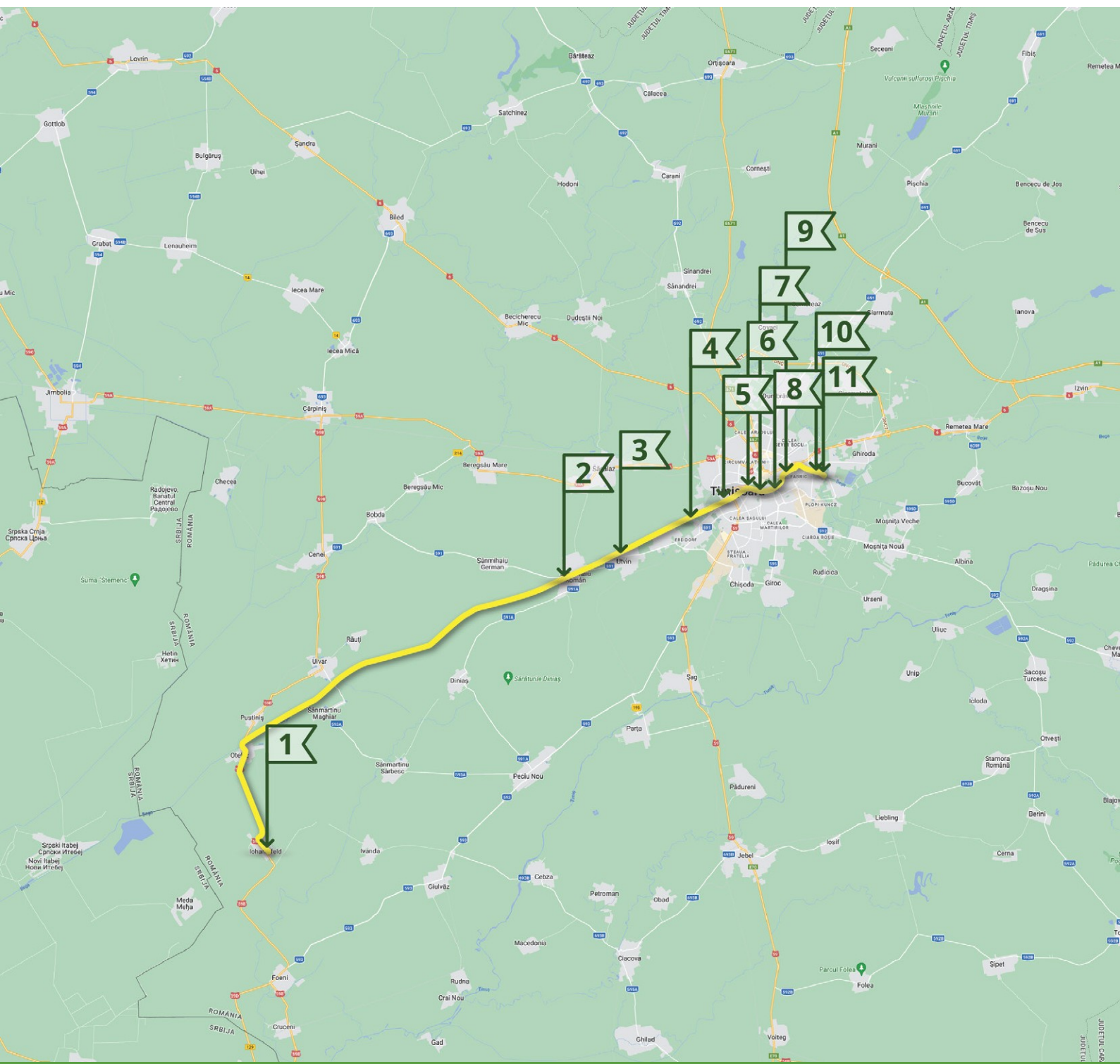
**Web:** –

**Description:** The church was built in the 17th century. The church, a historical monument, bearing the patron saint „The Exaltation of the Holy Cross”, is built of wood in a rectangular shape of impressive simplicity, with a brick foundation and walls of oak beams over which plaster was applied and a shingle roof.



# 3. THE GASTRONOMIC ROUTE

Iohanisfeld - Otelec - Timișoara along the Begăi bank on the bicycle track, up to the Hydroelectric Power Plant



### 1. Popas Iohanisfeld BIKMANIA



**Address:** DN59B 175, Iohanisfeld 307446.

**GPS coordinates:** 45.56547°N 20.86223 °E

**Business hours:** daily 11–01

**Web:** –

**Description:** It is a pleasant place where you can relax. A rich menu where you can choose the food you want. Sometimes events are organized where good music is heard and quality services are offered.

### 2. La Livada Bănăţeană



**Address:** Sânmihaiu Român 307382

**GPS coordinates:** 45.70572°N, 21.07861 °E

**Business hours:** daily 11–01

**Web:** <https://lalivadabanateana.ro/>

**Description:** At „La Livada Bănăţeană by Nora” you will find a wonderful, well-kept place, where you can quietly enjoy the tastiest traditional dishes. We will impress you with every dish made from ingredients procured from our own Nora Carmangerie, because food is better when quality products are put into it, as well as soul.

### 3. La pod popas



**Address:** Utvin 307382

**GPS coordinates:** 45.71921°N, 21.12359°E

**Business hours:** daily 10–23

**Web:** <https://www.facebook.com/LaPodPopas/>

**Description:** „La pod popas” is the ideal place, located right next to the bike path. Restaurant, terrace and entertainment.

### 4. La Căpiţe



**Address:** Strada Constantin Silvestri, Timișoara

**GPS coordinates:** 45.73455 °N, 21.17235 °E

**Business hours:** Tuesday – Friday 17–23, Saturday and Sunday 10–23, Monday closed

**Web:** –

**Description:** The summer garden strewn with straw bales, an ideal place for relaxation and an unforgettable gastronomic experience. Concerts are organized every week, especially with rock, jazz, alternative or pop-rock bands.



### 5. The Iosefin water tower



**Address:** Strada Gheorghe Barițiu 3, Timișoara 300425

**GPS coordinates:** 45.74560 „N, 21.20282 „E

**Business hours:** –

**Web:** <https://casteluldeapa.ro/>

**Description:** The Iosefin water tower is an industrial monument in Timișoara, on Gheorghe Barițiu street no. 3. It was part of Timișoara's water supply system from the beginning of the 20th century. There are advanced plans to renovate the tower and open a cafe.

### 6. River`s Tale



**Address:** Splaiul Tudor Vladimirescu 16, Timișoara 300174

**GPS coordinates:** 45.75009 „N, 21.21774 „E

**Business hours:** 11–23

**Web:** <https://www.facebook.com/RiversTale/>

**Description:** A pleasant place on the banks of the Bega canal. Ideal place for rest and relaxation.

### 7. Zaza RestoPub



**Address:** Bulevardul Vasile Pârvan nr. 9, Timișoara 300009

**GPS coordinates:** 45.74845 „N, 21.22986 „E

**Business hours:** 10–00

**Web:** <https://zazarestopub.ro/>

**Description:** A special canal-side restaurant, a place to rest and enjoy some special snacks.

### 8. La Givan



**Address:** Bulevardul Vasile Pârvan 5, Timișoara

**GPS coordinates:** 45.74893 „N, 21.23191 „E

**Business hours:** 17:00 – 01:00

**Web:** <https://www.facebook.com/La-Givan-Timisoara-387067162145244>

**Description:** A pleasant terrace on the banks of the Bega canal with outstanding cuisine.



### 9. Restaurant Merlot



**Address:** Splaiul Nistrului 1, Timișoara

**GPS coordinates:** 45.75691 „N, 21.24212 „E

**Business hours:** 12:00 – 23:00

**Web:** <http://www.restaurant-merlot.ro/>

**Description:** A stylish restaurant with a Mediterranean-inspired menu, featuring Italian and French cuisine.

### 10. Say Cheese - Pizza, pasta & salads



**Address:** Strada Uzinei, Timișoara 300314

**GPS coordinates:** 45.75942 „N, 21.26442 „E

**Business hours:** 10:00 – 22:00

**Web:** <https://www.saycheesetm.ro/>

**Description:** Authentic Italian tastes. One of the best restaurants in Timisoara.

### 11. The hydroelectric plant in Timișoara.



**Address:** Strada Uzinei, Timișoara

**GPS coordinates:** 45.75809 „N, 21.26496, 21.22986 „E

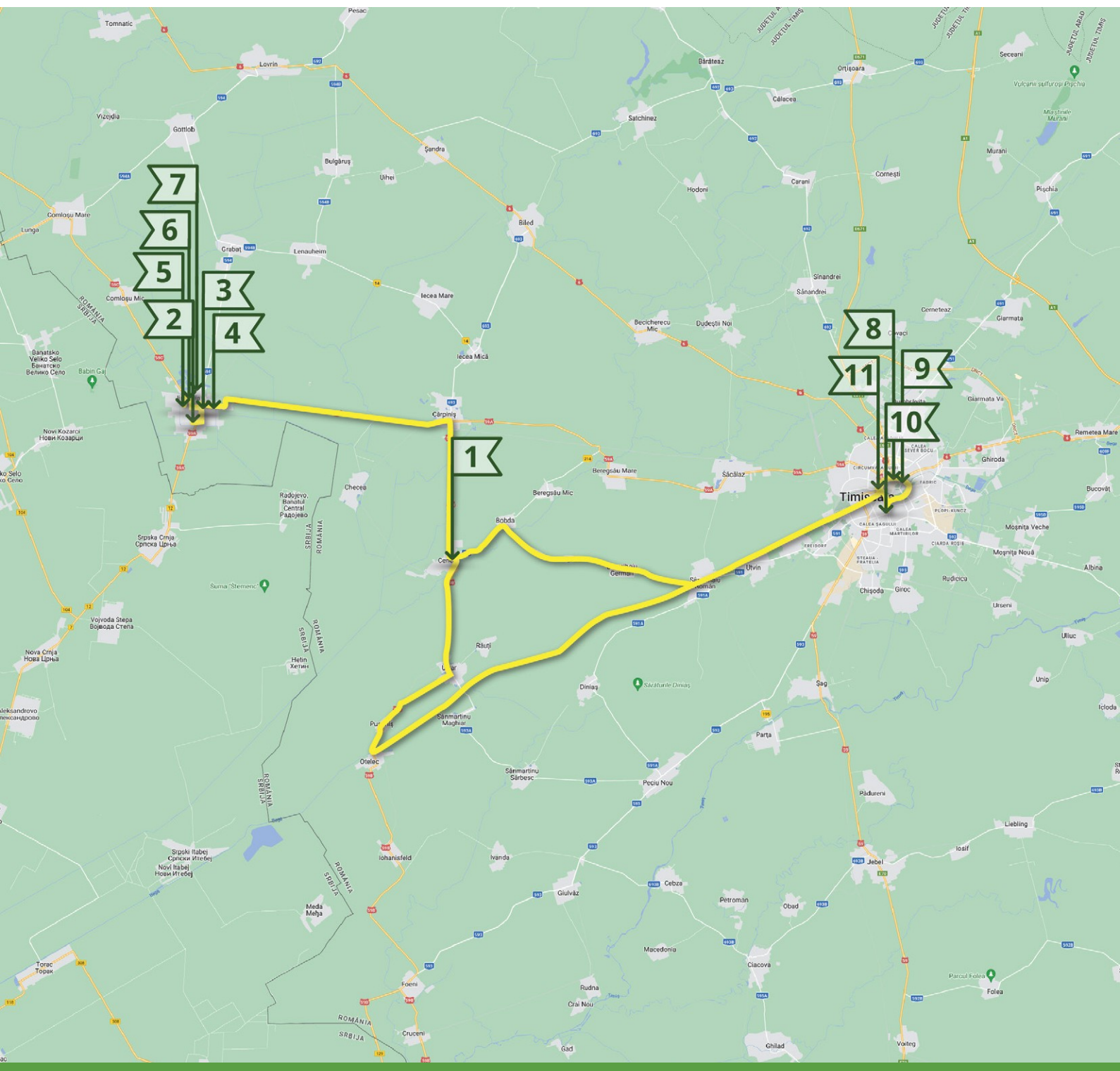
**Business hours:** –

**Web:** –

**Description:** The hydroelectric plant in Timișoara was inaugurated on May 3, 1910, on the Bega Canal. It was built according to the plans of the famous architect Szekely Laszlo. The building consists of two bodies: one raised in the form of a tower and one body that stretches over the water. The tower has a row of arches supported by columns, and at its base is a balcony. There are arched windows on the downstream facade.

# 4. CULTURAL ROUTE

Traseul: Otelec - Cenei - Jimbolia - Cârpieniș - Beregsău Mare - Săcălaz - Timișoara - Otelec (The bicycle track on the Begăi bank)





### 1. Uzbasich princely mansion



**Address:** Cenei, 307100

**GPS coordinates:** 45.71440 „N, 20.90028 „E

**Business hours:** open on request

**Web:** –

**Description:** The mansion was built between 1903–1904 by the first praetor Gáspár Uzbasich. The massive brick building, more secluded from the street front, designed in an eclectic style, but also having late classicizing elements, offered a comfortable living space to its owner. Under its high ground floor was a generous basement, above it a high roof sheltered the attic of the house. The mansion is privately owned, the owner wants to create a museum in the building.

### 2. The memorial house „Dr. Karl Diel” Jimbolia



**Address:** Strada Doctor Karl Diel 1, Jimbolia 305400

**GPS coordinates:** 45.78688 „N, 20.71867 „E

**Business hours:** open at request

**Web:** <https://jimbolia.ro/jimbolia/muzee/casa-memoriala-dr-karl-diel-jimbolia/>

**Description:** Dr. Karl Diel was a brilliant surgeon from Jimbolia whose name is associated

with many achievements in the medical field. He was born on February 14, 1855 in Jimbolia, attended primary school in Jimbolia, secondary school in Szvaros and medicine in Budapest. After years of study and internship in Budapest, in 1882, he returned to his hometown, being the attending physician of the Cseckonics family.

### 3. Memorial house „Petre Stoica” Jimbolia



**Address:** Strada Emerich Bartzer 14, Jimbolia 305400

**GPS coordinates:** 45.78960 „N, 20.72274 „E

**Business hours:** open at request

**Web:** <http://petrestoicarememberneceser.blogspot.com/2016/08/fundatia-culturala-romano-germana-petre.html>

**Description:** Petre Stoica, born on February 15, 1931, in the Peciu Nou commune of Timiș county, poet, translator, publicist, press collector and Romanian bibliophile, is considered the writer with the greatest literary longevity. He was one of the spiritual founders of the „generation 60” along with Nichita Stănescu, Matei Călinescu, Mircea Ivănescu, Cezar Baltag, Modest MBusiness hoursiu, Vasile Gordu.



#### 4. Muzeul Presei „Sever Bocu



**Address:** Strada Lorena 35, Jimbolia 305400  
**GPS coordinates:** 45.78973 „N, 20.72585 „E  
**Business hours:** Monday–Friday 8:30 – 16:30  
**Web:** <https://muzeulpresei.ro>

**Description:** The „Sever Bocu” Press Museum is a museum opened in 2007 and represents the materialization of the initiative proposed by the writer Petre Stoica. In Romania, this museum is the only entity of its kind. The main purpose for which it was made is to serve as a source of documentation for pupils, students, researchers, etc. At the moment, the „Sever Bocu” Press Museum carries out a multitude of cultural projects with an impact among the population with intellectual pursuits in Jimbolia and Timișoara.

#### 5. Stefan Jäger Museum



**Address:** Strada Tudor Vladimirescu 100, Jimbolia 305400  
**GPS coordinates:** 45.79191 „N, 20.71468 „E  
**Business hours:** Open at request, Monday–Friday 8:30 – 16:30  
**Web:** <https://jimbolia.ro/jimbolia/muzee/muzeul-stefan-jager-jimbolia/>

**Description:** This entity is the oldest Jimbolian institution that has a memorialistic character. It was established in 1969 at the initiative of Messrs. Karl–Hans Gross, Hans Bräuner and Hans Schulz, having the status of a memorial house. Stefan Jäger, the personality to whom the settlement is dedicated, is one of the prominent figures of the Swabian Banat, as through his artistic works, he left a legacy of true visual documents regarding the daily life specific to the end of the 19th century, the beginning of the 20th century.

#### 6. „Florian” Jimbolia Firefighters Museum



**Address:** Strada Liviu Rebreanu 9, Jimbolia 305400  
**GPS coordinates:** 45.79403 „N, 20.71669 „E  
**Business hours:** Open at request, Monday–Friday 8:00 – 16:00  
**Web:** <https://jimbolia.ro/jimbolia/muzee/muzeul-florian-al-pompierilor-jimbolia/>  
**Description:** An institution with a memorialistic profile cannot fulfill its purpose without being active in the present. The museum can be a place that preserves goods of the past, but all these values only shine when, in one way or another, they are brought into the present. One of the Jimbolian entities that meets this specification is the one dedicated to the voluntary activity of fire prevention and extinguishing, i.e. the „Florian” Firefighters Museum.

## 7. Railway Museum



**Address:** Strada Republicii 1, Jimbolia 305400

**GPS coordinates:** 45.80001 „N, 20.71758 „E

**Business hours:** Open at request

**Web:** <https://jimbolia.ro/jimbolia/muzee/muzeul-florian-al-pompierilor-jimbolia/>

**Description:** The museum is located near the station, it was opened on November 15, 1997. The museum also includes the old building of the station in Jimbolia, built in 1857. The new building was built in 1902 according to the plans of the famous architect Ferenc Pfaff, from Budapest. The museum houses valuable historical pieces. It includes a collection of postcards with different types of locomotives used over time in railway operation, a collection of travel cards, a numismatic collection, plaques, badges, decorations related to railway activity. In the courtyard of the museum, old objects, specific to railway transport and signaling instruments used in the maintenance works of the railway infrastructure are exhibited. The water tower, an architectural monument, has been restored and houses some original equipment. It is flanked by mechanical signals and an installation for disinfecting the rolling stock. The piece of resistance of the museum is a tricycle used more than 100 years ago when revising the lines. The museum also exhibits a collection of railway-themed graphics, created by visual artist Mihaela Şchiopu.

## 8. Art Museum

**Address:** Piaţa Unirii 1, Timișoara 300085

**GPS coordinates:** 45.75759 „N, 21.22970 „E

**Business hours:** Wednesday–Sunday 10 – 18, Monday–Tuesday closed

**Web:** <https://muzeuldeartatm.ro/>



**Description:** The Timișoara Art Museum is an art museum located in the Baroque Palace in Timișoara. The museum came into existence after the separation of the art section of the Banat Museum, which operated for a while in a wing of the current building. The museum hosts permanent exhibitions: old Banat painting, Banat icons, Romanian modern art, Corneliu Baba exhibition and decorative art. The museum also hosts a series of temporary exhibitions and various cultural events.

## 9. National Museum of Banat (Bastion)



**Address:** Bastionul Maria Theresia, Strada Martin Luther 4, Timișoara 305500

**GPS coordinates:** 45.75759 „N, 21.22970 „E

**Business hours:** Tuesday–Sunday 10 – 18, Monday closed

**Web:** <https://mnab.ro/ro/>

**Description:** The National Museum of Banat is a museum in Timișoara with its headquarters in Huniade Castle. It was founded in 1872, under the name „Society of History and Archaeology”. It houses the most important collection of archaeological objects in Banat. The museum owns two buildings, the Huniade Castle and the Theresia Bastion. Huniade Castle is under renovation and can be visited in the future.



The museum currently has several exhibitions: archaeology, history, natural sciences, Popa's exhibition.

#### 10. The Museum of the Communist Consumer



**Address:** Strada Arhitect Laszlo Szekely 1,  
Timișoara 300191  
**GPS coordinates:** 45.74343 „N, 21.22469 „E  
**Business hours:** 10 – 23

**Web:** <https://www.facebook.com/muzeuconsumatorcomunist>

**Description:** Inaugurated in May 2015, the Communist Consumer Museum is set up in the form of an „ordinary” house from the Golden Age, with a living room, children’s room, kitchen, storage room, bathroom, etc., and includes „everything Romanians had at home”: objects household and decorative items of Romanian production, furniture, contraband goods, handmade objects of the time, clothing and clothing accessories, footwear, household items, electrical appliances, games, toys, audio cassettes, vinyl records, cosmetic products, office supplies.

#### 11. The Museum Collection of the Orthodox Metropolis of Banat

**Address:** Bulevardul Regele Ferdinand I,  
Timișoara, 300006  
**GPS coordinates:** 45.75118 „N, 21.22470 „E  
**Business hours:** Tuesday–Saturday 10–17  
**Web:** <https://mitropolia-banatului.ro/colectia-de-arta-bisericeasca-veche/>

**Description:** The Timișoara Orthodox Metropolitan Cathedral, built between 1936 – 1946, underwent a major intervention in 2004 and houses a museum of ancient religious art that includes over 4,000 objects of movable heri-

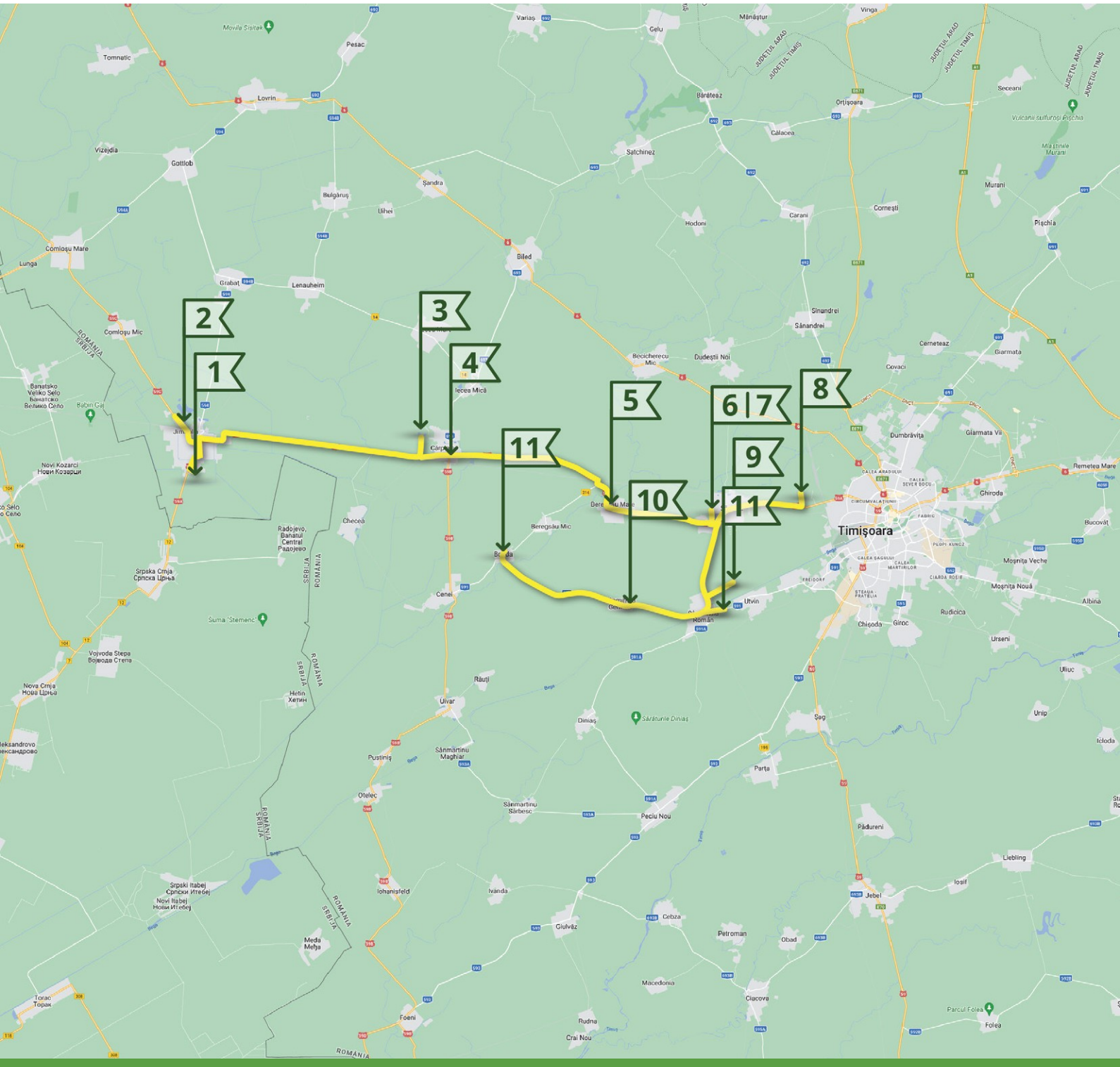


tage, of which: 3,000 volumes of old church books 10 vestments , over 800 icons and paintings, a temple, over 130 cult objects, 10 precious metal objects, etc. A lapidary with stone grave crosses can also be visited. In the building of the Archdiocese’s headquarters in B-dul C.D. Lodge no. 7 are the religious art stores: icons on wood and glass from the 16th – 19th centuries, books, manuscripts and old church objects.

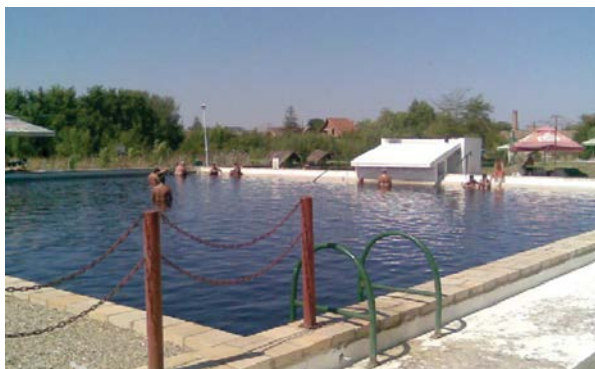


# 5. THE LEISURE ROUTE

Jimbolia - Cărpiniș - Săcălaz - Timișoara - Ușvin - Sânmihailu Român - Bodba - Cenei - Cărpiniș - Jimbolia



### 1. Strand termal Jimbolia



**Address:** Strada Contele Csekonics 2, Jimbolia 305400

**GPS coordinates:** 45.78448 „N, 20.71512 „E

**Business hours:** Monday–Tuesday–Wednesday–Friday–Saturday–Sunday 09–21, Thursday closed

**Web:** <https://www.facebook.com/people/Hotel-si-Strand-Santa-Maria-Jimbolia/100050417335505/>

**Description:** The thermal beach has 4 pools, two of which are filled with thermal water. The beach was built in 1974 and modernized in 1982, when it took on its current form.

### 2. Jimbolia Balti area



**Address:** Str. Arena Ceramică nr. 1, Jimbolia 305400

**GPS coordinates:** 45.80941 „N, 20.71270 „E

**Business hours:** –

**Web:** –

**Description:** A recreation area close to nature with picnic area, children’s playground, fishing spot.

### 3. Cărpiniș Fishery and beach



**Address:** Cărpiniș 307090

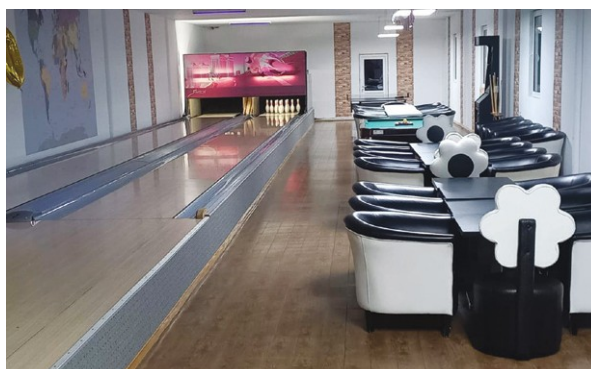
**GPS coordinates:** 45.79756 „N, 20.88433 „E

**Business hours:** depending on the season

**Web:** <https://www.facebook.com/carpinis.pescarie/about>

**Description:** The complex has a small beach and sports arenas. Anglers can try their luck at the lake in the area.

### 4. Play Bowling Cărpiniș



**Address:** Str. a II-a nr 11, Cărpiniș 307090

**GPS coordinates:** 45.78726 „N, 20.90377 „E

**Business hours:** 15:00 – 22:00

**Web:** <https://www.facebook.com/bowling-carpinis/>

**Description:** A great location for bowling.



### 5. Caraiman fishery



**Address:** Beregsău Mare 307371

**GPS coordinates:** 45.75828 „N, 21.03185 „E

**Business hours:** non-stop

**Web:** [https://www.facebook.com/profile.php?id=100083090122822&ref=page\\_internal](https://www.facebook.com/profile.php?id=100083090122822&ref=page_internal)

**Description:** Fishing lovers can relax on the banks of the pond.

### 6. Moli Park Săcălaz



**Address:** Str. Lacului nr.1, Săcălaz 307370

**GPS coordinates:** 45.76881 „N, 21.10250 „E

**Business hours:** Non-stop

**Web:** [https://www.facebook.com/people/MoLi-Park/100083490695553/?p\\_aipv=0&eav=AfbfidhjNO7loBK16uu-CO3Bs9gS51rHKvA79DERzAfhDudU5W-6jS2513hZcPRNDyjQY&\\_rdr](https://www.facebook.com/people/MoLi-Park/100083490695553/?p_aipv=0&eav=AfbfidhjNO7loBK16uu-CO3Bs9gS51rHKvA79DERzAfhDudU5W-6jS2513hZcPRNDyjQY&_rdr)

**Description:** The lake has specially arranged fishing spots. Music concerts are organized at the location in the summer.

### 7. Carol Lakes Săcălaz

**Address:** Str. Lacului nr.1, Săcălaz 307370

**GPS coordinates:** 45.75375 „N, 21.09892 „E

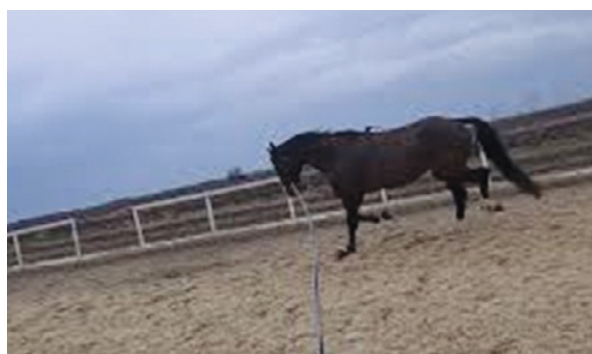
**Business hours:** Monday-Friday 07-19, Saturday, Sunday non-stop

**Web:** <https://casa-pescarului.ro/>



**Description:** The lake has specially arranged fishing spots. Caught fish can be bought.

### 8. C.S. Cantemir Stud



**Address:** DN 59A

**GPS coordinates:** 45.76536 „N, 21.15923 „E

**Business hours:** 11:00 – 19:00

**Web:** –

**Description:** Horse riding enthusiasts can take riding lessons or experienced riders can rent a horse.

### 9. La Plaja Noua Utvin



**Address:** Strada principala, Utvin 307382

**GPS coordinates:** 45.72183 „N, 21.10791 „E

**Business hours:** 10-22

**Web:** <https://laplajanoua.ro/contact/>

**Description:** 18 hectares of adventure and



fun. The complex has places set up for water sports, wakeboarding, hammocks, sunbeds and a large sandy beach.

#### 10. Sânmihaiu German Thermal Spa



**Address:** Sânmihaiu German 307381

**GPS coordinates:** 45.72183 „N, 21.10791 „E

**Business hours:** Tuesday–Sunday 13:00 – 23:00, Monday closed

**Web:** <https://www.strand-termal.ro/>

**Description:** In 1977, thermal waters were discovered at Sânmihaiu German. The discovery took place during the exploration of the territory in search of oil wells. The source of the waters is found at a depth of over 2,400 m. Initially, their exploitation for thermal heating was attempted. According to the scientific studies carried out, these waters, particularly hot, are beneficial for rheumatic conditions, but are contraindicated for people with cardiovascular conditions, due to the high temperatures. The beach offers accommodation, meals, bar, camping, barbecue, massage, solarium.

#### 11. Bobda Mausoleum



**Address:** Bobda 307101

**GPS coordinates:** 45.73518 „N, 20.94329 „E

**Business hours:** –

**Web:** –

**Description:** For those who love more special adventures and history, the Csávossy Family Mausoleum is a perfect destination. Intended for the eternal rest of the family of the Barons of Csávossy, the mausoleum was part of a vast noble estate that included a castle with more than 40 rooms, a stud farm, a park, a stable and many outbuildings intended for the smooth running of things at the castle. Count Gyula Csávossy had built here, at the end of the 19th century, an impressive palace with 42 rooms, next to which was a splendid mausoleum, a replica of the Basilica in Esztergom – Hungary. And after the palace disappeared, being dismantled „brick by brick”, the building materials being used to build numerous buildings in the area. Unfortunately, today only a ruin remains of the splendid wealth.

#### 12. The dam and lock at Sânmihaiu Român



The Sânmihaiu Roman hydrotechnical marking and navigation node is located on the Bega canal, 11 km from Timișoara, upstream from the town of Sânmihaiu Roman, in Timis county.

The objective – which is a kind of gateway to Europe when traveling by boat on the Bega River – was built during the Austro-Hungarian Empire, in 1909.

# Thematic cyclist routes Study

**Interreg - IPA CBC**  
**Romania - Serbia**



**Cooperation beyond borders.**

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