

Bidasoa Greenway

The Bidasoa is a short river which runs through Navarre and the Basque Country and forms the border between Spain and France on its way to Irun. It is best known precisely for its role as an international border and because of the railway which follows its course.

The Bidasoa Greenway recovers much of the route of the Tren Txikito (Little Train) which used to run from Elizondo to Irun, and provides an unforgettable journey some 39 km long which takes us through some beautiful villages of Guipúzcoa and Navarre on the banks of the river Bidasoa.



TECHNICAL DATA

- CONDITIONED GREENWAY

On the banks of Bidasoa and next to the Lordship of Bértiz: dense forests and traditional villages Basques.



LOCATION

Between Legasa Bertizana (Navarra) and Behobia. Irún (Gipuzkoa)
 NAVARRA-PAÍS VASCO

Length: 39 km

Users:  *

*Legasa-Sunbilla (9,3 Km): suitable

Sunbilla-Lesaka (13 Km): suitable with difficulties (potholes and mud)

Lesaka-Bera/Vera de Bidasoa (3 Km): suitable

Bera/Vera de Bidasoa-Behobia (13,7 km): suitable

Type of surface:

Legasa-Donztebe/Santesteban(2,3 km) : mixed earth and concrete

Donztebe/Santesteban-Sunbilla(7 Km): concrete

Sunbilla-Lesaka (13 Km): compacted earth

Lesaka-Bera/Vera de Bidasoa (3 Km): tarmac

Bera/Vera de Bidasoa-Endarlatza (6 Km): compacted earth

Endarlatza-Behobia (7,7 km): Compacted gravel to some asphalt stages in the environment and Behobia Endarlatza

**Natural landscape:**

Atlantic forest and river banks. Prados. Natural Park of the Lordship of Bertiz. Pyrenees and natural park Aiako Harria (Peñas de Aya)

Cultural heritage:

Navarra: Urban ensembles of all peoples of the area. Rural architecture of great beauty

Irun (Gipuzkoa): Oiasso Roman Museum, Museum Butterflies of the World, and Interpretation Center Irugurutzeta calcining kilns

Infraestructure:

Greenway. 7 tunnels, 2 and 1 halts mineral loading

Cómo llegar:

Irun: Renfe, Madrid-Irun line; Donostia/San Sebastián Euskotren, Donostia/San Sebastián-Hendaya line

Behobia-Endarlatza-Bera/Vera de Bidasoa-Lesaka-Etxalar-Igantzi-Sunbilla-Donztebe/Santesteban-Legasa-Nabarte-Elizondo: Bus. company La Baztanesa and La Burundesa

Connection:

Pamplona/Iruña: 50 Kms. to Donztebe/Santesteban

Donostia/San Sebastián: 28 km to Behobia (Irun)

Cartografía:

National Geographic Institute Map. Escala 1:50.000

Hojas 41, 65, 90 y 91

Ministry of Development Official Road Map

More information from Greenways Guide, volume I

DESCRIPTION

Km. 0 / Km. 9,3 / Km. 17,3 / Km. 24,3 / Km 31,3 /
Km 33,3 / Km 34,3 / Km 37,3

Pending its future prolongation to Elizondo, the Bidasoa Greenway described here starts at Legasa, taking advantage of the gentle downward slope alongside the river Bidasoa.

However, another very commonly used starting point is the Pausu bridge in Behobia, the border crossing point to France located at the northernmost point of our Greenway. Not for nothing is Behobia, a district of Irun, the gateway to the city of Irun proper leading us to the city of Donostia/San Sebastián and the westernmost valleys of the Navarre Pyrenees.

Km 0



The Greenway runs from Doneztebe (Santesteban) to Endarlatsa. We suggest following the route in this direction so as to benefit from the gentle descent alongside the Bidasoa.

The start of the route is easy to find, in a park on the outskirts of Doneztebe, on the left bank of the Bidasoa. Next to a bridge there is broad concreted

promenade with benches for people to sit on. Care need to be taken as the promenade is not only open to pedestrians and cyclists but also serves as an access for motor vehicles to a number of nearby properties. While motor traffic is subject to a speed limit, it is as well to be on the alert.

Km 9,3

The route passes through dense overhanging woodland and three tunnels, 15, 70 and 90m in length respectively, before arriving at Sunbilla, 7 Km from our starting point. The Bidasoa runs through the middle of the town and a magnificent medieval bridge links the two sides. We recommend that you visit this town, as well as the towns of Baztán, Bertizarana, Malerreka, and the Cinco Villas (the Five Towns, comprising the small towns of Arantza, Igantzi, Lesaka, Etxalar and Bera), with their typical stone houses and windows adorned with flowers.



After Sunbilla, the Greenway enters a section in which the mountains begin to press in on the river. The concrete pavement ends 2 Km from the town and gives way to a dirt track, although the surface is still of a good quality. This section includes a 208m curved, unlit tunnel: we recommend carrying a torch. The Bidasoa is never more than a few metres from our route. Every so often there are small dams feeding hydroelectric power

plants. "Fish ladders" have been built so that these dams do not prevent fish from swimming upstream.

Km 17,3



On the opposite bank to the busy main road, the Greenway makes its peaceful way through meadows and woods to Bera (Vera de Bidasoa), without passing through any intervening towns or villages. At Km 15 some isolated ruins mark the site of the former Igantzi (Yanci) railway station, now home to tons of wood chips from a nearby sawmill.

The trail now heads towards the Cruce de Lesaka (Lesaka Crossroads, Km 21) passing through another tunnel (the Onbordi tunnel) which is 160m long and is equipped with lighting. The Cruce de Lesaka area, previously home to Lesaka's railway station, has been affected by the arrival of a service station and a truck park, though the impact on the surroundings is partly offset by the presence of a pleasant restaurant.

After the Cruce de Lesaka, and after passing through another tunnel (120m long, curved, and also equipped with lighting) we find ourselves once again on tarmac. An old fountain and a fortified bunker that once stood guard over the banks over the Bidasoa (accessed via a small tunnel leading directly off our Greenway) provide interesting distractions as we make our way through areas of great natural beauty. The route takes us past a number of footbridges spanning the river before we reach a point where the trail intersects the Bera bypass. We need to join the bypass on its service road, and travel some 100m in a northerly direction until we reach the turn-off for the town. We need to take this turn-off, but immediately, before reaching the bridge, we make a left turn that takes us back on to the old railway track.

Km 24,3

At Km 22 we reach the town of Bera, home to the Baroja family of writers and publishers. The town centre of Bera, situated on the far side of the medieval San Miguel bridge spanning the Bidasoa river, is of outstanding beauty; every balcony and window is adorned with flowers



Three kilometres later we are back on a dirt track and enter one of

the most spectacular sections of the line: the run into Endarlatsa. Here the Bidasoa river narrows once again, and the steepness of the escarpments forces the railway line into a series of tunnels. A total of five tunnels were built in all, the longest of which is a curved bore 195m in length. Another is open on the side giving on to the river, creating a curious but somewhat hazardous viewing balcony over the Bidasoa. At Km 28 we reach the Endarlatsa bridge. From here until the mouth of the river the Bidasoa marks the border between Spain and France and so the main road crosses over to the Spanish side of the river and runs parallel to the railway line. This bridge is where we suggest you end your journey. For a few more kilometres it is still possible to discern some parts of the former railway line, but repeated encroachments on to the route make it impracticable. Irún is just 10 Km away, but if you want to get there you will need to go by road and take the utmost precautions. If you still feel like doing some more kilometres we recommend that you press on to Hondarribia (Fuenterrabia), a seaside town with a splendid historic town centre.

Km 31,3



The Greenway starts its journey through Guipúzcoa at Endarlatsa (Km 31.3), and from this point until its end at Behobia the Greenway forms part of Route 7 (Bidasoa Valley) of the Cycle Path Network of Guipúzcoa which now boasts 166 km of completed cycle paths of the 439 km planned. This section of Greenway was built by the Guipúzcoa Provincial Government which is also responsible for its operation and maintenance.

Endarlatsa is a tiny village comprising a couple of old country houses which mark the border between Navarre and the Basque Country. Endarlatsa was a landmark station of the old railway line. The original tren Txiquito (little train), the forerunner of the Bidasoa railway, started its existence here. The English mining companies which operated in the area set up their centre of operations at Endarlatsa, where they had permanent mineral ore handling, loading and unloading facilities. Such was the importance of the place that at one time there was a Endarlatsa Apeadero, though oddly it was located in the province of Navarre. The building, still in a good state of repair today, can be seen on our left before we pass under the arch of the bridge under the old road.



Endarlatsa was also a strategic point. Its name is closely linked to a defensive tower, still standing, and the bridge which used to cross the Bidasoa. Because from this point until it reaches the sea, the river forms a natural frontier with France, which is why the new and the old N-121-A roads, and the historical Way of St James, switch to the other side of the river and join the railway on the Spanish bank of the Bidasoa.

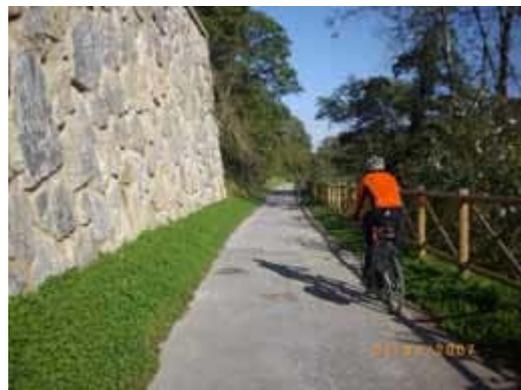


After crossing the border between Navarre and the Basque Country we enter the Aiako Harria Natural Park (Peñas de Aya). The park is not only of a singular beauty with its rocky heights, but it is also interesting from a geological viewpoint, since it is the only granite massif in the Basque Country and is the oldest formation in the region. In this section of Greenway, developed by the Guipúzcoa Provincial Government, the mountains encroach less and the water meadows along the valley floor are broader. But with only one valley side to choose from, the old road occupied the rail bed. Not so the new road, which has been built a step higher up the valley side. The encroachment by the old road has meant that an alternative route had to be found, very close to the river's lively current. Thus a short incline takes us down to a tarmacked path which, very gradually drops down parallel to the stone embankment bearing the old road.

Just after the comfortable tarmac runs out, the Greenway abandons the river for a short while and crosses a flat, open meadow. From here we can fully appreciate the mountainous landscape which surrounds us, since before to our left our view was curtailed by the side of the valley and the only view we had was of the French side. Many Spaniards crossed to that far bank to escape from hunger or repression, although the Bidasoa has been crossed clandestinely in the past in both directions.

Km 33,3

Rounded rock formations crowd the Bidasoa from the French Osinkocelaia and the Spanish Pagogaña mountains, causing the river course to become narrow and sinuous. The previous water meadow disappears and at a sharp bend in the river we come across the San Miguel Apeadero (33.3 km), clearly identified by two large signs. It is a tall, now abandoned building fronted by a large forecourt lined with majestic plane trees providing ample shade. The new route gives us a good view of how the river begins to flow more rapidly. Small rapids and a river bed of large pebbles make up a circuit in which hanging bars provided a fun slalom course for canoeists.





The San Miguel station building today turns its back on the traveller since the train used to pass on the side we cannot see. The main facade and the loading facility which used to fill trains with mineral ore extracted further up the hillside are not visible to Greenway users. In order to exploit the important mining district of San Fernando, the Ferrocarril de las Tres Coronas railway was built, which is the name given to the Peñas de Aya (Aiako Harria) crags on the French side. The train started out

from Aireko Palazioa, a spectacular railway house with a canteen and accommodation for railway workers which would later come to be known as the Palace of the Englishmen. At a height of about 500 m, it ran for a 5 km long flat section to Mount Pagogaña, where the two large inclined planes of San Miguel and Txaradi were sited, and onwards to the San Miguel Apeadero. The wagons used to be lowered down the inclined plane before being unloaded onto a plate supported by four iron pillars and fitted with screens (sieves) through which the ore pass before being loaded onto the Bidasoa railway wagons.

100 metres further on, at the foot of the Laminarri viaduct, two barriers bar the way to motor vehicles and force cyclists to slow down. A spectacular gorge rises above the viaduct carrying the new road, reaching the top of Mount Pagogaña where we can see the remains of a fort severely damaged by the bloody fighting of the Civil War. Pagogaña Fort used to form part of a modest defensive line, without artillery, built after the last Carlist War (1872-1876), which included the Endarlatsa and Pika towers.

After the barriers the Greenway once again runs parallel to the old road, now quiet, empty, and resting after the hustle and bustle of bygone days. The Greenway then dips and rises in order to regain the level of the road, where a rest area with several picnic tables occupies an elongated stretch of ground nearby (km 33.9).

Km 34,3

The mountainous valley sides once again give us more room and the water meadow broadens to form a broad area of grassland, dominated by the sheds and barns of the Lastaola farm. The Greenway and the river now separate, leaving a grassy margin between them. This strip of grassland is bordered by the river on its right and the Greenway and road on its left.



On the Guipúzcoa side the mountains are increasingly more distant. However, on the French side they can be seen clearly; an imposing mountainous barrier formed by, from south to north, the Col des Joncs, the

Col d'Osín (Osinkocelaia), and the Xoldokogaina. On this bank the mountains present a wild and bucolic image. The river bank is dotted with the country houses of Ihiztoki and Arroupea, painted white with details of wood and stone. The green pastureland climbs up the hillsides until it reaches the forests that cap the tops of the mountains.



After we have travelled a short way alongside the river, on our side the valley once again opens out into a broad and flat water meadow (Km 35.4) and river and Greenway separate once more. As on the previous occasion, in between the two a flat alluvial strip remains where corn and market garden crops are grown. On the opposite bank, to our right, the high mountains give way to rolling hills on which is sited the village

of Biriadou. White houses with red wooden shutters, presided over by a church and a pelota court can be seen above the leafy riparian forest that lines the river.

At the end of this meadowland (Km 36.5), a new sharp turn to the right causes the cutbanks to be on our side and the point bars to be on the French side. The Greenway, now hemmed in by the valley side, is now cut into the slope one 'step' below the road and one 'step' above the river. With the stone embankment carrying the road on our left hand side, our views are once again limited to the French side of the river, where cropland and pasture land is dotted with country houses.

Km 37,3

The Bidasoa Greenway climbs up to the level of the road and arrives at a large roundabout with accesses to the Puntta service station and the Zaisa industrial estate. Our journey through the countryside is over and we enter the town of Irun. The final section of the Bidasoa railway has been devoured by urban development and roads. Given that following the original route of the railway is no longer an option, we take the riverside path which runs around the Irun Transportation Hub. Contrary to what you might expect, warehouses, docks and hundreds of trucks are hidden by a screen of vegetation.



Now immersed in a riverside tunnel of dense tree and plant life, the Greenway becomes even greener. It is now a tarmacked and well lit promenade punctuated by places to fish from. With their conveniently sited benches these fishing spots make attractive viewing points from which to contemplate the placid, and now tidal, river with its green tinted rocky bed.



Emerging from our leafy tunnel we pass under the bridge carrying the A-8 motorway and arrive at the Pausu Bridge (Km 38.6). This bridge connects the two neighbouring countries and links Behobia with its French opposite number on the opposite bank. This could be the end of our route, but the cycle path continues onwards for a few more metres downstream, through the gardens near the Alcaldía de Sacas, a small customs office which was in operation until midway through the 19th century. The Bidasoa Greenway ends definitively near the Isla de los Faisanes (Isle of Pheasants, Km 39), an island sited in the middle of the Bidasoa river which, since the Pyrenees pact, has belonged for six months of every year by the Spanish and for the other six months by the French.

Between Behobia and the link with the Ferrocarril del Norte every trace of the Bidasoa railway has disappeared. Nothing remains of the stations of Irun-Town, situated next to the Paseo Colón bridge, Irun-Bidasoa or Mendibil in Kostorbe, where the workshops and engine sheds were located, or Arteaga, built expressly as an unloading terminal for the mining train which original belonged to the French company, Mines de Bidassoa.

An interesting aside: The French engineer Emilio Ferrier built a complex system of mountain railways, inclined planes and aerial cableways to transport siderite extracted from the Meazuri, Meagorri, Aitzondo and Basakaitz mines to the calcining kilns at Irugurutzeta. The Irun town council has restored what is, without a doubt, the largest group of kilns in the Basque Country, and is planning to open an Interpretation Space for the Irugurutzeta Mining Area in what is now the silo/storehouse building. Practically the entire route of the old "French train" has been converted into cycle paths. From the Artia area we can arrive on foot or by bike to the calcining kilns. Precisely part of this route is the one used by the Tren Verde (Green Train) to reach the kilns and offer monitored visits around the complex. The train leaves from Irun every Sunday in the spring and summer.



When we arrive at the outskirts of Irun it is no longer possible to follow the original path of the railway, so instead we take the Camino de la Bahía towards the Pausu bridge. Here we link up with the 14 km cycle path which runs through the French town of Hendaye and the Guipúzcoan towns of Irun and Hondarribia/Fuenterrabía. It starts at the Chateau D'Abbadie in Hendaye and reaches the Higer lighthouse in Hondarribia/Fuenterrabía, after running

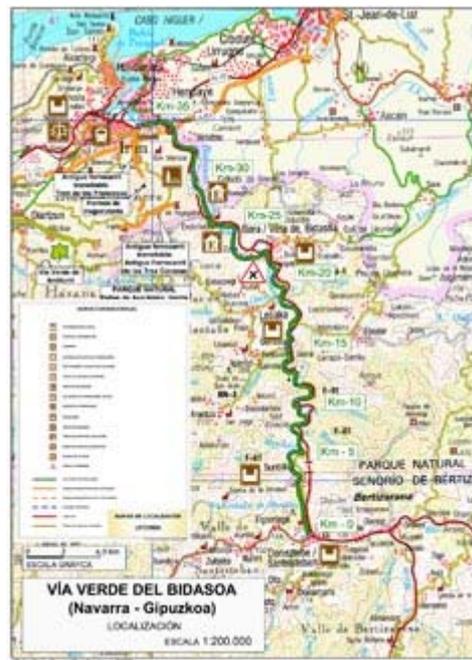
around both sides of the Bidasoa-Txingudi bay.

The town of Hondarribia/Fuenterrabía has a beach and a magnificent historic town centre. From here we can climb the infernally steep slope up Mount Jaizkibel. At the top there are several watchtowers which now serve as viewing points from where, on days without mist, we can enjoy an exceptional view of the mouth of the river. A superb end to our journey.

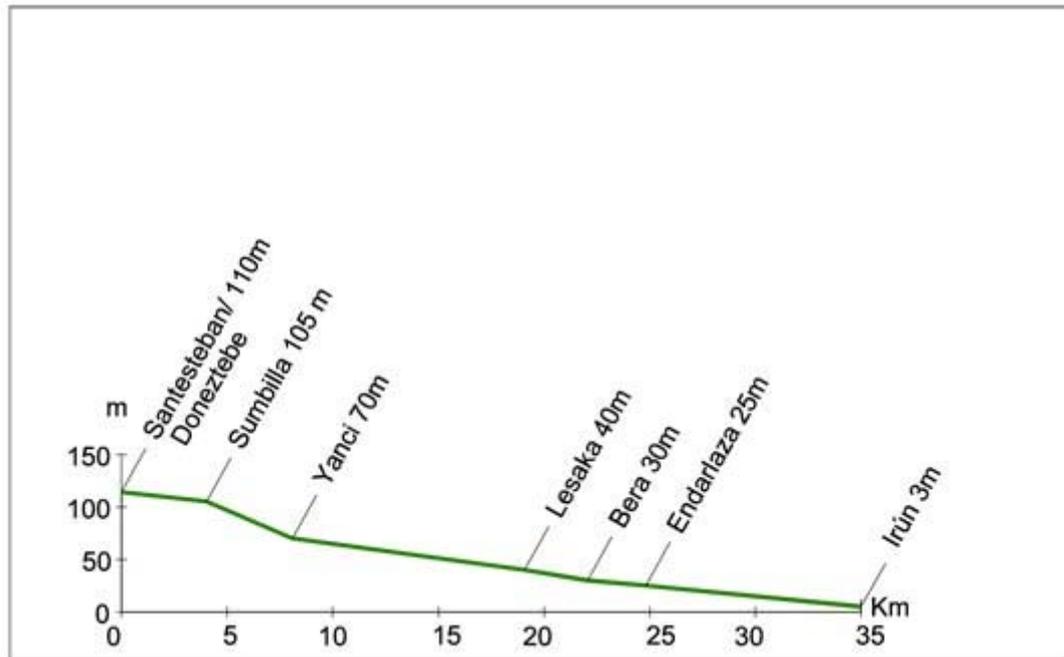
At the Pausu bridge we can also link up with the Eurovelo 1 route. The European project known as Eurovelo is a network with 12 long distance routes which enable users to cycle across Europe. Eurovelo 1 or the Atlantic Coast Route, between Norway and Portugal, will enter Spain at Irun to link up with the Way of St James in Navarre. The initial work on Eurovelo 1, scheduled for 2011 and 2012, will consolidate the section between the French village of Guethary and the Navarre town of Doneztebe/Santesteban, making use of part of the Bidasoa Greenway. The route will also make use of the landmark customs building in Irun. It will be refurbished as an interpretation centre offering information about the Eurovelo 1 route itself, the Atlantic Pyrenees (a French department), Guipúzcoa and Navarre. As a result of the preliminary work carried out on Eurovelo 1, the Bidasoa Greenway will be significantly improved between Irun and Doneztebe/Santesteban.



MAPS



PROFILE



RAILWAY HISTORY



El ferrocarril del Bidasoa nació de forma modesta como tren minero para comunicar Irún con la zona minera de Endarlaza. Esta primera línea de 10 km, concedida en el año 1888, fue ampliada en 1916 hacia la cabecera del río hasta Elizondo. Estos 41 km constituían sólo una parte de un vasto proyecto que planteaba su conexión, desde Doneztebe, con la capital navarra.

Finalmente, la ruta se redujo al tramo Irún-Elizondo, remontando las orillas del Bidasoa hasta la capital del Baztán. Su modesta existencia sólo se vio interrumpida por las graves riadas del año 1953 que, al igual que sucedió con el ferrocarril del Plazaola, arrastraron parte de la vía. A pesar de que fue repuesta, fue definitivamente clausurada la Nochevieja del año 1956.



INTERESTING DATA

1. Festivals and holidays
2. Accommodation
3. Eco-tourism
4. Managing Authority
5. Town Councils
6. Emergencies
7. Coaches & buses
8. Railway



Festivals and holidays

Legasa (Bertizarana)

September 5

Fiestas patronales de Santa Leocadia

Sunbilla

August 11

Fiestas patronales de San Tiburcio

Igantzi

September 29

Fiestas patronales de San Miguel

Last Sunday in September

Artzain Eguna (Día del Pastor)

Irún

June 30

San Marcial

First Saturday of August

Euskal Jira

Accommodation

Doneztebe/Santesteban

Hostal Santamaria

Tel. 948 45 00 43

Hostal Amezitia

Tel. 948 45 17 10/ 45 00 28



Casa Rural Crispola
Tel. 948 45 05 64

Casa Rural Ibartiki
Tel. 948 45 16 96 / 637 98 56 82.

Sunbilla
Casa Rural Aroztegui
Tel. 948 45 16 17

Casa Rural Martintzenea
Tel. 948 45 05 16

Casa Rural Urristibil
Tel. 948 39 30 46

Lesaka
Hotel Bereau
Tel. 948 62 75 09

Albergue Matxinbeltzenea
Tel. 948 63 77 96/62 75 73

Venta Etxalar
Tel. 948 63 50 00

Hostal Ekaitza
Tel. 948 63 75 59

Hostal Onbordi
Tel. 948 63 73 95

Casa Rural Alan-zahar I,II y III
Tel. 948 63 78 62 / 678 85 50 56 www.alan-zahar.com

Bera
Hostal Zalaín*
Tel. 948 63 11 06

Casa Rural Erreteneko Borda
(Beñi Telechea)
Tel. 948 63 01 54

Casa Rural Iratxeko-Berea
(M^a Josefa Bengoetxea)
Tel. 948 63 10 49



Casa Rural Olaseneko-Borda
Tel. 948 38 70 61

Casa Rural Alkeberea
Tel. 948 63 05 40
Igantzi
Casa Rural Bidalenea
Tel. 948 63 78 96

Narbarte
Albergue B.K.Z.
Tel. 948592322
www.navarraaventura.com

Irún (Gipuzkoa)
Hotel Alcázar ***
Tel. 943 620 900
www.hotelalcazar.net

Hotel Tryp Urdanibia ***
Tel. 902 144 440
www.es.solmelia.com

Hotel ETH ***
Tel. 943 634 100
www.hoteleth.com

Hotel Atalaia **
Tel. 943 629 433
www.hotelatalaia.com

Hotel Aiana *
Tel. 943 635 700
www.hotelaitana.com

Hotel Ibis Irun**
Tel. 943 636 232
www.ibishotel.com

Hostal Lizaso **
Tel. 943 611 600

Pensión Bidasoa **
Tel. 943 619 913

Pensión Bowling
Tel. 943 611 452



Pensión Europa **

Tel. 943 622 144

www.pensioneuropa.com

Pensión Gema

Tel. 943 615 091/ 666 172 552

Pensión Los Fronterizos

Tel. 943 619 205

Pensión Mari Carmen

Tel. 943 612 379

Pensión Matxinbenta *

Tel. 943 630 264

Agroturismo Antxotegi

Tel. 943 622 139

www.casaantxontegi.net

Agroturismo Caserío Gure Ametsa

Tel. 943 633 968/660 981 561

www.caseriogureametsa.com

Agroturismo Eizaguirre

Tel. 646 156 398/605 769 029

www.caserioeizaguirre.com

Agroturismo Mendiola

Tel. 943 629 763/637 940 883;

www.nekatur.net/mendiola

Agroturismo Palacio San Narciso

Tel. 943 635 379/629 490 315

www.encomix.es/nekazal/bidasoa.htm

Albergue de Peregrinos de la Asociación Amigos del Camino de Santiago de Irún

Tel. 943 624 185/635 743 774

www.euskalnet.net/jmira/caminosantiago

Albergue Municipal Martindozenea Tel. 943 621 042;

www.irun.org/albergue

Bycicle rental

Bertiz BTT (Doneztebe/Santesteban. Navarra)



Btt Center: rental and bicycle routes.

Tel. 948 450 028

www.bertizbtt.com

Leutza Adventure (Doneztebe/Santesteban)

Bicycle rentals, and adventure sports segway

Tel. 620 379 642

www.leurtza.com

Mandaniki (Bera/Vera de Bidasoa)

Bike rental and guided tours

Tel. 626 883 339

Eco-tourism

Bidasoa Kultur Zerbitzua (Narbarte.Bertizarana. Navarra)

Tel. 948 592 322

www.navarraaventura.com; bkz@navarraaventura.com

Irun Tourist Office

Tel. 943 020 732

www.irun.org

Behemendi. Donostialdea and Bidasoa Rural Development Association (Gipuzkoa)

Tel. 943 490 219

behemendi@euskalnet.net

Green train (Gipuzkoa) tourist train between Irun and ovens Irugurutzeta

Tel. 943 420 219

Managing Authority

Consorcio Turístico de Bertiz

Centro de Turismo Rural

31720 Oieregi - Navarra

Tel: 948 59 23 23 -- Fax: 948 59 22 75

e-mail: bertiz@consorciobertiz.org

Web: www.consorciobertiz.org

Bidasoa Activa. Agencia de Desarrollo del Bidasoa (Gipuzkoa)

Agencia de Desarrollo Comarcal

Minatera 9, Puerto Deportivo

20280 Hondarribia – Gipuzkoa

Tel. 943 64 54 58

e-mail: turismo@bidasoa-activa.com

Web: www.bidasoaturismo.com



Dirección General de Medio Ambiente. Diputación Foral de Gipuzkoa
Plaza de Guipúzcoa, s/n. Planta baja
20004 Donostia/ San Sebastián
Tel: 943 112 945
Fax: 943 431 427
Web: www.gipuzkoa.net

Town Councils

Bertizarana (Legasa)
Tel. 948 59 20 18
www.bertizarana.net

Sunbilla
Tel. 948 45 00 71

Igantzi
Tel. 948 63 77 81
www.igantzi.es

Etxalar
Tel. 948 63 50 05

Irún
Tel. 943 505 152
www.irun.org

Emergencies

EMERGENCIAS: Tel. 112
GUARDIA CIVIL: Tel. 062

Coaches & buses

La Baztanesa. Tel. 948 58 01 29. Líneas Donostia/San Sebastián-Elizondo-Pamplona.
www.labaztanesa.com
www.autobusesdenavarra.com

La Burundesa. Tel. 943 462 360; www.laburundesa.com
Línea Irun- Pamplona

La Bidasotarra. Tel. 943 616 763. Línea Donostia/San Sebastián-Lesaka-Pamplona
www.autobusesdenavarra.com



Railway

Renfe. Tel. 902 24 02 02. www.renfe.es

Euskotren. Tel. 943 51 65 41. www.euskotren.es

LINKS

www.consociobertiz.org

Página del consorcio de Bertiz, podrás encontrar información de los Valles de Urdazubi y Zugarramurdi, Baztan, Bertizarana, Malerreka y Bortziriak, información turística, agenda de actividades.

<http://viaverdebidasoa.wordpress.com>

El Consorcio Turístico de Bertiz impulsa la participación de los usuarios de la vía verde, a través de este blog en el que se pueden dejar comentarios y experiencias

www.baztan-bidasoa.com

Página de la Asociación de Casas Rurales Hiruak - Bat, en la que además de encontrar alojamiento en casas rurales de la zona, puedes encontrar rutas desde esos alojamientos.

www.turismoa.euskadi.net

Página oficial de turismo del Gobierno Vasco.

www.btteuskadi.net

Página oficial sobre los Centros BTT de Euskadi

www.senderismoeuskadi.net

Página oficial sobre senderismo en Euskadi

www.gipuzkoaturismo.net

Página oficial de turismo de la Diputación de Gipuzkoa.

www.bidasoaturismo.com

Página oficial de turismo de la Comarca del Bidasoa Txingudi.

www.irun.org

Página del ayuntamiento de Irún. Contiene información sobre el camino de la Bahía y la red de vías ciclistas del municipio.

www.nekatur.net

Alojamientos de turismo rural en Euskadi