

EuroVelo Route Development Status Report (2026)

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KEY EUROVELO NUMBERS

Total length of EuroVelo: **92,500+ km**

The 17 EuroVelo routes represent a network of 92,558 km¹ across Europe! This is an increase of 788 km compared to 2025, due to the **new 537-km section** of EuroVelo 1 – Atlantic Coast Route in Galicia that joined the network in April 2026 and updated data collected on EuroVelo in 2026.

18% (16,500+ km) of EuroVelo routes are undeveloped or with unknown conditions

46% (42,800+ km) of the network with EuroVelo signs in 26 countries

EuroVelo signs can now be followed on 42,840 km¹ of the network, an increase of 4,300+ km since 2025 (+4%) thanks to new signage and more accurate data. **26 of 39 countries (67%)** have signposted at least one daily section of a EuroVelo route. Among developed routes, 69% are signed with EuroVelo signage.

Close to 10,000 km of newly signed EuroVelo routes in the last 5 years, from 2021 to 2026

60% (55,300+ km) of the EuroVelo network is fully developed

55,346 km¹ of EuroVelo routes are either EuroVelo Certified or categorised as developed, with or without EuroVelo signage. This figure is not directly comparable with 2025, as **new definitions for development categories were introduced in 2026**. Developed routes now meet consistent quality criteria for route continuity, traffic levels and surface quality, replacing previous national standards, under which 69% of the network was considered ready to cycle despite more heterogeneous conditions.

82% (75,500+ km) of the EuroVelo network is at least partially developed

75,566 km¹ of EuroVelo routes are either Certified, developed or partially developed. Partially developed sections are being improved, highlighting the potential for further development and **network continuity**.

Goal 2030: 100% continuous EuroVelo network

All EuroVelo routes should be at least partially developed by 2030, with overall quality improved through a higher share of developed and EuroVelo Certified routes. Achieving this requires developing an average of **4,232 km per year**.

OVERVIEW

Revised EuroVelo route categories process

The EuroVelo Route Development Status Report 2026 introduces a new baseline following a thorough update of EuroVelo route categories in 2025–2026. The update **harmonises how developed routes are defined across countries**, linking classifications more closely to **real on-the-ground conditions**. Developed routes now designate sections with generally good cycling conditions, including continuity, limited motorised traffic and rideable surfaces, whether signed with EuroVelo signs or not. The new categories also establish a link for the first time between the detailed European Certification Standard (ECS) quality criteria and the general EuroVelo development levels communicated to users. **The present report focuses on this process and the new network's development rate figures**. See the "Introduction and methodology" section for more information.

Cycle routes vs cycling infrastructure: what's the difference?

This report analyses the development levels of long-distance EuroVelo cycle routes, while projects such as ECF's [Cycling Infrastructure Tracker](#) and [Cycling Counts](#) focus on cycling infrastructure across Europe. What's the difference? Cycle routes generally include cycling infrastructure, but also designate continuous itineraries that can include low-traffic roads without dedicated cycling infrastructure. That's where the ECS quality criteria come into play: they provide a threshold for the maximum traffic volumes and speeds to consider mixed motorised and cycling roads as comfortable and safe for cyclists.

Level of development per EuroVelo route

1	77% of 11,217 KM	7	45% of 7,649 KM	13	57% of 10,654 KM
2	38% of 4,826 KM	8	61% of 7,452 KM	14	96% of 1,145 KM
3	71% of 5,592 KM	9	44% of 2,304 KM	15	100% of 2,452 KM
4	62% of 5,033 KM	10	41% of 8,777 KM	17	87% of 1,173 KM
5	65% of 3,320 KM	11	41% of 6,955 KM	19	85% of 1,165 KM
6	69% of 6,118 KM	12	62% of 6,728 KM		

Note For routes going on both sides of a river, the length given is the total length, taking into account both left and right banks.



¹ In these calculations, the total lengths of EuroVelo routes have been used, duplicating the lengths of routes where they overlap. EuroVelo sections are counted multiple times if they belong to several EuroVelo routes.



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INTRODUCTION AND METHODOLOGY

Since 2021², the EuroVelo Route Development Status Report has provided an annual overview of the EuroVelo network's development levels and progress over time. Developing safe and continuous European cycle routes and completing EuroVelo signposting are at the heart of the EuroVelo Strategy 2030.

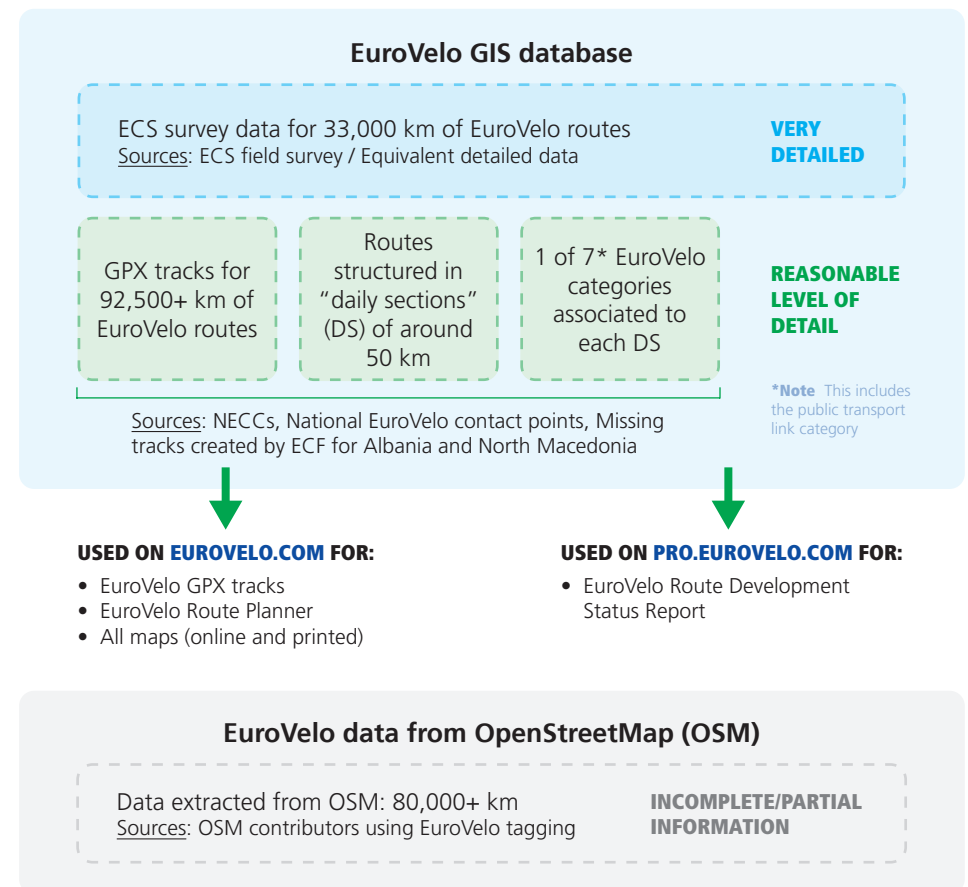
The 2026 edition of the report introduces new route categories and provides consolidated information on the network's quality across 39 countries crossed by EuroVelo routes. While the introduction of these new categories prevents the year-to-year analysis included in previous editions, it establishes a new baseline for assessing EuroVelo development levels and tracking their evolution in the coming years. This update is the result of an extensive process involving the EuroVelo GIS Subgroup and the NECCs, marking the first change to the route categories since the introduction of the EuroVelo map legend around 15 years ago.

The data analysed in this Report comes from the EuroVelo GIS Database to which National EuroVelo Coordination Centres (NECCs) are invited to contribute every year with updated data. In countries where no NECC is in place, national contact points may provide updated information.

ECF is also considering other source of data when assessing the levels of development and quality of cycle routes, such as survey data collected with ECS, or OpenStreetMap data (open source). But for the time being, the EuroVelo GIS Database is the most complete and accurate source of information on EuroVelo developments.

Here is a scheme indicating the sources of data available in 2026:

EUROVELO DATA SOURCES IN 2026



² Access the previous editions of this report: [2021](#), [2022](#), [2023](#), [2024](#), [2025](#).



WHAT IS CHANGING WITH THE NEW EUROVELO ROUTE CATEGORIES?

- **From 5 to 7 categories:** a more detailed approach to analysing EuroVelo route development, independently from EuroVelo signage.
- **From relying on national cycling standards** – that may lead to different conditions on the ground, depending on the country – **to using common definitions and thresholds** (based on the [European Certification Standard's](#) methodology) that reflect real-world cycling conditions and are applicable across all countries – with continuity, interactions with motorised traffic, and surface quality as key criteria.
- **From treating signposting as a category accessible only to developed routes to considering it as an additional layer** on top of cycling conditions, applicable to both developed and partially developed routes.
- **Introducing a new “Partially developed” category** to acknowledge that, pending future infrastructure improvements, local conditions may sometimes require compromises between surface quality and interactions with motorised traffic in order to maintain the continuity of a EuroVelo route. This category provides an intermediate stage between fully developed and undeveloped route sections.

The simplified definitions of route categories provided to users on the EuroVelo website are complemented by the full definitions provided to NECCs and National Contact Points for classifying all EuroVelo daily sections:

EuroVelo Certified routes:

USERS

These sections were awarded the official EuroVelo Certification label, ensuring high-quality cycling conditions. They were surveyed in the field by EuroVelo Route Inspectors to respect minimum requirements for motorised traffic levels, surface quality, EuroVelo signage, and access to services as defined by the European Certification Standard (ECS) methodology. EuroVelo Certified routes are the best options for beginners!

NECCS AND NATIONAL CONTACT POINTS

Section of at least 100 km on which at least ECS essential criteria are met everywhere. These are quality criteria related to infrastructure, attractiveness, public transport access, services, and communication. See the [Introduction to the methodology](#) for the full list of ECS quality criteria.

Developed routes with EuroVelo signs:

USERS

These sections offer generally good cycling conditions, with limited motorised traffic, rideable surfaces, and EuroVelo signs along the route. Developed routes with signs are suitable for most cyclists. However, short stretches with lower-quality conditions may occur, and it is recommended to bring a map or navigation app as signs can have defects.

NECCS AND NATIONAL CONTACT POINTS

No obstacle (legal or physical) making it impossible to pass with a bicycle, with 1% max of dismount, and ECS essential criteria related to traffic and surface met on 95% of the section, i.e.:

- Limited traffic: segregated cycling infrastructure; or in mixed traffic max 50% of the section is with high traffic, 5% max with very high traffic.
- Rideable surface for a cycle with medium/large tires in most weather conditions (e.g. no sand, no mud), 5% max badly rideable.
- EuroVelo logo signage in line with the [EuroVelo Transnational Signing Manual](#) and regular signs – at least every 15 km, unless duly justified. Ideally: regular signs indicating next cities and clear signs at main junctions.

Developed routes without EuroVelo signs:

USERS

These sections offer generally good cycling conditions, with limited motorised traffic and rideable surfaces, but without EuroVelo signs. Developed routes without signs are suitable for most cyclists. However, short stretches with lower-quality conditions may occur, and it is warmly recommended to bring a map or navigation app.

NECCS AND NATIONAL CONTACT POINTS

No obstacle (legal or physical) making it impossible to pass with a bicycle, with 1% max of dismount, and ECS essential criteria met on 95% of the section, i.e.:

- Limited traffic: segregated cycling infrastructure; or in mixed traffic max 50% of the section is with high traffic, 5% max with very high traffic.
- Rideable surface for a cycle with medium/large tires in most weather conditions (e.g. no sand, no mud), 5% max badly rideable

Partially developed routes with EuroVelo signs:

USERS

Cycling is possible here, but conditions vary. Some stretches may have high motorised traffic or poor surfaces, even though EuroVelo signs are in place. Partially developed routes with signs are

NECCS AND NATIONAL CONTACT POINTS

No obstacle (legal or physical) making it impossible to pass with a bicycle, with 5% max of dismount, and ECS essential criteria related to traffic OR surface met on 95% of the section, i.e. one of the following conditions met: limited traffic OR rideable



suitable for experienced cyclists only, and it is recommended to bring a map or navigation app and check national/regional websites for more information. ECF and National EuroVelo Coordination Centres are working on improvements.

surface, as described in the “developed” category. EuroVelo logo signage in line with the [EuroVelo Transnational Signing Manual](#) and regular signs – at least every 15 km, unless duly justified. Ideally: regular signs indicating next cities and clear signs at main junctions.

Partially developed routes without EuroVelo signs:

USERS

Cycling is possible here, but conditions vary. Some stretches may have high motorised traffic or poor surfaces, and EuroVelo signs are not in place. Partially developed routes without signs are suitable for experienced cyclists only, and it is warmly recommended to bring a map or navigation app and check national/regional websites for more information. ECF and National EuroVelo Coordination Centres are working on improvements.

NECCS AND NATIONAL CONTACT POINTS

No obstacle (legal or physical) making it impossible to pass with a bicycle, with 5% max of dismount, and ECS essential criteria related to traffic OR surface met on 95% of the section, i.e. one of the following conditions met: limited traffic OR rideable surface, as described in the “developed” category.

Undeveloped routes or unknown conditions:

USERS

These sections do not meet minimum requirements for motorised traffic levels or surface quality – or their conditions are currently unknown. They may include dangerous stretches. Cyclists choosing to cycle there should use a map or navigation app and check national/regional websites for more information. It is recommended to use public transport to skip these areas where possible.

NECCS AND NATIONAL CONTACT POINTS

Conditions of the route are unknown, or minimum requirements presented above are not met.

Public transport links:

These sections include continuity across seas or rivers and undeveloped parts of the network that can be skipped with a reliable public transport connection allowing bicycle transport.

Let us note that these changes establish for the first time a formal link between the ECS methodology to assess cycle routes and the categories used to communicate route quality to users.

EUROVELO STRATEGY: TOWARDS A FULLY DEVELOPED AND HIGH-QUALITY EUROVELO NETWORK

The [EuroVelo Strategy 2030](#) focuses on two key aspects: development and quality of the network. According to this year's data, EuroVelo appears to be on track to achieve 100% of at least partially developed routes by 2030, ensuring a continuous network, though not fully developed in terms of quality. Increasing the share of developed and EuroVelo Certified routes remains a key objective to further improve route quality.

Looking back five years, the first edition of the EuroVelo Route Development Status Report, published in 2021, found that 60% of the EuroVelo network (approximately 51,500 km) was developed in line with national standards, while the remaining 40% (around 33,800 km) still required development. At the time, these percentages were calculated based on the network's total length, with overlapping route sections counted only once, a methodology that has since been revised.

Let us celebrate the progress made in 2026 as 60% (55,300+ km) of the EuroVelo network is fully developed, 82% (75,500+ km) of the EuroVelo network is at least partially developed and 18% (16,500 km) of EuroVelo routes are undeveloped or with unknown conditions. In five years, there has also been 10,000 km of newly signed EuroVelo routes.

Reaching 100% of at least partially developed EuroVelo routes by 2030 would require developing an average of 4,232 km per year. These sections are where most efforts should be focused in the coming years, either to start new developments or to remove them from the network.

It should also be noted that the Strategy played a role in the decision to update the route categories. The aim was not only to provide users with more accurate information, but also to gain a better understanding of real-world conditions on the ground, helping to guide future development efforts and identify priority areas.



OVERALL LEVELS OF DEVELOPMENT ACROSS THE NETWORK

As of 2026, 60% of the EuroVelo network (55,284 km) is classified as either EuroVelo Certified, developed with EuroVelo signs or developed without signs, meaning that these routes are confirmed to provide good conditions for cyclists. This represents a decrease of 9% compared to the sections that were called developed in 2025 and previous years. However, this change is primarily the result of the revised route categories, which introduced stricter requirements for a route to be considered developed, rather than a deterioration of route conditions on the ground. On the other hand, 82% of the network (75,629 km) fulfils continuity requirements, being developed or partially developed, even though infrastructure improvements may be needed.

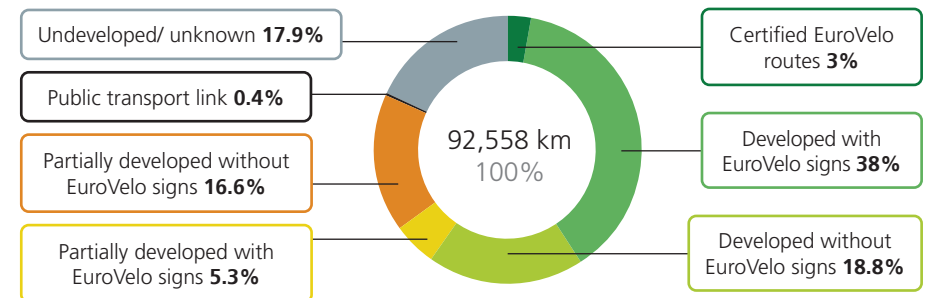
Within the 60% of developed routes, the largest category is developed with EuroVelo signs (38% of the network), followed by developed without signs (19%). A further 3% of the network is EuroVelo Certified, following the procedure of the European Certification Standard methodology. This includes 62% of EuroVelo 15 – Rhine Cycle Route (in Switzerland, France and part of Germany) and 11% of EuroVelo 1 – Atlantic Coast Route, corresponding to the French part of the route (La Vélodyssée).

While all EuroVelo Certified routes are signed, EuroVelo signs can also be found on developed and partially developed routes. In total, 46% of the network is signed with EuroVelo signs, in 26 countries. Looking at developed routes only, we see that 69% of developed EuroVelo routes are also signed with EuroVelo signs. **The share of signed EuroVelo routes increased by 4.4%** compared to 2025.

Here is the partition of route development levels, out of the total **92,558 km** of EuroVelo routes³:

EuroVelo categories	Public transport link	Undeveloped/ unknown	Partially developed without EuroVelo signs	Partially developed with EuroVelo signs	Developed without EuroVelo signs	Developed with EuroVelo signs	Certified EuroVelo routes
# km	345	16,583	15,423	4,923	17,367	35,122	2,795
% of the network	0.4%	17.9%	16.6%	5.3%	18.8%	38%	3%

DEVELOPMENT STATUS DISTRIBUTION ON EUROVELO



The three maps below show the sections of the network that are already certified, developed with or without EuroVelo signs or at least partially developed, and where the gaps remain.

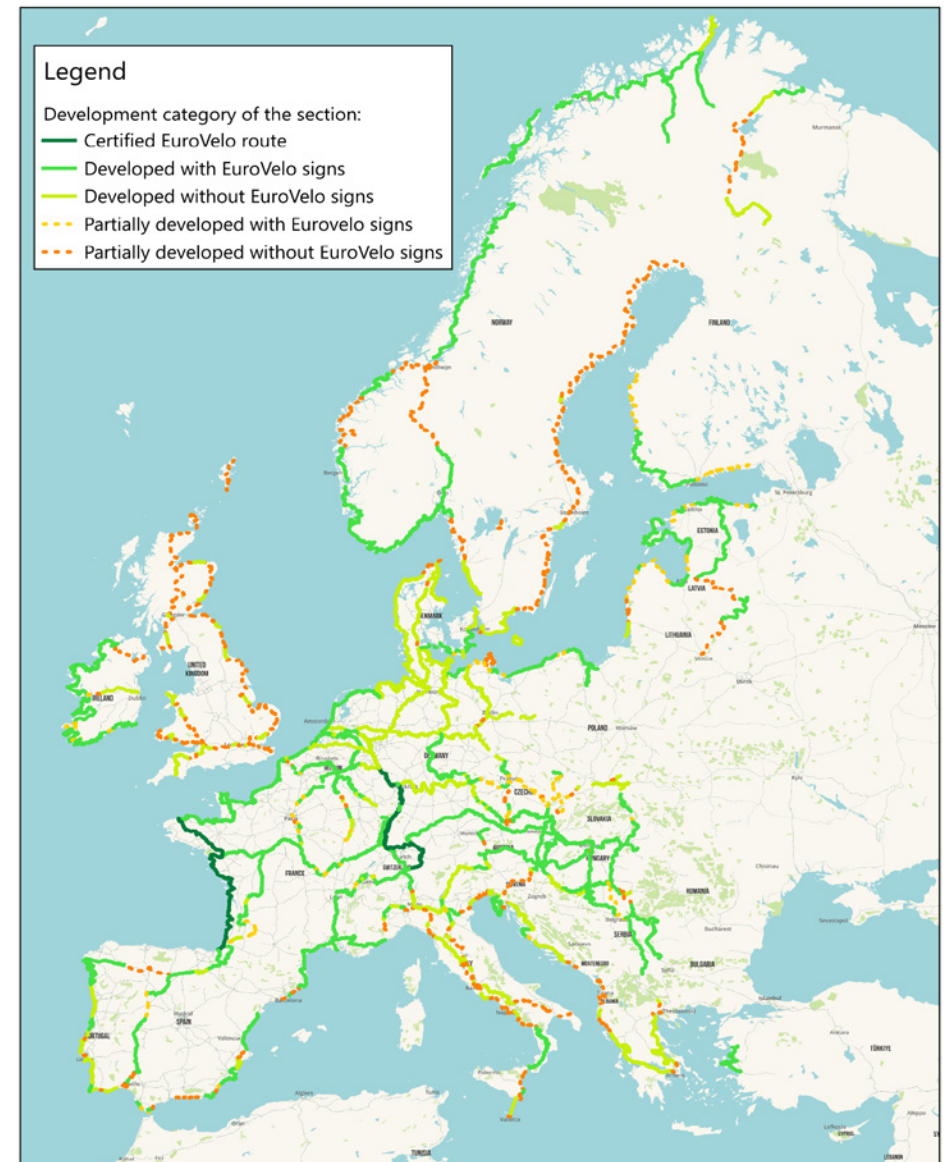
³ In these calculations, the total lengths of EuroVelo routes have been used, duplicating the lengths of routes when they overlap. EuroVelo sections are counted multiple times if they belong to several EuroVelo routes.



DEVELOPED SECTIONS OF THE EUROVELO NETWORK IN 2026



FULL AND PARTIALLY DEVELOPED SECTIONS OF THE EUROVELO NETWORK IN 2026





UNDEVELOPED SECTIONS OF THE EUROVELO NETWORK IN 2026



HIGHLIGHTING COUNTRY-LEVEL CHANGES

The revised route categories had two main effects on the reported development status of the network. First, they **raised the quality threshold required for a route to be classified as developed**. Second, they introduced **a clearer distinction between developed, partially developed and undeveloped sections**. The process of collecting updated category information for all EuroVelo sections also allowed countries to take a fresh look at the status of their national EuroVelo network, sometimes identifying sections that had previously been assigned to the wrong category or had not been updated recently.

As a result, **many EuroVelo sections have been reclassified** from one category to another, and these changes are not easy to track at the network level. Some sections previously categorised as developed with EuroVelo signs or developed at national level have been moved to the partially developed or undeveloped/unknown categories, based on the new definitions and the information available. The quality and completeness of this information remain **highly heterogeneous from one country to another**.

In general, no direct comparison can be made in this report between the 2025 and 2026 data. Nevertheless, a few country-level changes can be highlighted.

COUNTRY-LEVEL DEVELOPMENTS: THREE COUNTRIES WITH SIGNIFICANT IMPROVEMENTS



17% INCREASE IN ITALY

Significant progress has been made in Italy in the last year with over 950 km of new route developments, corresponding mostly to improved sections on EuroVelo 5 – Via Romea (Francigena) and EuroVelo 8 – Mediterranean Route. In particular, EuroVelo 5 was rerouted between Vairano and Benevento to improve its quality and the EuroVelo 8 section from Chivasso (north of Turin) to Casale Monferrato was developed.



Progress in EuroVelo signposting is also worth highlighting as Italy counts an extra 326 km of signed EuroVelo routes in 2026, meaning 18% of the national network is now signed.

FIAB, the Italian NECC, communicated several “public transport link” sections, allowing users to skip less developed stretches along the route. The website Bicialia.it has also been updated with new GPX tracks.



12% INCREASE IN ALBANIA

Of the 462 km of EuroVelo 8 – Mediterranean Route in Albania, 53 km is now developed, corresponding to the daily section from Mbrostar to Orikum going on roads with low traffic or cycle lanes. This is a 12% increase as no Albanian section was communicated as developed in previous years. This increase is worth highlighting given that there is currently no NECC to coordinate route developments in Albania.

Albanian partners are also involved in a consortium working on the future EuroVelo 21, set to link Belgrade to Shkodër via Bosnia and Herzegovina and Montenegro. The route is expected to be officially integrated into the EuroVelo network by 2031, provided it meets the criteria for new EuroVelo routes. This process involves as a mandatory step to establish an NECC in all countries involved, including Albania, and this could support further development of EuroVelo in Albania.



3% INCREASE IN POLAND

Poland has an important EuroVelo network of 4,067 km, 3% (129 km) of which are new developed routes since the creation of the Polish NECC in 2025. The new coordination centre gathered more precise data from all Polish regions, creating a clear picture of the EuroVelo network in the country. Sections newly marked as developed correspond mostly to EuroVelo 4 – Central Europe Route and EuroVelo 11 – East Europe Route East of Krakow and to EuroVelo 9 – Baltic-Adriatic from Gdansk to Welcz Maly on both banks of the Vistula River. An extra 304 km of EuroVelo signs in Poland were also communicated, on the Northern part of EuroVelo 9 and on EuroVelo 11, south of Nowy Sacz.

PARTIALLY DEVELOPED ROUTES: WHERE CONTINUITY EXISTS BUT QUALITY IMPROVEMENTS ARE NEEDED



SWEDEN: OPPORTUNITIES FOR ROUTE DEVELOPMENTS BUT LEGAL ISSUE WITH SIGNPOSTING

Of the 5,781 km of EuroVelo routes in Sweden, 15% is developed and 60% is partially developed. Developed routes are of high quality in Sweden, as they correspond to existing and well-maintained touristic cycle routes such as Kattegattleden (part of EuroVelo 7 – Sun Route and EuroVelo 12 – North Sea Cycle Route along the coast) and Sydostleden and Sydvestleden (southern part of EuroVelo 10 – Baltic Sea Cycle Route). Part of EuroVelo 10 has also been assessed with ECS in the framework of the BBU project to identify key issues. However, there is no NECC in Sweden to coordinate the development of EuroVelo. The creation of an NECC would facilitate the national coordination, development and promotion of all EuroVelo routes in the country.

Sweden is also facing an important issue regarding signposting, as Swedish signing guidelines do not allow to include EuroVelo route information panels on signs. As a result, there are no EuroVelo signs at all in Sweden.



SPAIN: IMPORTANT WORK DONE BUT ISSUES WITH CONTINUITY

Of the 4,862 km of EuroVelo routes in Spain, 69% is developed and 25% is partially developed. In Spain, the NECC ConBici coordinates regional and national authorities, some of which very active in the development of EuroVelo. Progress has been made every year, both on the realisation of the routes themselves and on the creation of a GIS database closely connected to EuroVelo categories. However, an important challenge remains in the continuity of cycle routes. As can be seen on the map of EuroVelo 8 in Spain, development is scattered and developed routes are often interrupted.

Spain is also very active in growing the EuroVelo network. In April 2026, EuroVelo 1 – Atlantic Coast Route was extended to Fisterra in Galicia, adding 537 km to the network. This route is fully developed and signposted. Another



route is currently being realised: the future EuroVelo 16 – Iberian Cycle Route, set to connect Lisbon to Pamplona via Madrid, a missing capital on EuroVelo. This route will join the network by 2028, provided it meets the criteria for new EuroVelo routes.

Special case:  The United Kingdom with its 3,962 km of partially developed routes. Indeed, a lack of GIS data converted to a structure usable for this analysis meant that 77% of the EuroVelo network in the UK was classified as partially developed even though the situation may be better on the ground. This is probable given the work done in the last years by Walk Wheel Cycle Trust to improve the National Cycle Network. But without clear data, it is not possible to verify if the right set of quality criteria is met.

INCREASE IN EUROVELO SIGNPOSTING FOR DEVELOPED AND PARTIALLY DEVELOPED SECTIONS



NORWAY

A huge increase of 2,910 km in signposted EuroVelo routes was reported in Norway this year, bringing the total signed routes to 4,103 km. The increase is mostly connected to EuroVelo 1 – Atlantic Coast Route, which is now signposted on most of its itinerary. Other newly signed sections include EuroVelo 3 – Pilgrims Route south of Oslo, and sections in the north of the country that were signposted in autumn 2025: EuroVelo 7 – Sun Route, EuroVelo 11 – East Europe Route and EuroVelo 13 – Iron Curtain Trail. Only the northernmost section going to the North Cape is not signposted, because signs have been blown out by the extreme winds of this area! Overall, 75% of the EuroVelo network in Norway is now signposted.



LATVIA

79% of the EuroVelo network is signed in Latvia as of 2026, and an extra 892 km of signs were reported this year, bringing the total signed routes to 1,398 km. The increase is mostly connected to new partially developed with signs

sections reported on EuroVelo 10 – Baltic Sea Cycle Route and EuroVelo 13 – Iron Curtain Trail, now sharing the same itinerary along the Baltic Sea Coast in Latvia. The routes are reported as signed with EuroVelo signs all the way from the Estonian border to Liepāja, whereas only a few developed sections were reported as signed in 2025. An additional developed with signs section of 40 km was also reported on EuroVelo 11 – East Europe Route.

COMPARING NECC AND NON-NECC COUNTRIES

Comparing NECC and non-NECC countries, **countries with an NECC have an average development rate of 78%**, compared to **12% in countries without an NECC**. Moreover, 74% of all undeveloped/unknown sections are located in non-NECC countries.

DATA CONFIDENCE

29 of the 39 countries, representing 84% of the EuroVelo network, provided detailed information on the development status of their EuroVelo routes under the new categorisation. This includes sections classified as undeveloped/unknown where route conditions are known to be below the required standard. The remaining 10 countries either provided only broad estimates of development levels or had no data available, in which case their route sections were classified as Unknown.

The revised methodology also revealed substantial information gaps in several countries. Where there was insufficient evidence to assess route conditions reliably, sections previously classified as under development (2025 categorisation) were reclassified as undeveloped/unknown (2026 categorisation). This affected **Belarus** (+136 km of undeveloped/unknown), **North Macedonia** (+149 km), **Cyprus** (+661 km), **Bulgaria** (+1,268 km), **Russia** (+1,323 km), **Romania** (+1,405 km) and **Finland** (+3,147 km), all of which currently lack a National EuroVelo Coordination Centre (NECC).

A different situation applies in **Czechia, France, Türkiye, Sweden and Poland**. In these countries, sections classified as undeveloped/unknown in 2026 are not the result of missing information. Rather, analyses of GIS data and reports from local authorities identified route conditions that do not meet the required standards, leading to their classification in this category.



EUROVELO ROUTES PER LEVELS OF DEVELOPMENT

The following table presents a classification of EuroVelo routes according to their level of development (methodology explained below the table itself):

EuroVelo Route ¹		Length (in km)	Undeveloped /unknown or public transport link	Partially developed without signs	Partially developed with signs	Developed without EuroVelo signs	Developed with EuroVelo signs	EuroVelo Certified ²	(combined)
EUROVELO ROUTES WITH HIGH DEVELOPMENT RATES (MORE THAN 75%)									
1	EuroVelo 15 Rhine Cycle Route	2,452 ³	0%	0%	0%	21%	17%	62%	100%
2	EuroVelo 14 Waters of Central Europe	1,145	0%	4%	0%	0%	96%	0%	96%
3	EuroVelo 17 Rhine Cycle Route	1,173	5%	0%	9%	2%	85%	0%	87%
4	EuroVelo 19 Meuse Cycle Route	1,165	0%	8%	7%	9%	76%	0%	85%
5	EuroVelo 1 Atlantic Coast Route	11,217	0%	19%	4%	14%	52%	11%	77%
EUROVELO ROUTES WITH MEDIUM DEVELOPMENT RATES (FROM 50% TO 75%)									
6	EuroVelo 6 Atlantic-Black Sea	6,118 ³	28%	0%	3%	0%	69%	0%	69%
7	EuroVelo 3 Pilgrims Route	5,592	2%	20%	7%	31%	40%	0%	71%
8	EuroVelo 5 Via Romea (Francigena)	3,320	7%	27%	1%	29%	36%	0%	65%
9	EuroVelo 8 Mediterranean Route	7,452	17%	20%	2%	23%	38%	0%	61%
10	EuroVelo 4 Central Europe Route	5,033	24%	2%	11%	29%	33%	0%	62%



ROUTE DEVELOPMENT STATUS REPORT

11	EuroVelo 12 North Sea Cycle Route	6,728	1%	37%	0%	33%	29%	0%	62%
12	EuroVelo 13 Iron Curtain Trail	10,654	30%	5%	8%	14%	43%	0%	57%
EUROVELO ROUTES WITH LOW DEVELOPMENT RATES (LESS THAN 50%)									
13	EuroVelo 9 Baltic-Adriatic	2,304	34%	12%	10%	2%	42%	0%	44%
14	EuroVelo 7 Sun Route	7,649	24%	29%	2%	23%	22%	0%	45%
15	EuroVelo 10 Baltic Sea Cycle Route	8,777	15%	29%	15%	11%	30%	0%	41%
16	EuroVelo 11 East Europe Route	6,955	41%	13%	5%	12%	29%	0%	41%
17	EuroVelo 2 Capitals Route	4,826	41%	13%	0%	38%	0%	0%	38%

1 The classification of EuroVelo routes based on their development level followed a weighted scoring system:

- Certified sections were given full weight
- Sections developed with EuroVelo signs were multiplied by 0.8
- Sections developed without signs were multiplied by 0.6

The resulting number was divided by the full length of the EuroVelo route to get a percentage. EuroVelo routes were then ranked based on the highest weighted percentage of developed sections.

This weighted approach provides a more accurate picture of each route's overall development status. It gives greater value to sections that are signed with EuroVelo signs, compared to those that are not signed, and even more value to EuroVelo certified routes, as EuroVelo Certification (under the European Certification Standard) confirms that the route meets quality criteria that are higher than those requested for a route to be called developed.

2 A EuroVelo Route, or a section of min. 100 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 ECF and updated in 2026. The EuroVelo 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.

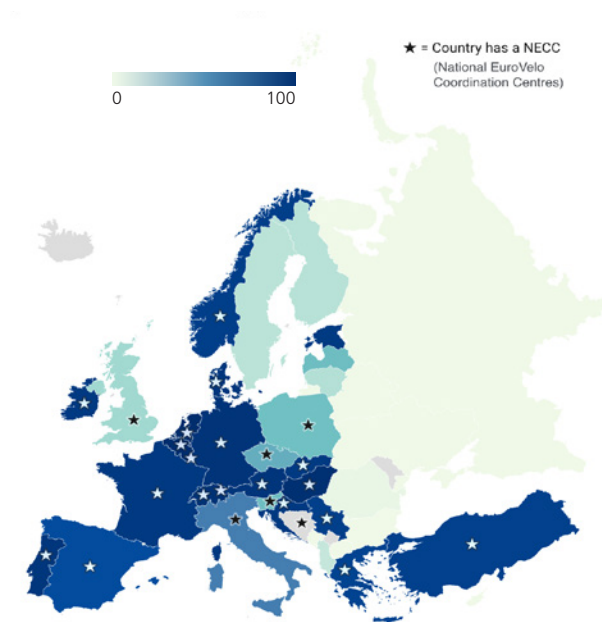
3 For routes going on both sides of a river, the length given is the total length, taking into account both left and right banks.



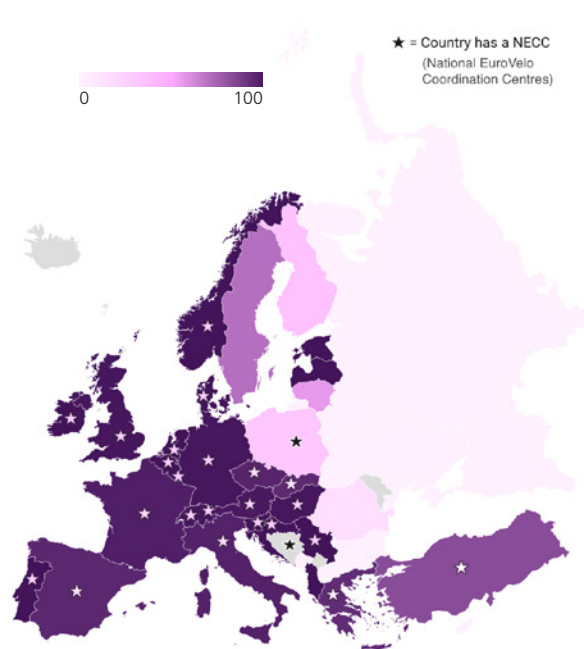
EUROPEAN COUNTRIES PER LEVEL OF DEVELOPMENT

The three maps on this page show the development of EuroVelo and EuroVelo signage levels per country. **EuroVelo routes tend to have better levels of development in countries where a National EuroVelo Coordination Centre (NECC) is in place**, which is the case in 25 countries out of 39 in 2026. These maps compare the development level percentage per country and do not take into account the differences in total number of kilometres of EuroVelo routes from one country to another.

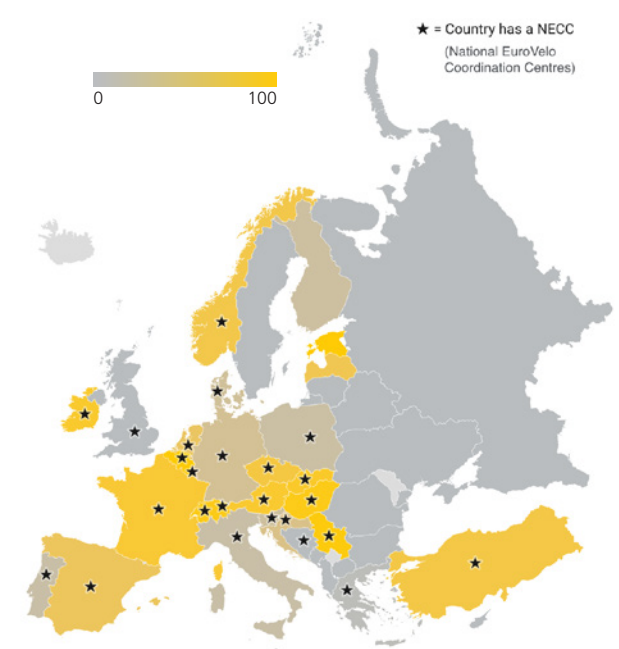
PERCENTAGE OF FULLY DEVELOPED EUROVELO ROUTES
(WITH OR WITHOUT SIGNS) PER COUNTRY IN 2026



PERCENTAGE OF FULLY OR PARTIALLY DEVELOPED EUROVELO ROUTES
(WITH OR WITHOUT SIGNS) PER COUNTRY IN 2026



PERCENTAGE OF SIGNED EUROVELO ROUTES
PER COUNTRY IN 2026



In the table below, countries are classified according to the national levels of development of EuroVelo. The total number of kilometres of EuroVelo in each country have also been included, as it requires more work to fully develop a wider national network. The lengths included in the table correspond to the total number of EuroVelo kilometres in the country, including duplicate routes, since different routes need to be signed and promoted independently. The methodology used to produce the classification is described below the table itself.



ROUTE DEVELOPMENT STATUS REPORT

Country ¹			Length (in km)	Undeveloped /unknown or public transport link	Partially developed without signs	Partially developed with signs	Developed without EuroVelo signs	Developed with EuroVelo signs	EuroVelo Certified ²	(combined)
COUNTRIES WITH HIGH EUROVELO DEVELOPMENT RATES – OVER 75%										
1		Liechtenstein	26	0%	0%	0%	0%	0%	100%	100%
2		Switzerland	1,307	1%	0%	4%	2%	66%	27%	95%
3		Belgium	1,019	0%	0%	0%	0%	100%	0%	100%
4		Hungary	2,184	1%	2%	0%	0%	97%	0%	97%
5		Luxembourg	106	0%	0%	0%	19%	81%	0%	100%
6		The Netherlands	2,012	0%	0%	0%	35%	65%	0%	100%
7		Austria	2,662	2%	5%	2%	2%	87%	2%	91%
8		France	8,749 ³	4%	3%	7%	5%	65%	16%	86%
9		Slovakia	472	8%	0%	5%	0%	86%	0%	86%
10		Estonia	2,462	0%	0%	14%	0%	86%	0%	86%
11		Ireland	2,573	0%	2%	11%	6%	81%	0%	87%
12		Serbia	2,090	0%	0%	19%	1%	80%	0%	81%
13		Türkiye	621	20%	0%	0%	0%	80%	0%	80%
14		Norway	5,493	0%	18%	0%	7%	75%	0%	82%
15		Germany	9,789	1%	3%	4%	62%	20%	10%	92%



ROUTE DEVELOPMENT STATUS REPORT

16		Denmark	2,198	0%	8%	1%	60%	31%	0%	91%
17		Croatia	1,696	0%	10%	3%	51%	36%	0%	87%
18		Portugal	1,211	0%	10%	0%	72%	18%	0%	90%
19		Greece	1,483	4%	15%	4%	77%	0%	0%	77%
COUNTRIES WITH MEDIUM EUROVELO DEVELOPMENT RATES – BETWEEN 50% AND 75%										
20		Spain	4,862	6%	19%	5%	7%	63%	0%	70%
21		Italy	5,384	5%	41%	1%	36%	17%	0%	53%
COUNTRIES WITH LOW EUROVELO DEVELOPMENT RATES – BETWEEN 10% AND 50%										
22		Czechia	2,171	6%	11%	43%	1%	39%	0%	40%
23		Latvia	1,772	0%	21%	42%	0%	37%	0%	37%
24		Slovenia	448	0%	64%	0%	6%	30%	0%	36%
25		Poland	4,872	62%	1%	2%	9%	26%	0%	35%
26		United Kingdom	5,151	1%	77%	0%	22%	0%	0%	22%
27		Finland	5,060	64%	9%	11%	6%	10%	0%	16%
28		Lithuania	683	38%	45%	0%	17%	0%	0%	17%
29		Sweden	5,781	25%	60%	0%	15%	0%	0%	15%
30		Albania ⁴	462	0%	88%	0%	12%	0%	0%	12%
COUNTRIES LACKING EUROVELO DEVELOPMENT OR PROPER DATA										
31		Romania	1,321	88%	10%	0%	2%	0%	0%	2%



ROUTE DEVELOPMENT STATUS REPORT

32		Russia	1,313	100%	0%	0%	0%	0%	0%	0%
33		Bulgaria	1,268	100%	0%	0%	0%	0%	0%	0%
34		Belarus	856	100%	0%	0%	0%	0%	0%	0%
35		Ukraine	783	100%	0%	0%	0%	0%	0%	0%
36		Cyprus	661	100%	0%	0%	0%	0%	0%	0%
37		North Macedonia ⁴	408	100%	0%	0%	0%	0%	0%	0%
38		Montenegro	214	100%	0%	0%	0%	0%	0%	0%
39		Malta	56	24%	76%	0%	0%	0%	0%	0%

1 The classification of countries based on the development level of their EuroVelo routes followed a weighted scoring system:

- Certified sections were given full weight (100%)
- Sections developed with EuroVelo signs were given half weight (50%)
- Sections developed without signs were given a quarter weight (25%)

The resulting number was divided by the full length of EuroVelo routes in the country to get a percentage. EuroVelo routes were then ranked based on the highest weighted percentage of developed sections. If two countries had the same development level, the one with more kilometres of EuroVelo routes was ranked higher.

This weighted approach provides a more accurate picture of each country's overall development status. It gives greater value to sections that are signed with EuroVelo signs, compared to those that are not signed, and even more value to EuroVelo certified routes, as EuroVelo Certification (under the European Certification Standard) confirms that the route meets quality criteria that are higher than those requested for a route to be called developed.

2 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 ECF and updated in 2026. The EuroVelo 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.

3 There is a difference between the [data of the French NECC Réseau Vélo et Marche](#) (94,1 % of the EuroVelo network in France is implemented) and the EuroVelo data (86% of the network is EuroVelo certified or developed), due to the fact that Réseau vélo et marche monitors the realised rate, whereas EuroVelo focuses on the continuity, following a structure of 50-km long sections. For sections where the quality level was not uniform, the "worst" quality level was selected.

4 Tracks of EuroVelo routes in these countries were fully or partially created by ECF because of missing national contacts. Itineraries were based on the best routes available according to online research.



TOWARDS A 100% CONTINUOUS (AT LEAST PARTIALLY DEVELOPED) AND HIGHER QUALITY EUROVELO BY 2030

The [EuroVelo Strategy 2030 mid-term review](#), finalised in 2025, stated clearly the main priorities to address up to 2030: increase the percentage of developed EuroVelo sections by 2030 and their quality (33% of EuroVelo network not developed in 2024); improve the percentage of the network with EuroVelo signs (61% of EuroVelo network without EuroVelo signs in 2024); encourage increased quality of EuroVelo routes by using the ECS methodology or equivalent standards.

Translated in the wording of the new EuroVelo route categories, this means:

- A 100% continuous EuroVelo network by 2030, i.e. at least partially developed
- An increased percentage of fully developed EuroVelo network (more than 60%)
- An increased percentage of signed EuroVelo network (more than 46%)

A fully continuous and at least partially developed EuroVelo network by 2030 still requires many efforts. According to this year's data, 82% of the network is at least partially developed in 2026. This leaves **16,583 km of undeveloped/unknown routes to tackle**, as well as 346 km of inland public transport links to cross non-cyclable stretches.

The **20,345 km of partially developed EuroVelo routes should also be improved or rerouted** to fulfil the quality criteria of developed routes.

The [EuroVelo Route Development Status Report of 2025](#) highlighted three useful strategies that remain valid and can be adopted by other countries across Europe to speed up the development of their EuroVelo network:

- **Continuity strategy like in Greece:** identifying continuous low-traffic tertiary or countryside roads and focusing on solving key issues.
- **Change of itinerary like in Italy:** if the original itinerary cannot be improved in the short term due to high infrastructure costs or a lack of political support, identifying an alternative itinerary with supportive authorities and rerouting.
- **Organisation and legal framework like in Poland:** focusing on building a strong consortium involving various actors and setting up a central coordination body to gather scattered information.

HIGH-QUALITY GREENWAY IN KAMIEŃSKI COUNTY, POLAND,
ON EUROVELO 10 - BALTIC SEA CYCLE ROUTE
PHOTO © ARCHIVES OF MARSHAL'S OFFICE OF THE WEST POMERANIAN VOIVODSHIP



More good practices are presented in the [EuroVelo Development Guide](#). For instance:

- **“Low-hanging fruits”:** identifying sections which can be developed easily and quickly and prioritising them. For instance, turning a disused railroad line, a levee along a river or a towing path along a canal into a greenway, making use of existing forest or agriculture management roads, focusing on single land ownership (if possible, state) to save the need to negotiate with individual landowners.

Public transport links, on the other hand, such as a well-communicated train, bus or boat lines along the itinerary, allowing the transport of non-dismantled cycles to skip a part of the route, provide temporary solutions for continuity pending more development but do not completely fill the gap. Unless the section is completely unrideable (e.g. sea crossings), developments of the route should always continue: in most cases, public transport links compensate for an undeveloped section until it is at least partially developed. Note that communicating about public transport available along a EuroVelo route is always useful, including when the route is fully developed, so that users can choose to cycle the whole route or skip parts of it depending on their needs.



EUROVELO ROUTES: CLOSE TO EUROPEAN PEOPLE, REGIONS AND ENVIRONMENTS

EuroVelo is far more than a tourism cycle route network. **As Europe's backbone cycle route network**, it already serves millions of people during their daily life and has significant untapped potential to **support everyday mobility, regional connectivity, and leisure cycling**.

ECF's own **spatial analysis** demonstrates the remarkable reach of the EuroVelo network across Europe⁴:

- **21.0% of Europeans (more than 112 million people)** live within just **2 km** of a EuroVelo route.
- **31.15% (more than 166 million people)** live within **5 km**.
- **41.43% (more than 221 million people)** live within **10 km**.

The analysis also shows that EuroVelo is deeply embedded in Europe's economic and administrative geography, directly crossing⁴:

- **90.22%** of major socio-economic regions (**NUTS 1**);
- **82.38%** of basic economic regions (**NUTS 2**);
- **56.39%** of local provinces and municipalities (**NUTS 3**).

As the European cycle route network, EuroVelo connects all types of environments, from rural to urban areas, together in a single planning tool. The analysis of the EuroVelo network broken down by Degree of Urbanisation (DEGURBA: Rural areas, Towns & suburbs, and Cities) indicates that⁴:

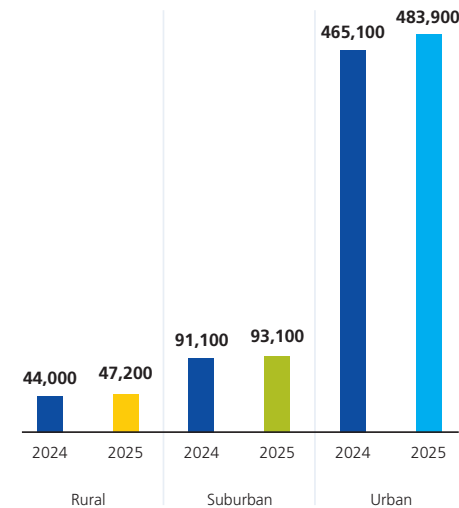
- **59%** (47,259 km) of the network crosses **rural areas**;
- **31%** (24,895 km) of the network crosses periurban areas (**towns and suburbs**);
- **9%** (7,556 km) of the network crosses urban areas (**cities**).

Even though EuroVelo in urban areas represents only 9% of the EuroVelo network in total, it gathers 10 times more bicycle traffic according to the EuroVelo Usage Barometer (2025), which tends to indicate that EuroVelo in urban areas serves largely as an important daily infrastructure. Automatic cycling counters on EuroVelo routes in rural areas gather an average of 47,000+ bicycle counts per year still,

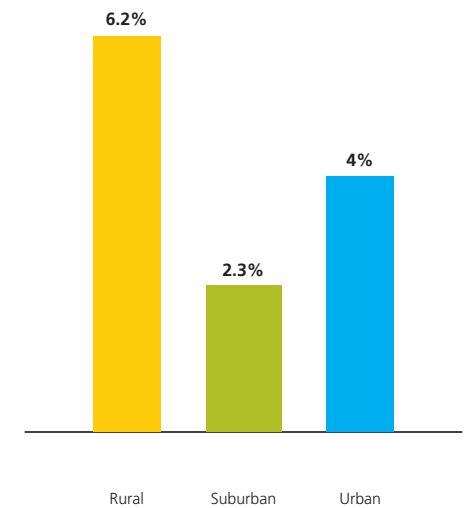
which is important in volume considering the density of population surrounding them, and have seen the traffic increasing by 6,2% between 2024 and 2025.

EXTRACT FROM THE EUROVELO USAGE BAROMETER (2025)

AVERAGE ANNUAL BICYCLE COUNTS PER COUNTER DEPENDING ON THE LOCATION



CYCLING TRAFFIC EVOLUTION ACCORDING TO COUNTERS' LOCATION CHANGE 2025 VS 2024



Improving the continuity, safety, and quality of EuroVelo routes therefore delivers benefits far beyond long-distance cycling: it **strengthens access to local destinations, supports daily mobility**, impacts locals' quality of life and **enhances the connectivity of national and regional cycle route networks**, and this in all types of environments, urban, periurban and rural;

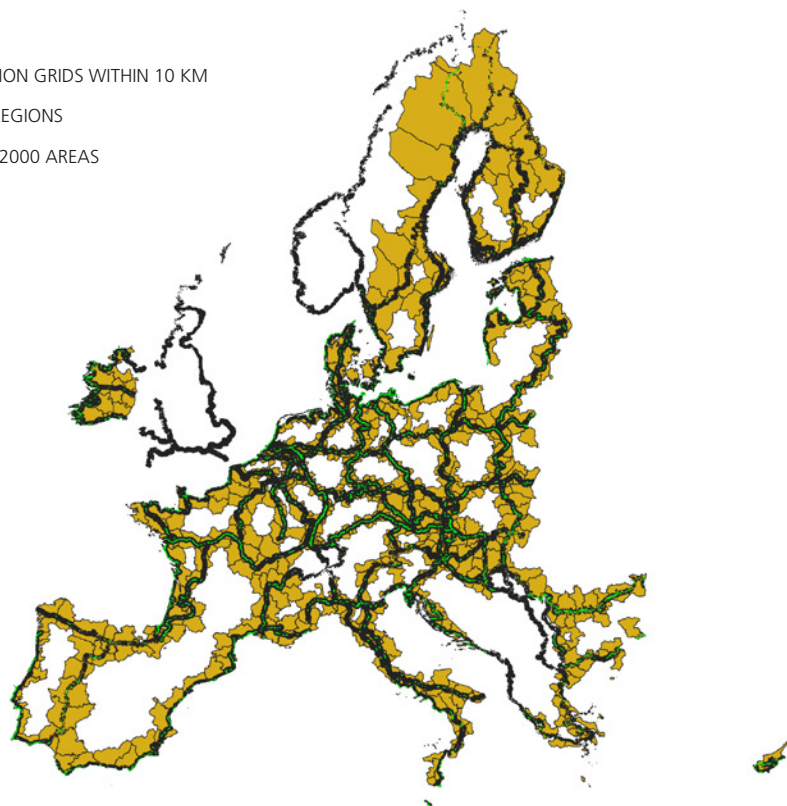
As stated in the [EuroVelo Development Guide](#), EuroVelo routes function as the backbone of many cycling networks (cycling infrastructure and cycle routes). ECF's analysis shows that **investing in EuroVelo means improving cycling conditions for hundreds of millions of Europeans** who already live within easy reach of a EuroVelo corridor.

⁴ Note that this analysis does not include the United Kingdom, Serbia and certain parts of Cyprus, due to a lack of DEGURBA classification data in those areas.



MAP OF EUROVELO ROUTES SHOWING THE DENSITY OF POPULATION LIVING WITHIN 10 KM, NUTS-3 REGIONS AND NATURA 2000 AREAS CROSSED

- POPULATION GRIDS WITHIN 10 KM
- NUTS-3 REGIONS
- NATURA 2000 AREAS



PUBLISHING CREDITS

Report based on data gathered by ECF and respective National EuroVelo Coordination Centres.

Analysis: Florence Grégoire, f.gregoire@ecf.com

Author(s): Florence Grégoire, Agathe Daudibon

Reviewer(s): Alexandra Fournier, Jessica Casagrande

Design: Omer Malak

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CYCLITE is a brand dedicated to developing lightweight, high-quality equipment for carrying gear on the bike, including bikepacking bags and transport solutions for long-distance cycling and everyday use. Driven by a deep passion for cycling, our mission is to enable more people to explore the world by bike. As supporters of this report, we strongly believe that expanding and improving cycling infrastructure across Europe is essential. Well-connected and safe routes will encourage more people to experience the unique freedom of bikepacking and bicycle travel – one of the most rewarding and sustainable forms of mobility and outdoor activity.

EUROVELO DATA HUB

The [EuroVelo Data Hub](#) contains updated key figures and useful resources to monitor the growth of the European cycle route network and cycling tourism in general. It gathers data on EuroVelo network usage, route development, digital statistics and cycling tour operators' industry. Guidance on how to start monitoring cycle routes, cycling tourism and evaluating its economic impacts can also be found on [Pro.EuroVelo.com](#).

