

# EuroVelo Routes Development Status

## Route development report - 2021

European Cyclists' Federation

April 2021





# Introduction: 2021 EuroVelo Routes Facts

**23**

Number of countries with **EuroVelo signs**

**7**

Number of routes developed at **75% or more**

**33,232 km**

of **EuroVelo signs** to follow

## Top 5 Routes in terms of Levels of development

1. EuroVelo 15 – Rhine Cycle Route
2. EuroVelo 17 – Rhone Cycle Route
3. EuroVelo 19 – Meuse Cycle Route
4. EuroVelo 14 – Waters of Central Europe
5. EuroVelo 12 – North Sea Cycle Route

## Top 5 Countries in terms of Levels of development

1. Switzerland
2. France
3. United Kingdom
4. Belgium
5. Austria

## Longest EuroVelo Routes

1. EuroVelo 1 – Atlantic Coast Route
2. EuroVelo 13 – Iron Curtain Trail
3. EuroVelo 10 – Baltic Sea Cycle Route

## Top 3 Countries with the network's biggest sections

1. Germany
2. France
3. United Kingdom





## Key Numbers 2021 for the EuroVelo Network

The EuroVelo network counts 17 long-distance itineraries connecting the whole European continent. This Route Development Report is based on data provided by the network of [National EuroVelo Coordination Centres and Coordinators \(NECC/Cs\)](#), as well as by national contact points in the countries where no NECC/Cs has yet been established. There are 22 NECC/Cs in 2021, whose role is to insure the implementation, operation and quality assurance of EuroVelo at a national level.

The 2021 EuroVelo Route Development Report is the first one prepared by the EuroVelo Management Team (EVMT). A yearly gathering of data from NECC/Cs and other national contact points will allow the EVMT to publish a report every year and analyse network developments from year to year.



Total length of the EuroVelo network: **95,959 km**

When adding up the lengths of each of the 17 EuroVelo Routes, we get a network of over 95,000 km across Europe!



Total length without duplicate routes: **85,328 km**

This number corresponds to the real total length of the EuroVelo network, without counting twice the routes that belong to two different EuroVelo routes.



**60% (about 51,500 km)** of the EuroVelo network is ready to cycle

This is the percentage of EuroVelo routes that are either developed, developed with EuroVelo signs or certified, meaning that the cycling itineraries have been realised and signed, at least according to national standards. 51,538 km of EuroVelo routes are waiting to be discovered!



**40% (about 33,800 km)** of EuroVelo routes to develop by 2030

40% of the EuroVelo network is still under development or at the planning stage. Improving those parts of the network is a priority for the ECF, in order to reach the goal of a high-quality EuroVelo network by 2030. This is an ambitious objective, but it can be reached by working in common with the network of National EuroVelo Coordination Centres and Coordinators across Europe and improving the routes via European projects and Long-Term Management Agreements!

# Overall levels of development across the network<sup>1</sup>

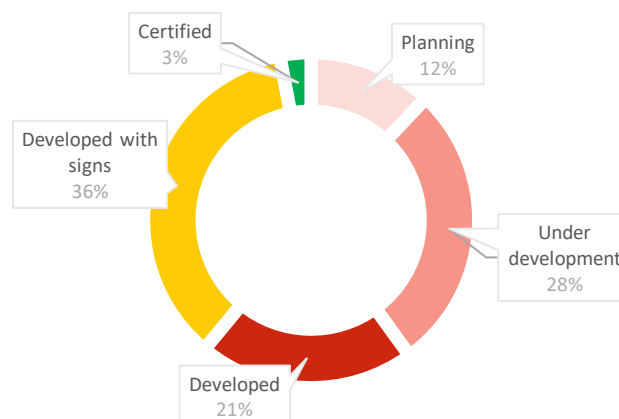
Taking the EuroVelo network as a whole, we can see that over a third of the routes (36%) are already developed with EuroVelo signs, while a fifth of the network (21%) is well-developed and signed according to national guidelines but does not feature EuroVelo signs yet. Moreover, 3% of the network is certified according to the [European Certification Standard](#). This corresponds to [EuroVelo 15 – Rhine Cycle Route](#), the first certified EuroVelo route!

**This gives us no less than 60% of the network either certified, developed with signs or developed, meaning that over 50,000 km of EuroVelo routes are ready to use for cycle tourists!**

Another third of the network, which is about 33,000 km of cycle routes, still needs some improvements. A bit more than a quarter of the network remains under development while 12% of the network is at the planning stage. Those parts are where the efforts of the ECF and its partners all over Europe (including the National EuroVelo Coordination Centres and Coordinators network) will be directed over the next ten years, in order to improve the quality of the EuroVelo network – the main objective for this decade.

	<b>Routes at the planning stage</b>	<b>Routes under development</b>	<b>Developed routes</b>	<b>Developed routes with EuroVelo signs</b>	<b>Certified routes</b>
Number of kilometers	9895	23,894	18,306	31,096	2136
Percentage of the whole network	12%	28%	21%	36%	3%

**Development status distribution**  
across the network



<sup>1</sup> Official data on the levels of development for each section of the EuroVelo network was provided by the [National EuroVelo Coordination Centres and Coordinators \(NECC/Cs\)](#) and other national contact points. An overview of what each level of development (certified, developed with signs, developed, under development and at the planning stage) means is available [here](#).



# EuroVelo routes per levels of development

Which EuroVelo routes are the most developed, and which ones still need time and investment to become competitive cycle tourism destinations?

Details about the classification's logic are available below the table.

	<b>EuroVelo Route<sup>1</sup></b>	<b>Length (in km)</b>	<b>Planning stage</b>	<b>Under development</b>	<b>Developed</b>	<b>Developed with EV signs</b>	<b>Certified<sup>2</sup></b>	
1	<b>EuroVelo 15</b> Rhine Cycle Route	2378 <sup>3</sup>	0%	3%	8%	17%	72%	97%
2	<b>EuroVelo 17</b> Rhine Cycle Route	1214	0%	0%	0%	100%	0%	100%
3	<b>EuroVelo 19</b> Meuse Cycle Route	1134	0%	0%	0%	100%	0%	100%
4	<b>EuroVelo 14</b> Waters of Central Europe	732 <sup>4</sup>	0%	0%	0%	100%	0%	100%
5	<b>EuroVelo 12</b> North Sea Cycle Route	7264	0%	3%	23%	74%	0%	97%
6	<b>EuroVelo 1</b> Atlantic Coast Route	11,174	3%	13%	27%	57%	0%	84%
7	<b>EuroVelo 4</b> Central Europe Route	5065	7%	17%	40%	36%	0%	76%
8	<b>EuroVelo 3</b> Pilgrims Route	5483	8%	19%	31%	42%	0%	73%
9	<b>EuroVelo 6</b> Atlantic-Black Sea	6637	0%	33%	5%	62%	0%	67%
10	<b>EuroVelo 8</b> Mediterranean Route	7639	13%	37%	28%	22%	0%	50%
11	<b>EuroVelo 2</b> Capitals Route	5040	35%	16%	27%	22%	0%	49%
12	<b>EuroVelo 5</b> Via Romea (Francigena)	3204	47%	6%	20%	27%	0%	47%
13	<b>EuroVelo 9</b> Baltic-Adriatic	2204	8%	48%	9%	35%	0%	44%
14	<b>EuroVelo 7</b> Sun Route	7639	23%	34%	31%	12%	0%	43%
15	<b>EuroVelo 13</b> Iron Curtain Trail	10,433	0%	58%	12%	30%	0%	42%



	EuroVelo Route <sup>1</sup>	Length (in km)	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>	
16	<b>EuroVelo 10</b> Baltic Sea Cycle Route	9154	0%	63%	20%	17%	0%	37%
17	<b>EuroVelo 11</b> East Europe Route	6610	38%	43%	9%	10%	0%	19%

<sup>1</sup> The classification of EuroVelo routes was done according to the following logic:

- Highest percentages of certified routes
- Highest percentages of routes either developed or developed with signs
- Highest percentages of routes developed with signs
- Highest percentages of routes developed
- Highest percentages of routes under development
- Highest percentages of routes at the planning stage

When levels of development were the same for two routes, then the longest route was put first.

<sup>2</sup> A EuroVelo Route, or a section of min. 300 km of a EuroVelo Route, can be certified if it has been surveyed and fulfils the relevant criteria according to the [European Certification Standard \(ECS\)](#) methodology, developed by the ECF. The certification label ensures a high-quality level for the route, as well as good public transport connections and availability of information both online and in paper format.

<sup>3</sup> For routes going on both sides of a river, the length given is the total length, taking into account both left and right banks.

<sup>4</sup> Length of the first section of the route, that was launched in 2020. The full EuroVelo 14 – Waters of Central Europe will be over 1000 km.

## European countries per level of development

In the table below, European countries are classified according to the levels of development of the EuroVelo routes crossing them. The number of kilometres of EuroVelo routes in each country have also been included, as it requires more work to fully develop a national network comprising several EuroVelo routes.

Details about the classification's logic are available below the table. This classification reflects the development of national EuroVelo networks, including the availability of signs to follow the routes, and not the general development level of national cycling networks.

	Country <sup>1</sup>	EuroVelo km	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>	
1	<b>Switzerland</b>	1336	0%	0%	27%	36%	37%	100%
2	<b>France</b>	8806	2%	0%	6%	90%	2%	98% <sup>3</sup>
3	<b>United Kingdom</b>	6232	0%	0%	6%	94%	0%	100%
4	<b>Belgium</b>	997	0%	0%	12%	88%	0%	100%
5	<b>Austria</b>	2428	0%	0%	15%	85%	0%	100%
6	<b>The Netherlands</b>	1903	0%	0%	32%	61%	7%	100%



	Country <sup>1</sup>	EuroVelo km	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>	
7	Portugal	1173	0%	0%	20%	80%	0%	100%
8	Czechia	2174	1%	0%	22%	77%	0%	99%
9	Hungary	2110	0%	8%	11%	81%	0%	92%
10	Slovakia	437	17%	0%	2%	81%	0%	83%
11	Denmark	2188	0%	0%	40%	60%	0%	100%
12	Turkey	624	0%	21%	0%	79%	0%	79%
13	Germany	9806	0%	12%	65%	8%	15%	88%
14	Estonia	1519	32%	0%	0%	68%	0%	68%
15	Croatia	1548	0%	0%	79%	21%	0%	100%
16	Luxembourg	107	0%	41%	0%	59%	0%	59%
17	Republic of Ireland	2556	0%	40%	5%	52%	0%	57%
18	Norway	5321	15%	0%	61%	24%	0%	85%
19	Serbia	2047	32%	26%	0%	42%	0%	42%
20	Slovenia	400	0%	65%	0%	35%	0%	35%
21	Latvia	1909	0%	61%	12%	28%	0%	40%
22	Spain	4021	24%	37%	12%	27%	0%	39%
23	Lithuania	406	66%	0%	34%	0%	0%	34%
24	Italy	5334	58%	21%	21%	0%	0%	21%
25	Sweden	4570	0%	84%	16%	0%	0%	16%
26	Poland	4256	53%	37%	9%	1%	0%	10%
27	Finland	5228	2%	96%	2%	0%	0%	2%
28	Romania	1810	0%	100%	0%	0%	0%	0%
29	Bulgaria	1263	0%	100%	0%	0%	0%	0%
30	Russia	1254	0%	100%	0%	0%	0%	0%
31	Ukraine	701	0%	100%	0%	0%	0%	0%
32	Cyprus	661	0%	100%	0%	0%	0%	0%
33	Albania	483	0%	100%	0%	0%	0%	0%



	Country <sup>1</sup>	EuroVelo km	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>	
34	Montenegro	236	0%	100%	0%	0%	0%	0%
35	Greece	1482	1%	99%	0%	0%	0%	0%
36	Republic of North Macedonia	404	64%	36%	0%	0%	0%	0%
37	Belarus	856	84%	16%	0%	0%	0%	0%
38	Malta	113	100%	0%	0%	0%	0%	0%

<sup>1</sup> The classification of countries according to the levels of development of the EuroVelo routes crossing it was done according to the following logic:

- Highest weighted percentages of routes with certified routes counted 100%, routes developed with signs counted 50% and developed routes counted 25%
- Highest percentages of routes under development
- Highest percentages of routes at the planning stage

When levels of development were the same for two routes, then the longest route was put first.

A weighted sum was used because it reflects better the overall level of development of the EuroVelo network in each country. This method of classification gives more weight to routes that are signed with EuroVelo signs than to routes that are signed only according to national standards. It gives even more weight to routes that have been certified, because the ECS label ensures that the quality of the routes has been assessed and confirmed according to an agreed process.

Conversely, using a weighted sum of percentages ensures that all developed EuroVelo routes of a country are taken into account in the classification, and not only certified routes or routes signed with EuroVelo signs. A route with good and safe cycling infrastructure is indeed the most important for cycle tourists, and countries with many kilometres of developed EuroVelo routes should not be pushed automatically to the bottom of the list, even if few EuroVelo signs have been installed so far, or if there was no occasion yet for certifying the route.

<sup>2</sup> A EuroVelo section can be certified if it has been surveyed and satisfies the relevant criteria according to the [European Certification Standard \(ECS\)](#) methodology, developed by the ECF. The certification label ensures a high-quality level for the route, as well as good public transport connections and availability of information both online and in paper format.

<sup>3</sup> There is a small difference between Vélo & Territoires' data (92,5% of the EuroVelo network in France is implemented) and EuroVelo data (98% of the network is developed and signed). That is because Vélo & Territoires monitors the realised rate, whereas EuroVelo focuses on the continuity.

## Going further: National reports on network developments

The data gathered in this report provides an overview of the status of the EuroVelo routes. Detailed data on route status and developments, such as the type of cycling infrastructure implemented and the development spread regionally, can be found in national reports. Here is a useful link about the situation in France.

- [Key numbers 2020 for the French National Cycle Routes](#)



**European Cyclists' Federation asbl**

Mundo Madou  
Rue de la Charité 22  
1210 Brussels, Belgium  
eurovelo@ecf.com

**EuroVelo®** is a registered trademark of the European Cyclists' Federation.



[www.ecf.com](http://www.ecf.com)  
[www.eurovelo.com](http://www.eurovelo.com)