

EuroVelo

The European cycle route network

New Routes, Route Extensions and Itinerary Changes



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1. Introduction
















EuroVelo is the European network of long-distance cycle routes that cross and connect the whole continent. The development of EuroVelo will lead to **safe, direct, coherent and connected cycling infrastructure and cycle route networks that will benefit all categories of cyclists**. The network is developed and coordinated by the European Cyclists' Federation (ECF), as one of its core brands and activities, in cooperation with a network of National EuroVelo Coordination Centres and Coordinators (NECC/Cs).

Touristic information about the EuroVelo routes is provided on www.EuroVelo.com, while information for cycle tourism professionals is available on www.pro.EuroVelo.com.

The EuroVelo network does not constitute a static and final construct. It evolves over time and has been growing since its launch in 1997. Five new routes have joined the network since 2011, in addition to some major extensions made to a few of the existing routes. This document sets out the formal process by which new routes or route extensions can be added to the network, or major changes to existing routes can be made, and the basis for decision-making to ensure a consistency in the network as a whole.

The EuroVelo network

The current EuroVelo network totals over 90,000 km. More than half of the network is either developed, developed with EuroVelo signs or certified and this percentage should increase from year to year. The EuroVelo routes each have a theme and are given an even or odd route number depending on their orientation (odd numbers: north-south; even numbers: east-west and circuits):

-  EuroVelo 1 – Atlantic Coast Route
-  EuroVelo 2 – Capitals Route
-  EuroVelo 3 – Pilgrims Route
-  EuroVelo 4 – Central Europe Route
-  EuroVelo 5 – Via Romea (Francigena)
-  EuroVelo 6 – Atlantic-Black Sea
-  EuroVelo 7 – Sun Route
-  EuroVelo 8 – Mediterranean Route
-  EuroVelo 9 – Baltic-Adriatic
-  EuroVelo 10 – Baltic Sea Cycle Route
-  EuroVelo 11 – East Europe Route
-  EuroVelo 12 – North Sea Cycle Route
-  EuroVelo 13 – Iron Curtain Trail
-  EuroVelo 14 – Waters of Central Europe
-  EuroVelo 15 – Rhine Cycle Route
-  EuroVelo 17 – Rhone Cycle Route
-  EuroVelo 19 – Meuse Cycle Route





Actors involved

European Cyclists' Federation (ECF)

- ECF coordinates the implementation, operation and quality assurance of EuroVelo at the European level.
- ECF's EuroVelo Management Team (EVMT) acts as the main contact on all EuroVelo matters within ECF.

EuroVelo Council (EVC)

- The EVC is an advisory body for ECF in the implementation and operation of EuroVelo.
- The EVC is consulted about each new route or major change proposals and makes decisions on these matters.

ECF Board

- The ECF Board is the highest decision-making body at ECF.
- The ECF Board is kept informed of discussions and decisions on new route or major change proposals via the "linking pin" of the Board who joins the meetings of the EVC.

National EuroVelo Coordination Centres and Coordinators (NECC/Cs)

- The NECC/Cs coordinate and ensure the implementation, operation and quality assurance of EuroVelo at a national level.
- The NECC/Cs make decisions at the national level on EuroVelo matters and also propose major changes to ECF.
- Relevant NECC/Cs are consulted on all new route or major change proposals submitted to ECF.

EuroVelo project partners

- Project partners can support the delivery of sections of a EuroVelo route within the scope of specific projects, in consultation with ECF and relevant NECC/Cs.
- Relevant EuroVelo project partners can propose changes and give feedback on proposals to ECF.



2. EuroVelo Strategy 2030 and new routes

EuroVelo Strategy 2030

<p>Vision</p> <p>The vision of EuroVelo set out in the EuroVelo Strategy 2030 is for a fully developed and high-quality European cycle route network, which is well connected to national, regional and local cycle route networks and other sustainable modes of transport, driving further increases in everyday cycling and cycling tourism, in line with ECF's vision to improve and increase cycling across the whole of Europe.</p>	<p>Mission</p> <p>The mission of EuroVelo is to promote the further development of a sustainable, strong and well connected European cycle route network, which:</p> <ul style="list-style-type: none">• Acts as an accelerator to increase cycling;• Drives change in European and national policies and practices;• Benefits all categories of cyclists, including everyday cyclists, cycling tourists and leisure cyclists;• Fosters sustainable tourism.
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According to the Strategy, one of the main objectives for the current decade is **to progressively improve the quality of the EuroVelo network**, also spreading European best practices in cycling for transport and tourism. The end goal of these developments is to increase levels of cycling across Europe, bringing environmental, health and social benefits in all countries.

Network development priorities

In line with the route network work programme set out in the EuroVelo Strategy, the main priority for the coming decade is to improve the quality of existing EuroVelo routes. Quality will be privileged over quantity, with the aim to bring as many sections of the network to a sufficient route quality standard as possible.

However, the objectives of EuroVelo for the current decade also include encouraging the development of a more geographically balanced EuroVelo network, sharing European best practices, and bringing cycling and cycle tourism to areas less developed in this regard. This belongs to the broader objective of achieving more sustainable policies and practices in the transport and tourism sectors.

The objective of encouraging the development of a more geographically balanced EuroVelo network therefore indicates that new route proposals shall be supported primarily in areas of Europe where there are currently few EuroVelo routes. In those areas, new routes and route extensions should nevertheless form part of the national networks and connect to regional and local cycle networks too. Furthermore, it should also be expected that in regions with a higher density of population, the density of the EuroVelo network will be higher and new route proposals can be supported on this basis.

More specifically, new route applications will be encouraged and prioritised in the following areas (this list being non-exhaustive):

- Missing capital cities: Amsterdam, Ankara, Bern, Bucharest, Madrid, Sarajevo, Sofia and Zagreb.
- Areas where there is a notable lack of EuroVelo routes at present, such as South Eastern Europe and the centre of the Iberian Peninsula.



The support given to new route or major change proposals in the aforementioned areas will however still be based on the relevance of the application, the quality of the proposal, the types of actors involved, existing cycling infrastructure and implementation plans, potential for the itinerary to become an important cycling corridor in its geographical area (if not already), the likelihood of meeting the proposed timetable, and its contribution towards meeting the priorities stated in the EuroVelo Strategy 2030. Care will also be given to ensuring the global quality of the network when adding new routes or making major changes to existing routes.

Types of changes to the network

The current status of the EuroVelo network, including the detailed itineraries of the routes, can be consulted on www.EuroVelo.com. NECC/Cs or other stakeholders (EuroVelo project partners, national or regional authorities, cycling associations, tourism bodies, etc.), in collaboration with relevant NECC/Cs, can suggest various types of changes to the network.

Minor changes

No formal process needs to be followed for minor changes and the EVMT should only be notified via eurovelo@ecf.com with an explanation of the change and any relevant data (GPX tracks of the updated route, map, current development status, etc). The approval of relevant NECC/Cs should always be explicit in these communications.

Minor changes correspond to itinerary modifications where:

- The lateral distance between the new itinerary and the former itinerary does not exceed 50 km anywhere;
- No international border crossing point is affected (unless all relevant NECC/Cs agree to the change);
- The theme of the route is not affected.

Cases in which an application process is necessary

For the following changes it is necessary to go through the process of submitting an official application.

Adding a new route to the network

The application process is always necessary for adding a new route to the network. The process can take either three or six years, depending on the level of development of the route before starting the process, and the support available for cycling at national level. See the section “A twin-track approach: slower pace for complex developments” on page 9 for more details.

N.B.: EuroVelo routes are required to be at least 1,000 km long and to be located in at least two countries. EuroVelo routes should start and end in accessible locations (e.g. major cities, towns or places of touristic significance and not at administrative borders or in small villages).

Adding a new major section to an existing route

The application process is always necessary for adding a new major section to an existing route. The process can take either three or six years, depending on the level of development of the section before starting the process, and the support available for cycling at national level. See the section “A twin-track approach: slower pace for complex developments” on page 9 for more details.

N.B.: In this context, major sections correspond to changes where the added section is longer than 50 km, involves an international border crossing point or affects the theme of the route. The start or end point of the



EuroVelo route should always be in an accessible location (e.g. major cities, towns or places of touristic significance and not at border-crossing points or in small villages).

Making a major change to an existing route

ECF only needs to approve major changes where:

- There is a point where the lateral distance between the new itinerary and the former itinerary is greater than 50 km; and/or
- A border crossing point is affected (i.e. more than one country is concerned and no agreement has been reached between the relevant NECC/Cs); and/or
- It changes the characteristics of the route (for instance excluding main attractions linked to the theme of the route).

Some exceptions to this rule can be made if the major change fulfils the following:

- The new itinerary is in line with existing national and/or regional networks; and
- Changes made to the signing are already made or planned; and
- It can be easily and clearly demonstrated that there is real benefit to the realignment.

In such exceptional circumstances, the change can be considered as minor and ECF only needs to be notified of the change and sent relevant data to implement the change on www.EuroVelo.com. ECF retains the right to consider the change as a major one and to ask relevant NECC/Cs and other stakeholders to go through an application process.

Other types of changes

For the following changes, please contact the EVMT directly at eurovelo@ecf.com to discuss how to proceed.

Deleting an existing route from the network

All affected NECC/Cs will need to be involved and agree with the decision. The justification for removing a route should highlight how this would benefit the EuroVelo network as a whole.

For instance, in case one EuroVelo route has very poor levels of development compared to the rest of the network and there are no plans to develop it in the future, NECC/Cs may decide to delete this route and focus on improving the rest of the network.

Deleting a major section from an existing route

All affected NECC/Cs should be involved and agree with the decision. The justification for removing a section should highlight how this would benefit the EuroVelo network as a whole and the EuroVelo route to which the section belongs.

Please note that EuroVelo routes should remain continuous, i.e. there cannot be any “gaps” in the network. Sections therefore cannot be deleted from the middle of a route. In this case, it is advisable to rather propose a major change to the existing route (see above).

Examples

Several new routes and route extensions have been accepted within the network and implemented since 2011. This section provides a brief presentation of some successful applications, in the hope that the story of their development will provide examples, and maybe inspiration, for new route candidates, in particular in terms of successful branding and marketing strategies.



EuroVelo 19 – Meuse Cycle Route in 2019

[EuroVelo 19](#) is a long-distance cycle route of over 1,100 km, crossing three countries: France, Belgium and The Netherlands, while following the Meuse River from its source on the Langres plateau (northern France) to its mouth on the Dutch North Sea. It was launched on 8 March 2019 during the Cycling Tourism Day at ITB Berlin 2019, being the first new EuroVelo route to join the network in three years.

This attractive cycle route was already a well-developed tourism product, thanks to the work of several transnational partners over the years. The story of the Meuse Cycle Route began in 2010, when the city council of the municipality of Venlo (NL) started investigating the possibility of creating a continuous tourist cycle route along the Meuse.

At a dedicated conference in 2012, 41 Dutch, Belgian and French partners signed a declaration of intent to express their support for the idea of creating an international Meuse Cycle Route. With the Province of Limburg (NL) as the lead partner, the route was developed and signed in 2015 and 2016 and promotional activities started in 2016. This resulted in a highly attractive cycle route that was almost ready to join the EuroVelo network. The signs only had to be supplemented with EuroVelo panels, and the transnational website was incorporated into www.EuroVelo.com.

EuroVelo 19 joined several other river routes in the EuroVelo network, which are very popular among cycle tourists given their gentle gradients and attractive scenery.





EuroVelo 8 – Mediterranean Route extension in Turkey (Izmir Province) in 2019

Following an application submitted by the İzmir Metropolitan Municipality, a 500-km coastal cycle route in Izmir, Turkey joined the European cycle route network as an extension of [EuroVelo 8 – Mediterranean Route](#) on 12 October 2019.

Izmir Metropolitan Municipality presented a proposal to ECF for the extension of EuroVelo 8 at the end of 2016, and worked together with ENVERÇEVKO, National EuroVelo Coordinator for Turkey, on this project. The İzmir Metropolitan Municipality made preparations for the route to join the EuroVelo network, including preparing a dedicated website, signing the itinerary with EuroVelo 8 signs and developing new infrastructure where necessary.

Following the three-year application process, ECF approved the proposed extension. The İzmir extension of EuroVelo 8 brought the EuroVelo network to an essential cultural and historical region of Turkey with a clear link to the theme of the route - the itinerary connects some of the Mediterranean's most beautiful coastal landscapes and cultural heritage from the Hellenistic and Roman Periods. İzmir Province, with its inviting beaches, peaceful harbour towns and World Heritage sites of Pergamon and Ephesus, was the perfect fit for one of the most popular EuroVelo routes.





3. A twin-track approach: slower pace for complex developments

The usual three-year process for adding new routes and route extensions to the network can be difficult to follow for routes that need to be realised 'from scratch' given that the route should be developed by the end of that period. This is particularly likely to be the case in areas identified in the section "Network development priorities" on page 4.

As a result, a new option for a six-year procedure is being introduced to further encourage the development of a well-balanced EuroVelo network across Europe. The first three years of this process are dedicated to the stakeholders developing the necessary support for the route on the national level thereby making sure that the arrangements are in place to ensure its successful implementation in the second half.

To be clear, the current three-year process is retained for those routes that can be easily realised, and for types of changes other than adding a new route or major section to the network.

Essential criteria common to both processes

Before starting either a three-year or a six-year process, a new route or major section must fulfil the following basic criteria (where relevant):

- At least two countries are involved;
- The total route length is at least 1,000 km;
- The proposed route number is consistent with the numbering system of the EuroVelo network;
- It contributes to achieving a geographically balanced EuroVelo network (particularly covering areas currently without any European routes);
- It is easy to communicate, with internationally recognisable identity and name;
- It contributes to increasing the marketing value of the network;
- Signing is/will be implemented in accordance with the regulations of the respective nations and/or regions, continuously and in both directions;
- All NECCs, as well as other relevant stakeholders, along the route are supportive of the proposal.

Additionally, by the end of the process – at the point at which the new route or major section officially joins the network – the following criteria must also be met:

- 90% of the route or major section (daily sections) meets the essential criteria of the European Certification Standard;



3Y

Three-year process for well-developed routes

This standard process should be followed in case the intended route meets the following main criteria, in addition to the criteria listed in the section above:

- It is based on existing or already planned national or regional cycle routes;
- NECC/Cs are in place in all countries covered by the proposed new route or extension;
- Implementation plans and funding are already in place to deliver the route within the three year timetable.

Proof of these elements should be included in the application. See the section “Preparing your application” on page 10 for the full procedure.

6Y

Six-year process for candidate routes fitting the EuroVelo Strategy

This process is a new option introduced to support new route and major section proposals in areas of Europe where cycling tourism is less developed or less of a priority, and the support of key stakeholders and decision makers can be more difficult to obtain.

This process should be followed where some of the main criteria listed for the three-year process are not met, but the route proposal nevertheless fulfils the basic essential criteria for joining the network.

The following elements will be analysed to decide if the proposed new route or section is fit to enter a six-year process:

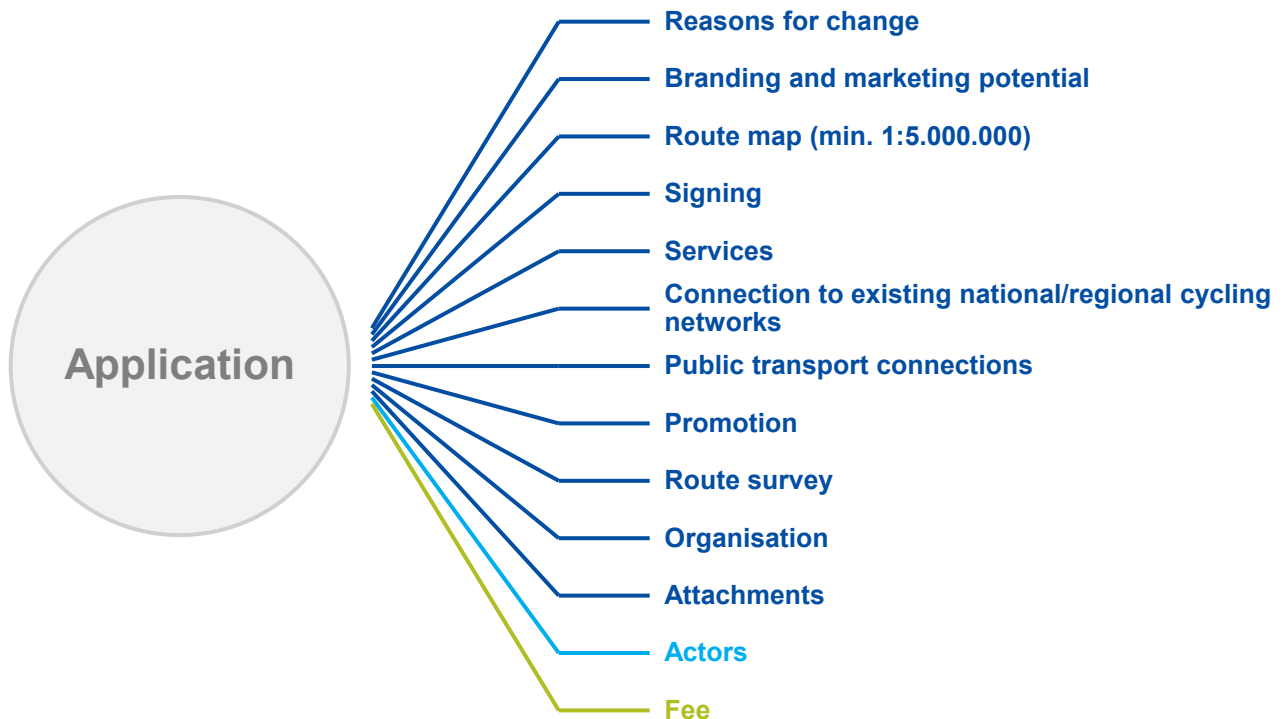
- The foreseen itinerary links the EuroVelo network to missing capital cities and/or would become an important cycling corridor for its geographical area;
- NECC/Cs will be in place in all countries covered by the proposed new route or extension before it formally joins the network;
- It is likely that the relevant decision-makers will support the route and provide the necessary funding to realise it within the six year timeframe.

Evidence regarding these elements should be included clearly in the application. See the section “Preparing your application” on page 10 for the full procedure.

4. Preparing your application

Requirements for applications

Applications to add a new route to the network or make another type of change should provide sufficient information to allow a sound decision to be made. The exact list of information that must be included depends on the type of action.



Reasons for change

For **all types of changes**, the application should explain the background of the proposal, where the idea comes from and what are the reasons to make this change to the EuroVelo network. This part of the application aims to give the context and convince of the relevance of the proposed change, so it is important to make it clear and straightforward.

In case of **new routes** or **major sections**, it is advised to explain the added value that their inclusion to the EuroVelo network will bring, how they will complete the network in areas where connections are missing, how they will encourage cycling and cycle tourism developments locally, etc.

It should clearly indicate the support of the relevant NECC/Cs and authorities. For the 6-year process, only the support of NECCs, if any, is essential, though support of external authorities would bring an added value to the application.

For an application to be accepted, it is mandatory that existing NECCs along the proposed route support it. Support from relevant NECs and other key stakeholders is encouraged as well. Proof of this support needs to be included in the application (see "Attachments" below).



Please note that NECC/Cs should be in place in all countries covered by the proposed new route or extension before submitting an application for a three-year process, and before it formally joins the network for a six-year process.

Branding and marketing potential

The application should include the proposed route name (if relevant), the branding concept, pictures and a short description of the proposed route or section, highlighting the attractions linked to the theme of the route.

For **major changes**, the attractions close to the current route should be listed as well in order to evaluate the potential loss of relevant points of interest.

Route map (min. 1:5.000.000)

The application should include a detailed map of the route indicating the type of the infrastructure with its status (at the planning phase, under development or realised) as well as the location of attractions.

For **major changes** the current route should be shown too.

Signing

Examples of current/planned signing should be included in the application, together with the proposal for integration of EuroVelo route information panels.

For **major changes**, if a part of an existing route signed with EuroVelo signs is going to be moved, the application should specify when the signs will be removed in order to avoid confusion.

Services

The application should list existing or planned accommodation, restaurants, bike repair shops, etc. along the new or changed route. It should specify if there are any bicycle-friendly schemes.

Connection to existing national/regional cycling networks

The application should list existing or planned connections to the cycling networks of the country and/or region, if there are any. The new or changed route or major section should be well connected to European, national and local networks.

Public transport connections

The application should list existing public transport connections to the new route from major cities or towns, as well as possibilities to travel along the route by public transport.

Promotion

Existing or planned promotional tools for the new route or major section should be mentioned in the application, including their reach, the languages in which they are available and how they will be disseminated.



Route survey

If the new route or part of it was surveyed following the [European Certification Standard](#) (ECS) methodology, the survey data should be part of the application.

Please note that 90% of the route (daily sections) should meet the essential criteria of the ECS methodology by the time that the proposed new route or extension formally joins the network. Well justified exceptions can be made at the discretion of the EVMT.

Organisation

The application should include a section on the organisation of the work for implementing this change to the network: responsible partners per country and/or region and/or locality and common project management (lead partner) per section or together.

Attachments

Attachments to include (N.B. list is not exhaustive):

- Existing implementation plans (project fiche, plan, etc.) – Mandatory only for the three-year process;
- Existing promotional tools – if any;
- Letters of support– The support of NECCs is mandatory for all applications while it is welcomed from NECs. Letters from other relevant authorities is mandatory only for the three-year process.

Actors to involve

Several types of actors should be involved in the preparation of an application:

- The committee proposing the change to the EuroVelo network (hereafter called “the applicant”);
- NECC/Cs of all countries concerned by the change;
- Public authorities involved in funding infrastructure works, signposting, etc.;
- Any other type of body relevant in the implementation and/or promotion of the route.

Fee for applications

There are cost implications for ECF for evaluating and (potentially) approving new and changed routes or sections, as well as for supporting new routes and major section proposals in areas of Europe where cycling tourism is less developed or less of a priority, in the case of a six-year process.

These costs include:

- Evaluating the proposal (including site visit(s));
- Regular communication with the applicant during the duration of the process;
- Regularly reporting on the application’s status to the EVC, ECF Board, EVGM and other relevant forum;
- Cycling the realised route at the end of the process to verify the levels of development of the route and get a user’s perspective;
- Feedback on new route information panels;



- Making changes or adding information in the EuroVelo Overview Route Database;
- Making changes or adding information on the www.EuroVelo.com website;
- Other branding issues related to the addition of the new route, major section or change;
- Registering new domains (in case of new routes / new route names);
- Making changes or adding information on the EuroVelo printed map;
- Additional lobby and communication actions.

Additional cost implications in the case of a six-year process:

- Supporting the application committee in negotiations with authorities;
- Lobby work;
- Guidance on the route development process in case there are no national guidelines;
- Supporting the evaluation of the development status of the route and the investments needed (action planning).

Costs

3Y

Three-year process

- New route proposal: €30,000 + €1 per km (excluding VAT).
- Major extensions or changes: €15,000 + €1 per km (excluding VAT).

6Y

Six-year process

- New route proposal: €60,000 + €1 per km (excluding VAT).
- Major extension: €30,000 + €1 per km (excluding VAT).

The fees should be paid in 3 equal instalments at the following times:

- Decision at the first level control;
- Implementation of the route;
- Final confirmation of the decision.

In the case of the six-year process, the payment can be made in more instalments if required. Contact the EVMT for more information.

- Please note that if it becomes apparent that in either the three-year or the six-year process more time will be needed by the applicant to realise the route then additional fees will be levied at the rate of a further €10,000 for each additional year required.

5. Overview of the process

Applications for new and changed routes can be submitted to ECF every three years. The application period is of either three years or six years, depending on which process is being followed (see section “A twin-track approach: slower pace for complex developments” on page 9).

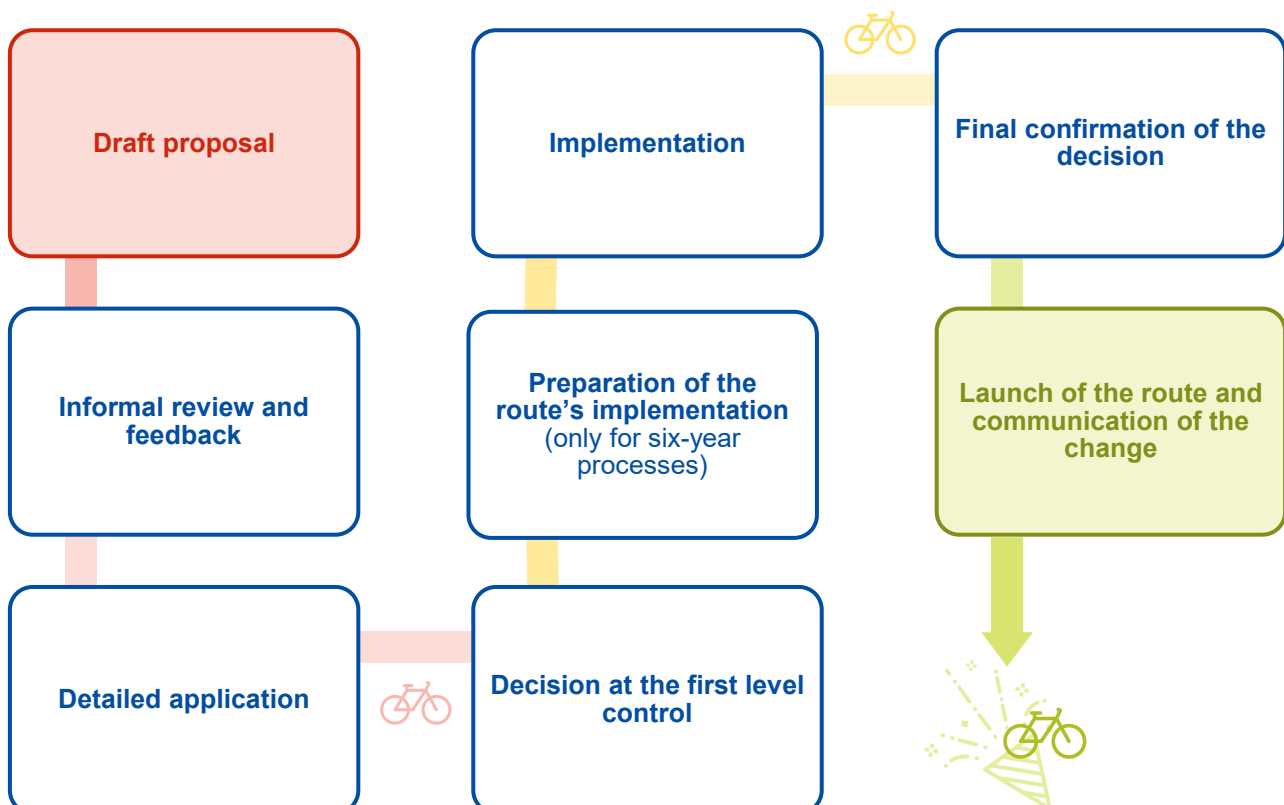
See the table in the next page for the two upcoming application deadlines.

The period of three years between applications can seem long, but the aim is to group changes together in order to avoid updating the EuroVelo general website, printed map and schematic diagram too often.

From the submission deadline, including the new route, section or major change in the EuroVelo network takes approximately two and a half years until the final confirmation of the decision in case of a three-year process, and five and a half years in case of a six-year process. In both cases, the last six months of the process are dedicated to updating the EuroVelo website and documents, launching and promoting the new or changed route.

Steps of the application

Set out below are additional details on each step of the application, up to the application deadline and during the application period. On the next page is a table with an overview of the application calendar, showing how much time each step takes.





Draft proposal

Proposals under preparation can be submitted to the EVMT for an initial review by the EVC up to six months before the application deadline. This first review is optional but highly recommended. The draft proposal should at least cover the reason for the change, an overview map of the proposed new or changed route and a list of the organisations involved in developing the application.



Informal review and feedback

The EVMT and EVC will provide feedback to such draft proposals within a maximum of three months, possibly asking for additional information. Based on the draft proposal, the EVC may advise the applicant to apply for either a three-year or a six-year process.



Detailed application

A detailed application of the new or change route proposal, covering all the required information (see the section “Preparing your application” above for more details) should be submitted to ECF by the application deadline.



Decision at the first level control

The EVC evaluates the applications within 6 months of the application deadline. There may be requests for additional information. The basis for decision-making includes: the relevance of the application, the quality of the proposal, the types of actors involved, existing cycling infrastructure and implementation plans, potential for the itinerary to become an important cycling corridor in its geographical area (if not already), the likelihood of meeting the proposed timetable, and its contribution towards meeting the priorities stated in the EuroVelo Strategy 2030. Care will also be given to ensuring the global quality of the network when adding new routes or making major changes to existing routes.

At the end of this period, the decision at the first level control on the acceptance of the proposed new or changed route will be sent to the applicant by the EVMT.

If a new route or major section proposal is accepted, the route will then be given the title of “Candidate route”.



Preparation of the route's implementation (only for six-year processes)

If a route candidate is accepted in the frame of a six-year process, the first two years following the decision at the first level control are dedicated to the preparation of the route's implementation. The EVMT can support the applicant to build support and lobby for the realisation of the route in the relevant regions and countries.

The EVMT can also support the applicant to prepare realistic implementation plans for the next phase of the process.

Progress reports on the preparation of the route should be submitted by the applicant every six months (see the preparation template in annex for a detailed overview of the type of information to provide).



Implementation

The year and a half following the decision at the first level control for the three-year processes, or the two and a half years following the preparation of the route's implementation for the six-year processes, are dedicated to the implementation of the route.

This includes following-up on the realisation of the implementation plans that were included in the application proposal or developed in the preparation stage. Reference to EuroVelo should be clearly included in the relevant material, such as signing and promotion material.

The EVMT will follow the progress of the route's implementation with regular reports provided by the applicant. These progress reports on the implementation should be submitted by the applicant every six months (see the implementation template in annex for a detailed overview of the type of information to provide).



Final confirmation of the decision

At the end of the implementation stage comes the final decision from the EVC based on a report prepared by the EVMT.

If the decision is positive, the new or changed route or section receives the title of 'Accepted candidate' and can be added to the EuroVelo network.



Launch of the route and communication of the change

Following the final confirmation of the decision, the EuroVelo website, schematic diagram, printed map and other materials will be updated with the new or changed route at the earliest opportunity. The changes will be communicated on all relevant EuroVelo and ECF channels (websites, newsletters and social media).



Overview of the application's calendar

Set out below is a summary of the different steps of the process highlighting which actors are involved in each step, and what will the specific dates be for the next two application periods.

Step	Actor	Status of the Route/Section	Three-year process – Next two deadlines	Six-year process – Next two deadlines
Submission of draft proposal	Applicant	No title	30/06/2022 30/06/2025	30/06/2022 30/06/2025
Informal review and feedback	ECF	No title	Within 3 months of receipt proposal	Within 3 months of receipt proposal
Submission of the detailed application	Applicant	Proposed Route	31/12/2022 31/12/2025	31/12/2022 31/12/2025
Decision at the first level control	ECF	Candidate Route	30/06/2023 30/06/2026	30/06/2023 30/06/2026
Preparation – building national and regional support, lobby, etc (with support from ECF)	Applicant & ECF	Candidate Route	Not needed for the three-year process	Until 30/06/2025 Until 30/06/2028
Implementation – referring to EuroVelo in relevant material (signing, promotion, etc.)	Applicant	Candidate Route	Until 31/12/2024 Until 31/12/2027	Until 31/12/2027 Until 31/12/2030
Final confirmation of the decision	ECF	Accepted candidate	30/06/2025 30/06/2028	Until 30/06/2028 Until 30/06/2031
Publication of new EuroVelo material by ECF	ECF	EuroVelo Route	31/12/2025 31/12/2028	Until 31/12/2028 Until 31/12/2031

Template documents

Template documents for all steps of the process are available on demand to the EVMT (eurovelo@ecf.com). They will be sent in due time to new route applicants.

Additional remarks

ECF has the right to suspend or cancel the official recognition of an accepted candidate route if its development is not progressing as expected and/or conditions have not improved enough.

ECF has the right to suspend or cancel an existing route from the EuroVelo network if its development is not progressing as expected, conditions have not improved enough and/or better routes are proposed to complete the network.

ECF will not be liable to refund fees if the applicant decides not to pursue the application during the process.

6. Benefits of being part of the EuroVelo Network

International cycling routes that become part of the EuroVelo network can enjoy many benefits from being associated with this well-known brand. Below are some of the advantages of being part of the world's largest cycle route network, which can prove useful when convincing local authorities to invest in the application procedure and the realisation of the route.



Positive impacts on the economy, especially at local level

Cycling tourism has a value of more than €44 billion per year. A study commissioned by the European Parliament estimates that the EuroVelo network itself, once finished, will generate €7 billion of direct revenue each year.

Investing in cycling tourism brings positive impacts on the economy, especially at local level and in rural areas. Contrary to other forms of tourism, cycling tourism spreads people out, leading them outside of the main cities and touristic attractions. Studies have also shown that cycle tourists tend to spend more daily than other types of tourists given that they are more active, need substantial meals, and may be in the lookout for comfort after a day of cycling.



Increased visibility

Cycling routes included on the EuroVelo website benefit from its high web traffic: In 2021, the EuroVelo.com web platform registered over 2.3 million sessions and over 2 million individual users visited the websites, and this amount increases annually. The EuroVelo website provides overview information at the transnational level and redirects users to national and regional websites for detailed information, thus increasing web traffic on national and regional platforms as well.

Including a route in the EuroVelo network is a really good way to increase a route's popularity, since the route will get promoted on the popular EuroVelo social media platforms and be visible to all visitors of www.EuroVelo.com.



International collaboration and exchange of good practices

Joining the EuroVelo network also means joining a network of NECC/Cs. Through conferences, workshops and projects, EuroVelo offers numerous possibilities for international collaboration and the exchange of good practices.

There is also a lot to be gained through ECF's wider activities and networks, including Velo-city, the premier conference on cycling worldwide. These forums provide an incredible platform to meet other professionals involved in developing cycling, find new ideas and inspiration, or promote your own initiatives.



Boosting cycling tourism developments

The EuroVelo network, with its name and its potential to attract cycle tourists, can help to influence local authorities to invest in cycling and cycling tourism. Joining the network can thus boost cycling tourism developments locally.



Participation in a global change to reach sustainability goals

Being part of the EuroVelo network also means participating in a global movement to reach sustainability goals that are essential to protect the environment and the climate. A bigger shift towards cycling and cycling tourism would help tackle the environmental challenges that our society is facing, while at the same time having positive impacts on public health and local economies.

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