

# EuroVelo Routes Development Status

## Route development report - 2022

European Cyclists' Federation

July 2022





# Introduction: 2022 EuroVelo Routes Facts

**2,518 km**  
of routes **newly developed** since 2021

**8**  
Number of routes **developed at 75% or more**

**35,609 km**  
of **EuroVelo signs** to follow in **24 countries**

## 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

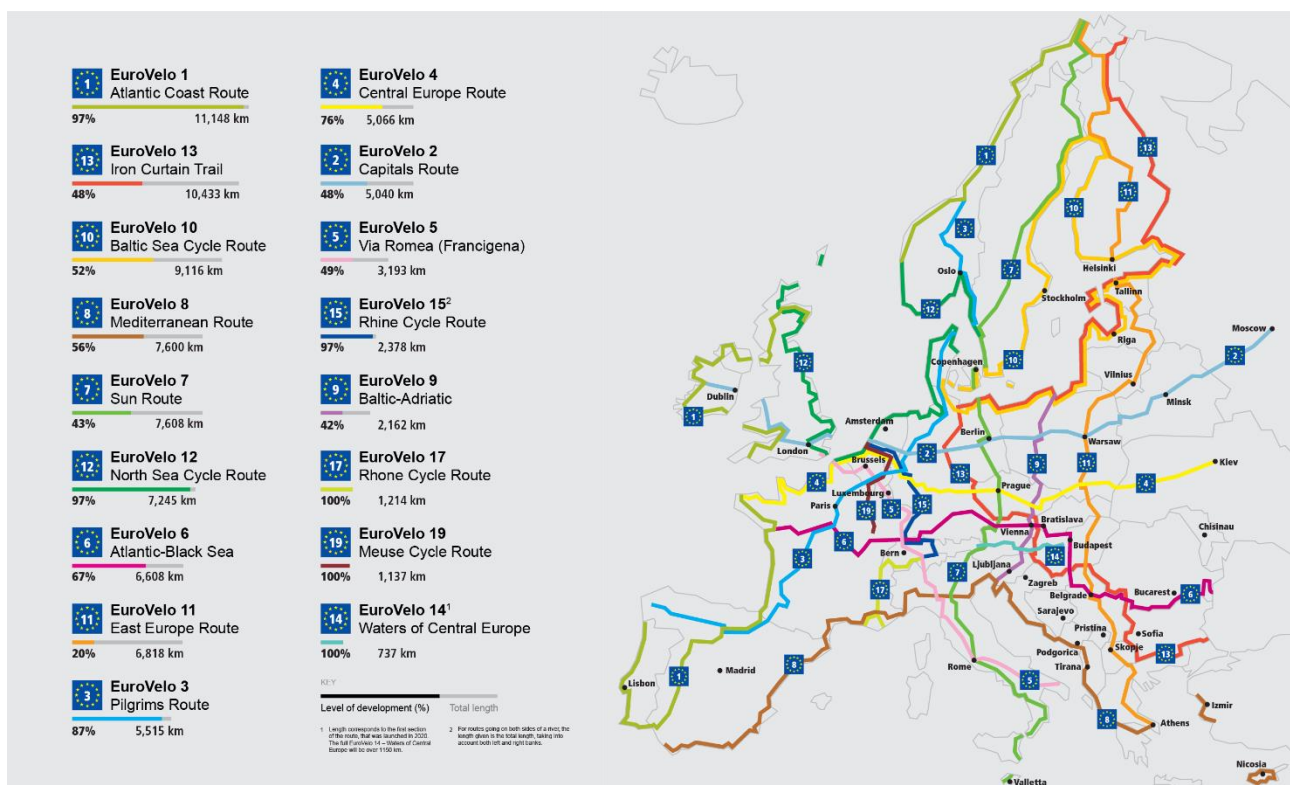
1. Switzerland
2. Belgium
3. France
4. United Kingdom
5. Republic of Ireland

## Top 3 Routes in terms of Quality increase since 2021

1. EuroVelo 10 – Baltic Sea Cycle Route
2. EuroVelo 3 – Pilgrims Route
3. EuroVelo 1 – Atlantic Coast Route

## Top 3 Countries in terms of Quality increase since 2021

1. Republic of Ireland
2. Spain
3. Finland



Notes: The length of EuroVelo 14 – Waters of Central Europe corresponds to the first section of the route, that was launched in 2020. The full EuroVelo 14 will be over 1150 km. For routes going on both sides of a river, the length given is the total length, taking into account both left and right banks.



## Key Numbers 2022 for the EuroVelo Network

The EuroVelo network consists of 17 long-distance cycle routes crossing and 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/C has been established yet. There are currently 23 NECC/Cs, whose role is to ensure the implementation, operation and quality assurance of EuroVelo at a national level.

Following the publication of [the first ever EuroVelo Route Development Status Report](#) in 2021, this year's report not only provides a 'snapshot' of the current status of the network but also analyses increases in quality across the network for the first time by comparing this year's data with that collected in 2021.



Total length of the EuroVelo network: **93,021 km**

When adding up the lengths of each of the 17 EuroVelo routes, we get a network of over 90,000 km across Europe!



Total length without duplicate routes: **87,196 km**

This number corresponds to the total length of the EuroVelo network without double-counting those sections of the network that belong to two different EuroVelo routes.



**64% (about 56,000 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 according to national standards. There are now 56,054 km of EuroVelo routes are waiting to be discovered!



**36% (about 31,000 km)** of EuroVelo routes to develop by 2030

Less than a third 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. In total, 31,143 km of EuroVelo routes remain to be developed by then (i.e. around 3,500 km per year). This is an ambitious objective, especially considering that over the past 12 months, 2,500 km of EuroVelo routes were developed. However, we are confident that it can be achieved working in partnership with the growing network of NECC/Cs across Europe.

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

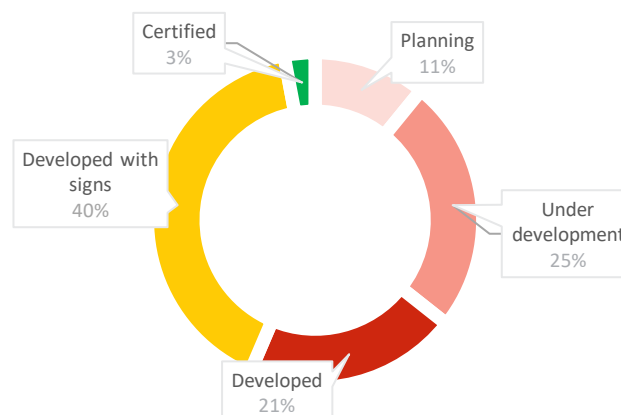
Taking the EuroVelo network as a whole, we can see that close to half of the network (41%) is already developed with EuroVelo signs, while a fifth (21%) is well-developed and signed according to national guidelines but does not feature EuroVelo signs yet. Moreover, 3% of the network is certified according to the [European Certification Standard](#). This corresponds to [EuroVelo 15 – Rhine Cycle Route](#), the first certified EuroVelo route!

**This means that 64% of the network either certified, developed with signs or developed, meaning that over 56,000 km of EuroVelo routes are ready to use for cycle tourists!**

The remaining 36% of the network, which totals around 31,000 km, still needs some improvements. A quarter of the network remains under development while 11% of the network is at the planning stage. Those sections of the network are where the efforts of the ECF and its partners all over Europe (most notably the NECC/Cs network) will be directed, 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 kilometres	9286	21,857	18,228	35,609	2216
Percentage of the whole network	11%	25%	21%	40%	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](#).

## Comparison to 2021 levels of development

Comparing this year's levels of development across the EuroVelo network to the figures presented in the [EuroVelo Route Development Status Report of 2021](#) allows to analyse which EuroVelo routes and European countries have undergone the biggest improvements in terms of route quality developments in the course of the past year.

In general, the comparison shows noticeable improvements over the last twelve months. The number of EuroVelo route kilometres signed with EuroVelo signs increased by 7%, corresponding to 2,377 kilometres of new EuroVelo signs to follow, and the length of developed routes increased by 1%. This amounts to an 8% increase in the length of developed EuroVelo routes, signed with or without EuroVelo logos.

In terms of specific routes, the following five EuroVelo routes have undergone increases of over 5% since 2021 in the lengths of their sections either developed, developed with signs or certified:



### EuroVelo 10 – Baltic Sea Cycle Route

with an increase of 15%, mostly stemming from the development of the route in Finland, between Vaasa and Turku, and the signage between Turku and the Russian border.



### EuroVelo 3 – Pilgrims Route

with an increase of 14%, mostly linked to new route developments and signage in Spain, where it is now entirely developed.



### EuroVelo 1 – Atlantic Coast Route

with an increase of 13%, mostly connected to new developments of the route in Ireland, where it is now completely developed and signed with EuroVelo signs.



### EuroVelo 8 – Mediterranean Route

with an increase of 6%, mostly stemming from improvements made to the route in Spain where new sections have been developed and signed with EuroVelo signs, especially in Murcia and Cataluña.



### EuroVelo 13 – Iron Curtain Trail

with an increase of 6%, corresponding to improvements of the route in Poland, where it is developed and signed with EuroVelo signs north of Gdansk and between Ustka and Radawka, and to a clarification of the route development status in Serbia, where it is fully developed and signed with EuroVelo signs.

In terms of countries, an increase of over 5% in the development status of the routes was calculated in the following:



### Republic of Ireland

the development and signage of EuroVelo 1 – Atlantic Coast Route resulted in an increase of 40%.



### Spain

the development and signage of parts of EuroVelo 8 – Mediterranean Route, EuroVelo 3 – Pilgrims Route and EuroVelo 1 – Atlantic Coast Route resulted in an increase of 35%.



### Finland

the development and signage of the southern section of EuroVelo 10 – Baltic Sea Cycle Route resulted in an increase of 15%.



### Serbia

the development status of EuroVelo 13 – Iron Curtain Trail implied an increase of 12%.



### Poland

the development and signage of sections of EuroVelo 10 – Baltic Sea Cycle Route and EuroVelo 13 – Iron Curtain Trail resulted in an increase of 7%.

It is important to note that the lengths of routes and route sections vary in different countries. Generally speaking, it is easier to obtain high increases in development levels in countries where there are less kilometres of routes to develop; however, this is not always reflected in the percentage figures alone. To emphasise this difference, this year we have added a new table “*European countries per number of kilometres with increases in development levels*” on page 12 below, showing detailed data on route development increases in each country and a classification of countries based on the number of kilometres improved.



# 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.

On page 7, a map allows to visualise the sections of the network that are already developed, developed with EuroVelo signs and certified, and where the gaps remain.

	EuroVelo Route <sup>1</sup>	Length (in km)	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>		+/- change from 2021 <sup>3</sup>
1	<b>EuroVelo 15</b> Rhine Cycle Route	2378 <sup>4</sup>	0%	3%	7%	15%	76%	97%	+0%
2	<b>EuroVelo 17</b> Rhone Cycle Route	1214	0%	0%	0%	100%	0%	100%	+0%
3	<b>EuroVelo 19</b> Meuse Cycle Route	1134	0%	0%	0%	100%	0%	100%	+0%
4	<b>EuroVelo 14</b> Waters of Central Europe	737 <sup>5</sup>	0%	0%	0%	100%	0%	100%	+0%
5	<b>EuroVelo 12</b> North Sea Cycle Route	7245	0%	3%	24%	72%	0%	97%	+0%
6	<b>EuroVelo 1</b> Atlantic Coast Route	11,148	2%	1%	29%	69%	0%	97%	+13%
7	<b>EuroVelo 3</b> Pilgrims Route	5515	8%	5%	37%	50%	0%	87%	+14%
8	<b>EuroVelo 6</b> Atlantic-Black Sea	6608	0%	33%	5%	62%	0%	67%	+0%
9	<b>EuroVelo 4</b> Central Europe Route	5066	7%	17%	34%	42%	0%	76%	+0%
10	<b>EuroVelo 5</b> Via Romea (Francigena)	3193	45%	6%	9%	40%	0%	49%	+2%
11	<b>EuroVelo 8</b> Mediterranean Route	7600	7%	38%	28%	28%	0%	56%	+6%
12	<b>EuroVelo 13</b> Iron Curtain Trail	10,433	0%	52%	11%	37%	0%	48%	+6%



	EuroVelo Route <sup>1</sup>	Length (in km)	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>		+/- change from 2021 <sup>3</sup>
13	<b>EuroVelo 10</b> Baltic Sea Cycle Route	9116	0%	48%	25%	27%	0%	52%	+15%
14	<b>EuroVelo 9</b> Baltic-Adriatic	2162	9%	49%	6%	36%	0%	42%	-2%
15	<b>EuroVelo 2</b> Capitals Route	5040	35%	16%	27%	22%	0%	49%	-1%
16	<b>EuroVelo 7</b> Sun Route	7608	23%	34%	31%	12%	0%	43%	+0%
17	<b>EuroVelo 11</b> East Europe Route	6818	39%	42%	10%	9%	0%	20%	+1%

<sup>1</sup> The classification of EuroVelo routes according to their levels of development 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 routes. 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 sections of the routes 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 routes with many developed kilometers 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 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> The percentage change indicated corresponds to the difference when adding up the percentages of developed, developed with signs and certified sections for each route, between 2021 and 2022. As a result, the percentage change can be +0% even if there have been improvements made to the routes, for instance if some developed sections got signed. When percentages are negative, it can mean that the route data has been updated, including more detailed information about the route and resulting in a lower development percentage, or that the itinerary has been modified.

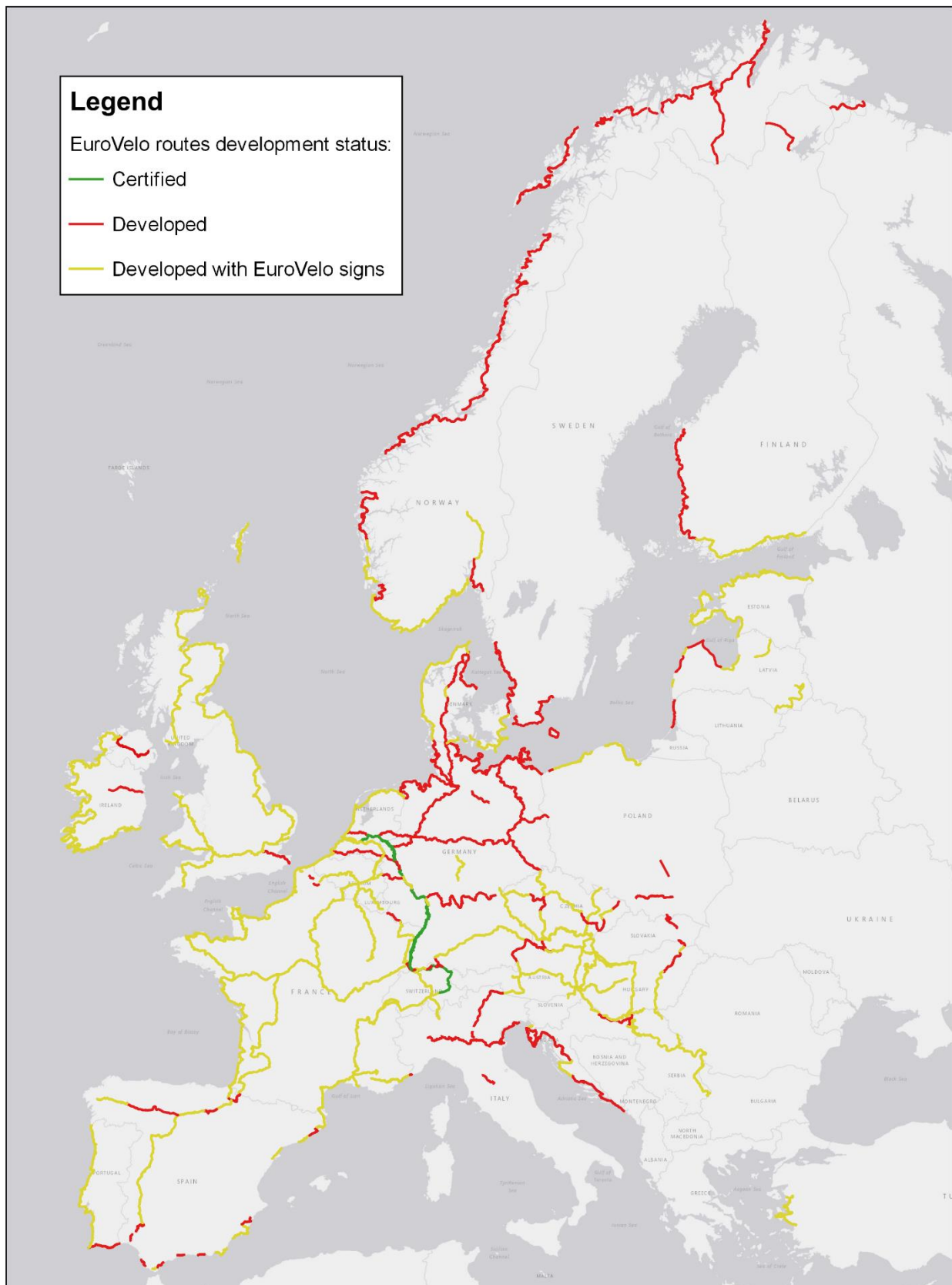
<sup>4</sup> For routes going on both sides of a river, the length given is the total length, taking into account both left and right banks.

<sup>5</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.





## Developed sections of the EuroVelo Network in 2022







## 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. The lengths included in the table correspond to the total number of EuroVelo kilometres in the country, without including duplicate 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.

On page 11, a map allows to visualise the development level percentage per country, and the areas in which development levels are still low (countries in light blue). As could be expected, this map shows that EuroVelo routes tend to have better levels of development in countries with a NECC/C.

	Country <sup>1</sup>	EuroVelo km	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>		+/- change from 2021 <sup>3</sup>
1	Switzerland	1470	0%	0%	0%	55%	45%	100%	+0%
2	Belgium	931	0%	0%	0%	100%	0%	100%	+0%
3	France	8820	2%	0%	1%	94%	2%	98% <sup>4</sup>	+0%
4	United Kingdom	5841	0%	0%	7%	93%	0%	100%	+0%
5	Republic of Ireland	2563	3%	0%	5%	92%	0%	97%	+40%
6	The Netherlands	1977	0%	0%	31%	62%	7%	100%	+0%
7	Austria	2495	0%	0%	18%	82%	0%	100%	+0%
8	Portugal	1174	0%	0%	20%	80%	0%	100%	+0%
9	Czechia	2033	1%	0%	24%	76%	0%	99%	+0%
10	Hungary	2006	0%	8%	11%	80%	0%	92%	+0%
11	Denmark	2234	0%	0%	35%	65%	0%	100%	+0%
12	Turkey	622	0%	20%	0%	80%	0%	80%	+1%
13	Slovakia	449	14%	0%	29%	57%	0%	86%	+3%
14	Germany	9563	0%	11%	64%	13%	13%	89%	+1%
15	Estonia	1519	32%	0%	0%	68%	0%	68%	+0%
16	Croatia	1791	0%	0%	76%	24%	0%	100%	+0%
17	Spain	4190	9%	17%	24%	50%	0%	74%	+35%
18	Luxembourg	107	0%	41%	0%	59%	0%	59%	+0%



	Country <sup>1</sup>	EuroVelo km	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>		+/- change from 2021 <sup>3</sup>
19	Norway	5044	14%	0%	62%	24%	0%	86%	+1%
20	Serbia	1978	32%	14%	0%	54%	0%	54%	+12%
21	Latvia	1909	0%	61%	12%	28%	0%	39%	-1%
22	Slovenia	397	0%	70%	0%	30%	0%	30%	-5%
23	Finland	4821	2%	73%	14%	11%	0%	25%	+23%
24	Poland	4358	49%	34%	6%	11%	0%	17%	+7%
25	Lithuania	614	77%	0%	23%	0%	0%	23%	-11%
26	Italy	5165	58%	21%	21%	0%	0%	21%	+0%
27	Sweden	4524	0%	84%	16%	0%	0%	16%	-2%
28	Romania	1720	0%	100%	0%	0%	0%	0%	+0%
29	Bulgaria	1264	0%	100%	0%	0%	0%	0%	+0%
30	Russia	1312	0%	100%	0%	0%	0%	0%	+0%
31	Ukraine	797	0%	100%	0%	0%	0%	0%	+0%
32	Cyprus	661	0%	100%	0%	0%	0%	0%	+0%
33	Albania	488	0%	100%	0%	0%	0%	0%	+0%
34	Montenegro	222	0%	100%	0%	0%	0%	0%	+0%
35	Greece	1497	1%	99%	0%	0%	0%	0%	+0%
36	Republic of North Macedonia	408	63%	37%	0%	0%	0%	0%	+0%
37	Belarus	856	84%	16%	0%	0%	0%	0%	+0%
38	Malta	113	100%	0%	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.



	Country <sup>1</sup>	EuroVelo km	Planning stage	Under development	Developed	Developed with EV signs	Certified <sup>2</sup>		+/- change from 2021 <sup>3</sup>
--	----------------------	-------------	----------------	-------------------	-----------	-------------------------	------------------------	--	-----------------------------------

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.

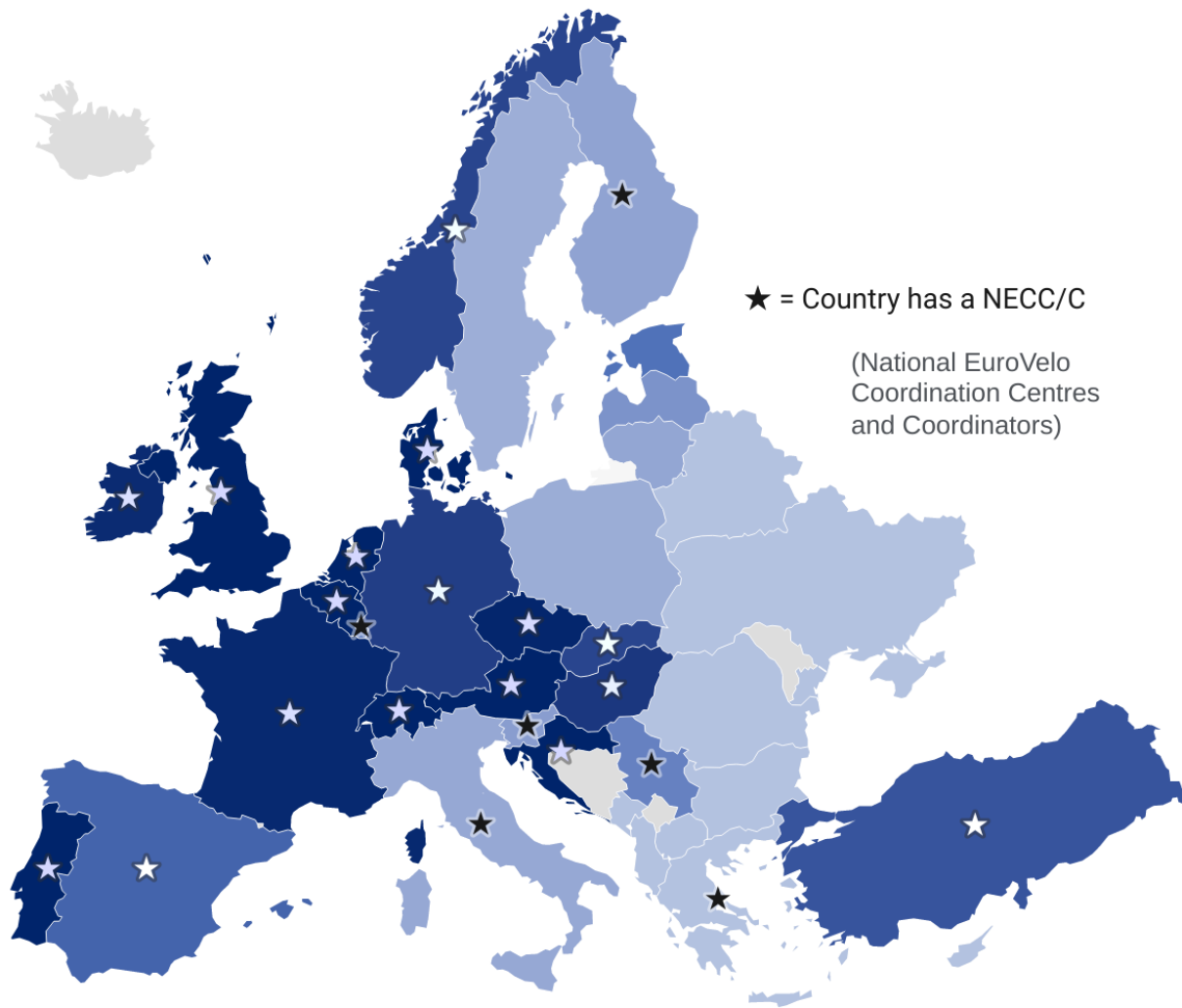
<sup>2</sup> A EuroVelo section can be certified if it has been surveyed and satisfies the relevant criteria according to the [European Certification Standard \(ECS\)](#) methodology, developed by the ECF. The certification label ensures a high-quality level for the route, as well as good public transport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

<sup>3</sup> The percentage change indicated corresponds to the difference when adding up the percentages of developed, developed with signs and certified sections of EuroVelo routes in each country, between 2021 and 2022. As a result, the percentage change can be +0% even if there have been improvements made to the routes, for instance if some developed sections got signed. When percentages are negative, it can mean that the route data has been updated, including more detailed information about a given country's routes and resulting in a lower development percentage, or that the itineraries have been modified.

<sup>4</sup> There is a small difference between Vélo & Territoires' data (93% 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.

## Level of development of EuroVelo routes per country in 2022

% of EuroVelo routes that are developed, developed with signs or certified in the country



Created with Datawrapper



## European countries per number of kilometres with increases in development levels

Some countries have reported increases in development levels since 2021. In the table below, countries with development increases are classified according to the number of kilometres improved.

	Country	Global development increases in km <sup>1</sup>	New kilometres developed <sup>2</sup>	New kilometres signed <sup>3</sup>
1	Spain	1352	457	895
2	Finland	1087	557	529
3	Republic of Ireland	1026	0	1026
4	Poland	440	0	440
5	France	396	0	396
6	Switzerland	370	0	370
7	Denmark	257	0	257
8	Croatia	247	137	110
9	Austria	198	107	91
10	Belgium	102	0	102
11	The Netherlands	70	0	70

<sup>1</sup> The numbers in this column correspond to the sum of new kilometres developed and new kilometres signed. They indicate how many kilometres of EuroVelo routes were improved in the country, globally.

<sup>2</sup> The amounts in this column correspond to the differences in numbers of kilometres developed in each country between 2022 and 2021, when these differences are positive. They represent sections of routes previously under development, which developments were finalised during the year.

<sup>3</sup> The amounts in this column correspond to the differences in numbers of kilometres developed with signs in each country between 2022 and 2021, when these differences are positive. They represent sections of routes previously developed or under development, on which EuroVelo signs were installed during the year.

**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)