

# EuroVelo Route Development Status Report (2025)

## KEY EUROVELO NUMBERS

### Total length of EuroVelo: **91,800+ km**

The 17 EuroVelo routes span 91,812 km in 2025, down 101 km vs 2024 as the length constantly evolves with **more accurate data**. A **new 62 km section** of EuroVelo 15 – Rhine Cycle Route has been added in 2025.

### **+1,379 km** of newly developed EuroVelo routes in the past year

### **+11,600 km** of developed EuroVelo routes from 2021 to 2025

### **31% (28,600+ km)** of EuroVelo routes to develop by 2030

28,654 km of the EuroVelo network is still awaiting developments, being now under development or at the planning stage. To complete EuroVelo by 2030, responsible authorities all around Europe would have to **develop around 5,700 km of EuroVelo per year**.

### **69% (63,000+ km)** of the EuroVelo network is ready to cycle

There are now 63,157 km of EuroVelo routes being either certified, developed with EuroVelo signs or developed. This is an **increase of 2% compared to 2024<sup>1</sup>**. Those routes can be heterogeneous in terms of infrastructure type and quality (i.e. route component, width, surface, gradient, etc.) and some would still require improvements.

### **42% (38,400+ km)** of the network with EuroVelo signs in **27 countries**

EuroVelo signs cover 38,457 km, up 2,900 km vs 2024 (1,000 km improvements + 1,900 km corrections). **27/39 countries (69%)** have at least one daily section signposted, with Italy and Liechtenstein as newcomers.

### **5,200+ km** of newly signed EuroVelo routes from 2021 to 2025

## TOP ROUTES AND COUNTRIES

### 6 Routes have 90+% of development

#### Top 3 Routes in terms of Levels of development<sup>2</sup>

1. EuroVelo 15 – Rhine Cycle Route
2. EuroVelo 19 – Meuse Cycle Route
3. EuroVelo 1 – Atlantic Coast Route

#### Top 3 Routes in terms of **Quality increase** since 2024 in % of the whole length

1. EuroVelo 11 – East Europe Route **+13%**
2. EuroVelo 8 – Mediterranean Route **+9%**
3. EuroVelo 2 – Capitals Route **+2%**

### 19 Countries have 90+% of EuroVelo network developed

#### Top 3 Countries in terms of Levels of development

1. Switzerland
2. France
3. Estonia

### Top 3 Countries in terms of **Quality increase** from non-developed to developed since 2024 in km and % of the national network (with good practices illustrated on pages 14-17)

1. Greece +1,354 km **(+91%)**
2. Poland +336 km **(+7%)**
3. Austria +36 km **(+1%)**

### Level of development per EuroVelo route

1	98% of 10,670 KM	7	55% of 7,703 KM	13	52% of 10,464 KM
2	48% of 4,835 KM	8	61% of 7,448 KM	14	96% of 1,159 KM
3	83% of 5,605 KM	9	45% of 2,162 KM	15	98% of 2,450 KM
4	76% of 5,089 KM	10	53% of 8,908 KM	17	92% of 1,173 KM
5	60% of 3,234 KM	11	48% of 6,922 KM	19	100% of 1,156 KM
6	72% of 6,094 KM	12	96% of 6,732 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.



<sup>1</sup> 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.

<sup>2</sup> The classification of EuroVelo routes and countries used a weighted scoring system: certified sections (100%), sections developed with EuroVelo signs (50%), and sections developed without signs (25%). This provides a more accurate picture of development, giving higher value to signed routes and the most to certified ones, which meet agreed quality criteria. See more in table on page 9.



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## INTRODUCTION AND METHODOLOGY

EuroVelo is a network of long-distance cycle routes that cross and connect Europe. First published in 2021<sup>3</sup>, the yearly EuroVelo Route Development Status Report outlines levels of development across the network and improvements over the years, providing key numbers, statistics and comparison tables per route and per country. Developing safe and continuous European cycle routes and completing the EuroVelo infrastructure and signposting is at the heart of the [EuroVelo Strategy 2030](#).

This Report is an important tool to track the progress made across Europe from year to year and encourage further developments. **The 2025 edition includes examples on pages 14-17 from three countries that have shown significant progress in the past year to inspire others to follow their lead.**

The data analysed in this Report comes from the EuroVelo GIS Database to which [National EuroVelo Coordination Centres \(NECCs\)](#) contribute every year with updated data. In countries where no NECC is in place, national contact points may provide updated information. ECF also created data back in 2019, to complete the network in countries where information was missing (see table on pages 11-13). The EuroVelo GIS Database is structured into daily sections (with an average length of 50 km and between 15 km and 90 km in special cases), categorised in one of the five EuroVelo categories defined many years ago to reflect a common understanding of levels of development: Certified EuroVelo route, Developed with

EuroVelo signs, Developed (at national/regional level), Under development, At the planning stage (see descriptions below).

The route categories of the EuroVelo GIS Database can reflect heterogeneous cycling infrastructure types and qualities (i.e. in route component, width, surface, gradient, etc.). The level of detail of data available at a national level on cycling conditions may differ a lot as well as the organisation for data collection. Despite the challenges, ECF initiated a reform of the EuroVelo categories in 2025 to better reflect the cycling conditions for users and encourage more quality improvements over time. The new definitions are based on the understanding of cycle route quality from the [European Certification Standard \(ECS\)](#) and have been discussed and agreed with the EuroVelo GIS subgroup. It is planned to launch the new EuroVelo categories in 2026 and that will impact this report significantly. NECCs will be asked to provide updated route categories for each daily section of EuroVelo and ECF will have to find the best information available for countries without NECCs.

EuroVelo categories until 2025:

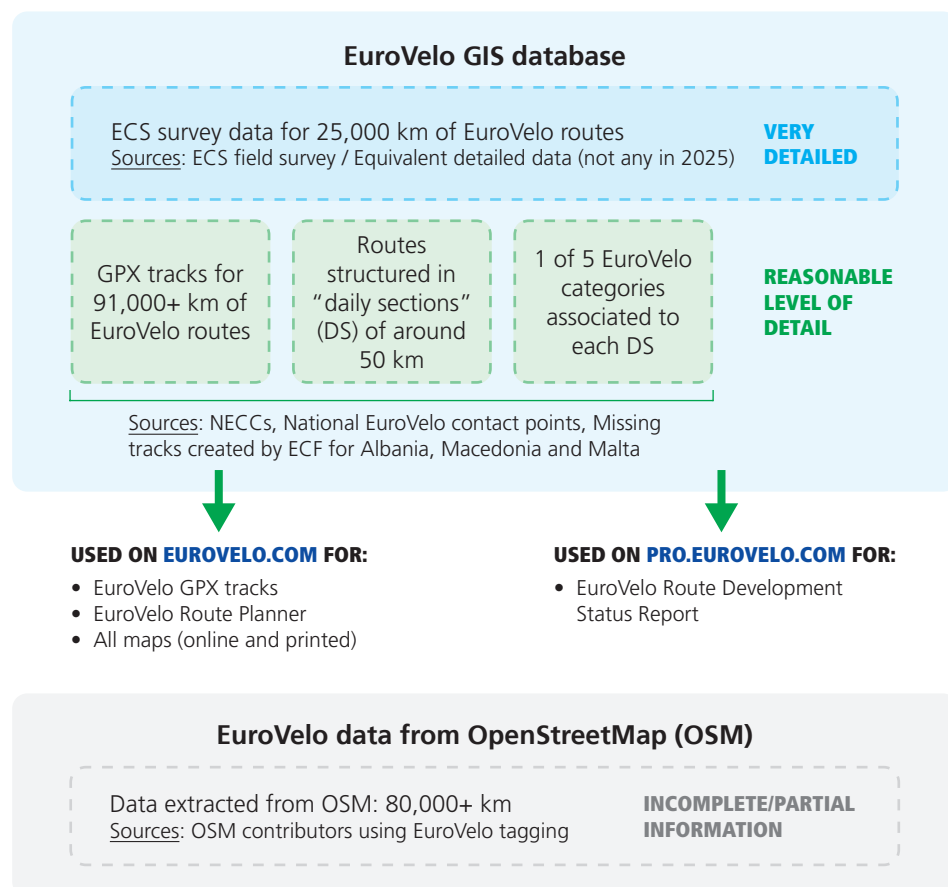
- Certified EuroVelo route:** section of at least 300 km that has successfully undergone the certification process in line with ECF's [European Certification Standard](#). It is the highest quality level on the EuroVelo network.
- Developed with EuroVelo signs:** developed route (see category below) with continuous signing along the route, incorporating EuroVelo route information panels.
- Developed (at national/regional level):** route developed for cyclists and signed in line with the respective national standard (i.e. it is part of a local, regional or national cycle network). There must also be a website providing information to users. Developed route can be heterogeneous in terms of infrastructure: type of cycling infrastructure, surface, width, gradients, etc.
- Under development (but usable):** route containing sections that require further development (e.g. stretches on public highways with high levels of traffic). Cyclists are advised to use public transportation to skip these non-developed stretches.
- At the planning stage:** undeveloped route with no detailed information publicly available on the Internet. The itinerary communicated is a proposal for the best possible option currently available. It may also contain dangerous sections. Cyclists are advised to use public transportation to skip these non-developed stretches.



ECF is also considering other sources of data when assessing the level of developments 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 2025:

### EUROVELO DATA SOURCES IN 2025



### THE EUROVELO NETWORK IS NOT FIXED IN STONE!

Since 2013, no fewer than five new EuroVelo routes have joined the network, and four existing routes have undergone major extensions. EuroVelo continues to expand, but **any new routes or sections must go through the 3-year or 6-year process outlined in the New Routes and Major Sections Manual**. This process is designed to assess their rate of development and overall quality. In this way, each new section added to the network contributes to its overall development progress.

Additionally, **NECCs can propose changes to the itineraries of EuroVelo routes**. Such changes are encouraged when the current route is not sufficiently developed and there are no realistic prospects for improvement along the official alignment – particularly when an alternative itinerary exists that is already developed or is likely to benefit from future investments. Changes to itineraries are also welcomed when they help reinforce the internal logic of the network within a country, such as by aligning EuroVelo routes with an existing or planned national cycle route network.

A formal approval process is not required for route changes that are supported at the national level and do not affect other countries or the overall EuroVelo network. If a proposed change involves an international border crossing, no formal process is needed provided all relevant NECCs agree to the change and are part of the consortium submitting the request. The same applies to the addition of a route on the opposite bank of a major river or lake, where a EuroVelo route already exists on one side. However, ECF must be consulted for all changes.

The next deadline for submitting proposals for new EuroVelo routes, major sections, or significant changes is **15 January 2026**. Priority will be given to applications that include **missing capital cities, other major urban nodes, or regions and countries that currently have limited EuroVelo coverage**.

NB: EuroVelo routes must be at least 1,000 km long and cross at least two countries to qualify as being of European relevance. Routes should start and end in locations with good public transport access and/or connect with other EuroVelo routes to enhance the consistency of the overall network.



## OVERALL LEVELS OF DEVELOPMENT ACROSS THE NETWORK

**As of 2025, 69% of the EuroVelo network is either certified, developed with EuroVelo signs, or developed without signs, amounting to 63,157 km of routes ready for cycling. This represents a 2% increase compared to the previous year.**

Closer to half of the network (42%) is developed with EuroVelo signs, while just over a quarter (27%) is developed but not yet signed. Among the signed and developed sections, 3% of the network is certified according to the European Certification Standard. This includes, as in previous years, EuroVelo 15 – Rhine Cycle Route (currently undergoing re-certification in 2025), as well as a new addition: EuroVelo 1 – Atlantic Coast Route in France, certified in September 2024.

The routes included in the “developed” category are diverse in terms of infrastructure quality. They may vary in surface quality and local signage, include dedicated cycle infrastructure or shared roads with motorised traffic, and may or may not offer services for cyclists. Due to current data limitations across the EuroVelo network, a more detailed breakdown is not yet possible. In general, some developed sections still require improvements to meet the essential ECS quality criteria.

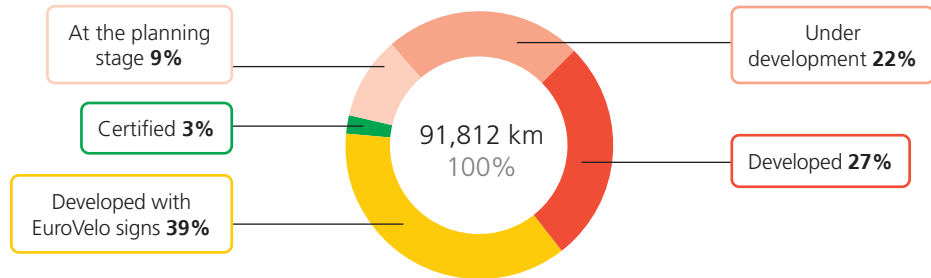
The reform of the EuroVelo route development categories, planned for 2026, is expected to bring greater clarity. Each new category will be defined with reference to thresholds based on the ECS infrastructure criteria. As a result, routes marked as “developed” in the updated map legend will be more consistent in terms of surface quality and safety. However, this change may result in a decrease in the percentage of routes classified as developed across the network.

In 2025, 31% of the network – equivalent to 28,655 km – remains undeveloped. Over one-fifth (22%) of the network is under development, while 9% is still at the planning stage. These sections represent the areas where the most effort is needed to achieve full EuroVelo development by 2030. Ultimately, if certain sections show no significant progress, they may be removed from the EuroVelo network.

Here is the partition of route development levels, out of the total 91,812 km of EuroVelo routes<sup>4</sup>:

EuroVelo categories	At the planning stage	Under development	Developed	Developed with EuroVelo signs	Certified
Number of kilometres	8,717	19,938	24,700	35,367	3,090
Percentage of the EuroVelo network	9%	22%	27%	39%	3%
Evolution vs 2024 (kilometres)	+807 km	-2,287 km	+377 km	-274 km	+1,276 km

### DEVELOPMENT STATUS DISTRIBUTION ON EUROVELO



## HIGHLIGHTING ROUTES' AND COUNTRIES' PROGRESS

**Between 2024 and 2025, the number of developed EuroVelo sections increased by 2%. However, to achieve a fully developed EuroVelo network by 2030, a significantly faster development rate is needed – around +6% per year, or approximately 5,700 km of newly developed sections annually. While ambitious, this target is feasible. Notably, the 2% increase in 2025 was largely driven by a single country: Greece, which developed 1,300 km of EuroVelo routes by defining the most suitable continuous route for the time being – primarily on shared roads with motorised traffic. Other**

<sup>4</sup> 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.



countries and regions are encouraged to follow this example or adopt other approaches highlighted as good practices in the final chapter of this report. One such example is the rerouting of an undeveloped EuroVelo section in Calabria (Italy) on EuroVelo 7 – Sun Route, where improvements were not realistic in the near future.

Another key achievement in 2025 is the EuroVelo certification of the French section of EuroVelo 1 – Atlantic Coast Route. This reflects the commitment of local partners to showcase the quality of their route and promote it to both international and national users. As a result, 1,300 km were upgraded from the ‘Developed with EuroVelo signs’ category to the ‘Certified’ category.

Cycle route development takes time, especially when it involves building new cycling infrastructure. However, pragmatic decisions can be made to define the best continuous route in the short term while planning improvements for the medium and long term. National and regional strategies are encouraged to prioritise both route continuity and quality. The EuroVelo Strategy 2030 focuses on two main objectives: achieving 100% of EuroVelo routes ready to cycle by 2030, and enhancing overall quality by improving cycling conditions along the network.

A comparison between this year’s EuroVelo development levels and the EuroVelo Route Development Status Report 2024 highlights which routes and countries have made the most significant progress, and provides an overview of the improvements made across the network.

**Routes showing significant progress: EuroVelo 8 and EuroVelo 11 overall development increasing by around 10%, EuroVelo 1 certified at 12% and EuroVelo 15 extended to Liechtenstein and Austria (3%)**



### 13% INCREASE IN THE DEVELOPMENT OF EUROVELO 11 – EAST EUROPE ROUTE

The 900+ additionally developed kilometres on EuroVelo 11 are due, for the most part, to the work done in Greece (development of the 747 km of the route), but also to the coordination put in place in Poland that allowed to obtain up-to-date information about the route. See the last chapter of this report to read more about these two approaches for increasing development rates.



### 9% INCREASE IN THE DEVELOPMENT OF EUROVELO 8 – MEDITERRANEAN ROUTE

EuroVelo 8 counts 696 newly developed kilometres this year, 607 of which is due to the work done in Greece to make the route continuously rideable. The remaining 89 newly developed km are in France, where new developments took place between Argelès-sur-Mer and Leucate and between Le-Grau-du-Roi and Cavaillon.



### NEW EUROVELO CERTIFICATION ON 12% OF EUROVELO 1 – ATLANTIC COAST ROUTE

The French part of EuroVelo 1, totalling 1,277 km, obtained the EuroVelo Certification last year. EuroVelo 1 is the second route to be certified in parts, following EuroVelo 15 – Rhine Cycle Route that has been certified since 2014. See below for more details. This made EuroVelo 1 climb to the position of third most developed EuroVelo route.



### EUROVELO 15 – RHINE CYCLE ROUTE EXTENDED BY 3%

EuroVelo 15 was extended on the right bank of the Rhine River in Liechtenstein and Austria with 62 km in total, bringing the full length of the route to 2,450 km. The new stretch being fully developed and signed, this makes 2,397 km (98%) of realised cycle route on EuroVelo 15.

**Countries showing progress: France certified at 17%, Greece developed at 96%, Poland developed at 33%, Italy signed at 12%, 36 new EuroVelo km in Austria and Liechtenstein, newcomer to the network**



### AUSTRIAN EUROVELO NETWORK INCREASED BY 36 KM

The extension of EuroVelo 15 – Rhine Cycle Route to the right bank of the Rhine River added 36 km of EuroVelo routes to the Austrian EuroVelo network. This new section is fully developed and signed.





### NEW EUROVELO CERTIFICATION IN FRANCE FOR EUROVELO 1 – ATLANTIC COAST ROUTE

The French part of EuroVelo 1 was awarded the EuroVelo Certification last year, after an important work in collaboration with the itinerary committee and its members representing local authorities along the route to solve all critical issues identified in the field survey. This made France climb to the position of second most developed EuroVelo country, just after Switzerland! Certification is the highest quality level on the EuroVelo network and can be requested after a route assessment performed in accordance with the European Certification Standard methodology, and if the quality criteria are met. Together with the French part of EuroVelo 15 – Rhine Cycle Route (200km), this new 1,300km section brings to 17% the total share of EuroVelo in France reaching certification level.



### HUGE DEVELOPMENT SURGE IN GREECE: +91%!

Greece is the big highlight of this year's EuroVelo Route Development Status Report with its impressive 91% increase in developed routes, following the work done to realise EuroVelo 8 – Mediterranean Route and EuroVelo 11 – East Europe Route in the country. In total, EuroVelo routes in Greece are now developed at 96%. You can read more about the Greek approach to increase development levels in the last chapter of this report.



### 6% (+336 KM) INCREASE IN DEVELOPED ROUTES IN POLAND

The Polish EuroVelo network is now developed at 33%, with an increase of 6% since last year, corresponding to new developed sections on EuroVelo 11 – East Europe Route (207 km) in the South of the country (Lesser Poland Voivodeship) and EuroVelo 2 – Capitals Route (69 km) in the West of the country (Lubusz Voivodeship). You can read more about the Polish approach to increase development levels in the last chapter of this report.



### 640 KM SIGNED IN ITALY – ONE MORE COUNTRY WITH EUROVELO SIGNS!

EuroVelo signs were installed for the first time in Italy, on a major continuous section of EuroVelo 7 – Sun Route in Italy, following a re-routing of the itinerary in the Calabria Region, as well as on a shorter section in to the North, between Mirandola and Bologna. This brings the signage rate of the Italian EuroVelo network to 12%. You can read more about the Italian approach to increase development levels in the last chapter of this report.



### LIECHTENSTEIN: NEWCOMER COUNTRY TO THE EUROVELO NETWORK!

The extension of EuroVelo 15 – Rhine Cycle Route to the right bank of the Rhine River also brought a new country to the EuroVelo network: Liechtenstein is the 39th country spanned by EuroVelo routes! The 26 km of EuroVelo 15 in Liechtenstein are fully developed and signed.

It is important to note that these percentage figures and numbers of kilometres are not representative of the level of investments that have been made to develop the routes.

## EUROVELO ROUTES PER LEVELS OF DEVELOPMENT

Which EuroVelo routes are the most developed, and which ones still need time and investments to be ready to cycle? Where are the most developed sections of EuroVelo located?

The two maps below show the sections of the network that are already certified, developed with EuroVelo signs or developed at national/regional level, and where the gaps remain. It shows clearly that while a good part of the network appears on the map, a lot of efforts are still needed, especially in the East, far North, and South of Europe, to complete the EuroVelo network.



## DEVELOPED SECTIONS OF THE EUROVELO NETWORK IN 2025



## UNDEVELOPED SECTIONS OF THE EUROVELO NETWORK IN 2025





## ROUTE DEVELOPMENT STATUS REPORT







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

EuroVelo Route <sup>1</sup>		Length (in km)	At the planning stage	Under development	Developed	Developed with EuroVelo signs	Certified <sup>2</sup>	(combined)	+/- change from 2024 <sup>3</sup>
1	<b>EuroVelo 15</b> Rhine Cycle Route	2,450 <sup>4</sup>	0%	2%	6%	18%	74%	<b>98%</b>	+1%
2	<b>EuroVelo 19</b> Meuse Cycle Route	1,156	0%	0%	0%	100%	0%	<b>100%</b>	0%
3	<b>EuroVelo 1</b> Atlantic Coast Route	10,670	2%	0%	37%	49%	12%	<b>98%</b>	0%
4	<b>EuroVelo 14</b> Waters of Central Europe	1,159	0%	4%	9%	87%	0%	<b>96%</b>	0%
5	<b>EuroVelo 17</b> Rhône Cycle Route	1,173	0%	8%	0%	92%	0%	<b>92%</b>	-3%
6	<b>EuroVelo 12</b> North Sea Cycle Route	6,732	4%	0%	57%	39%	0%	<b>96%</b>	0%
7	<b>EuroVelo 6</b> Atlantic-Black Sea	6,094 <sup>4</sup>	0%	28%	7%	65%	0%	<b>72%</b>	0%
8	<b>EuroVelo 3</b> Pilgrims Route	5,605	12%	5%	34%	49%	0%	<b>83%</b>	-1%
9	<b>EuroVelo 4</b> Central Europe Route	5,089	21%	3%	34%	42%	0%	<b>76%</b>	-1%
10	<b>EuroVelo 5</b> Via Romea (Francigena)	3,234	15%	25%	21%	39%	0%	<b>60%</b>	-1%
11	<b>EuroVelo 13</b> Iron Curtain Trail	10,464	0%	48%	12%	40%	0%	<b>52%</b>	-1%





## ROUTE DEVELOPMENT STATUS REPORT

12	 <b>EuroVelo 8</b> Mediterranean Route	7,448	4%	35%	34%	27%	0%	61%	+9%
13	 <b>EuroVelo 10</b> Baltic Sea Cycle Route	8,908	2%	45%	18%	35%	0%	53%	-1%
14	 <b>EuroVelo 9</b> Baltic-Adriatic	2,162	14%	41%	9%	36%	0%	45%	0%
15	 <b>EuroVelo 7</b> Sun Route	7,703	15%	30%	33%	22%	0%	55%	0%
16	 <b>EuroVelo 11</b> East Europe Route	6,922	25%	27%	20%	28%	0%	48%	+13%
17	 <b>EuroVelo 2</b> Capitals Route	4,835	46%	6%	47%	1%	0%	48%	+2%

1 The classification of EuroVelo routes based on their development level followed this logic:

A weighted scoring system was applied:

- 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%)

EuroVelo routes were then ranked based on:

- The highest weighted percentage of developed sections
- The highest percentage of sections under development
- The highest percentage of sections at the planning stage

If two EuroVelo routes had the same development level, the one with more kilometres of was ranked higher.

This weighted approach provides a more accurate picture of each route's overall development status. It gives greater value to routes that are signed with EuroVelo signs, compared to those only signed according to national standards, and even more value to certified routes, as certification (under the European Certification Standard) confirms that the route meets agreed quality criteria.

At the same time, using weighted percentages ensures that all developed sections are considered – not just those that are certified or signed with EuroVelo signs. After all, what matters most to cyclists is the quality and safety of the infrastructure. EuroVelo routes with many kilometres of well-developed sections should not be placed low in the ranking simply because they haven't yet any EuroVelo signs or certified sections.

2 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 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.

3 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 2024 and 2025. 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.

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

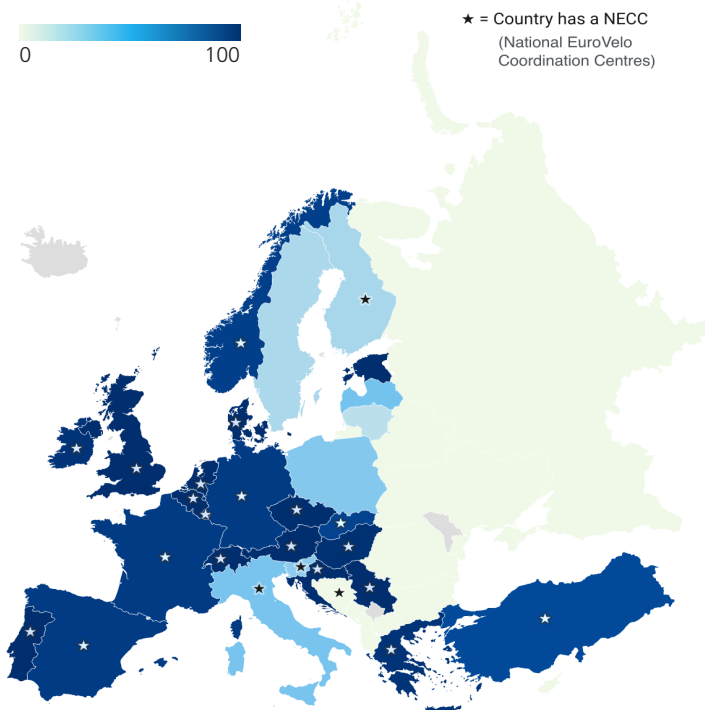


## EUROPEAN COUNTRIES PER LEVELS OF DEVELOPMENT

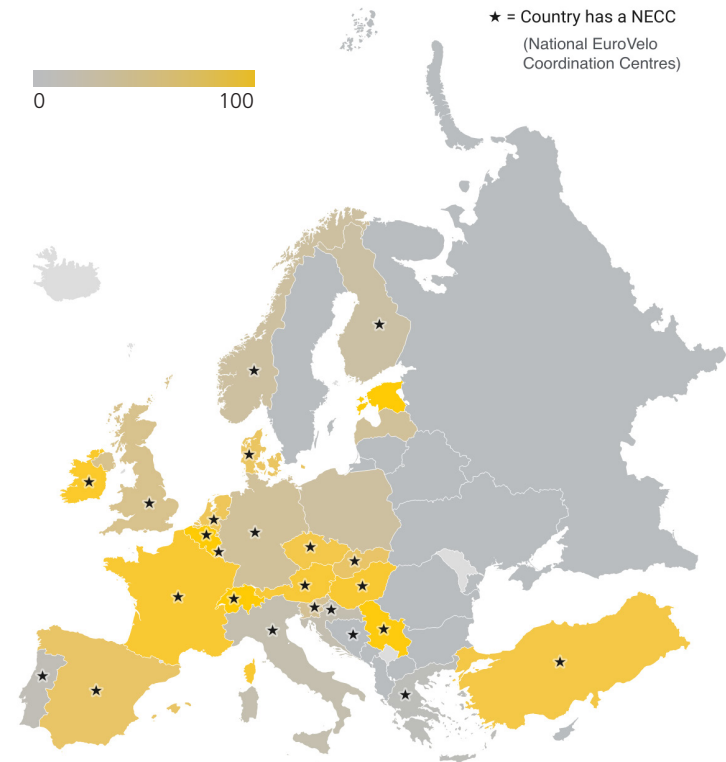
Which countries are the more advanced in terms of EuroVelo development? Where are more EuroVelo signs in place?

The two 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 24 countries out of 39 in 2025. 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.

LEVEL OF DEVELOPMENT OF EUROVELO ROUTES PER COUNTRY IN 2025



LEVEL OF EUROVELO SIGNAGE PER COUNTRY IN 2025



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 <sup>1</sup>	Length (in km)	At the planning stage	Under development	Developed	Developed with EuroVelo signs	Certified <sup>2</sup>	(combined)	+/- change from 2024 <sup>3</sup>
1	Switzerland	1,307	0%	0%	0%	72%	28%	100%	+0%
2	France	8,763	1%	8%	1%	72%	17%	91% <sup>4</sup>	+0%
3	Estonia	2,460	0%	0%	0%	100%	0%	100%	+0%
4	Belgium	1,019	0%	0%	0%	100%	0%	100%	+0%
5	Liechtenstein	26	0%	0%	0%	100%	0%	100%	NEW
6	Serbia	2,056	0%	0%	1%	99%	0%	100%	+0%
7	Republic of Ireland	2,555	3%	1%	4%	92%	0%	96%	+0%
8	Austria	2,675	0%	0%	13%	86%	1%	100%	+0%
9	Hungary	2,178	0%	2%	9%	89%	0%	98%	+1%
10	The Netherlands	2,012	0%	0%	30%	63%	7%	100%	+0%
11	Czechia	2,070	1%	0%	21%	78%	0%	99%	+0%
12	Denmark	2,186	0%	0%	35%	65%	0%	100%	+0%
13	Türkiye	621	0%	20%	0%	80%	0%	80%	+0%
14	Luxembourg	106	0%	0%	42%	58%	0%	100%	+0%
15	Spain	4,325	6%	3%	29%	62%	0%	91%	+0%



## ROUTE DEVELOPMENT STATUS REPORT

16	 Slovakia	424	15%	0%	24%	61%	0%	85%	-1%
17	 Germany	9,851	0%	10%	64%	15%	11%	90%	+0%
18	 United Kingdom	5,155	0%	0%	64%	36%	0%	100%	+0%
19	 Croatia	1,696	0%	0%	89%	11%	0%	100%	+0%
20	 Norway	5,504	13%	0%	65%	22%	0%	87%	+0%
21	 Portugal	1,201	0%	0%	93%	7%	0%	100%	+0%
22	 Greece	1,483	0%	4%	92%	4%	0%	96%	+91%
23	 Latvia	1,900	0%	63%	10%	27%	0%	37%	+0%
24	 Slovenia	399	0%	69%	0%	31%	0%	31%	+0%
25	 Poland	4,828	49%	18%	11%	22%	0%	32%	+6%
26	 Italy	5,247	24%	40%	24%	12%	0%	36%	+0%
27	 Finland	5,060	2%	75%	3%	20%	0%	23%	+0%
28	 Sweden	5,818	13%	65%	22%	0%	0%	22%	+0%
29	 Lithuania	662	68%	15%	17%	0%	0%	17%	-15% <sup>5</sup>
30	 Romania	1,501	0%	100%	0%	0%	0%	0%	+0%
31	 Bulgaria	1,268	0%	100%	0%	0%	0%	0%	+0%
32	 Cyprus	661	0%	100%	0%	0%	0%	0%	+0%



## ROUTE DEVELOPMENT STATUS REPORT

33	<b>Albania<sup>6</sup></b>	488	0%	100%	0%	0%	0%	0%	0%	+0%
34	<b>Montenegro</b>	215	0%	100%	0%	0%	0%	0%	0%	+0%
35	<b>Russia</b>	1,917	31%	69%	0%	0%	0%	0%	0%	+0%
36	<b>Republic of North Macedonia<sup>6</sup></b>	408	63%	37%	0%	0%	0%	0%	0%	+0%
37	<b>Belarus</b>	856	84%	16%	0%	0%	0%	0%	0%	+0%
38	<b>Ukraine</b>	797	100%	0%	0%	0%	0%	0%	0%	+0%
39	<b>Malta<sup>6</sup></b>	113	100%	0%	0%	0%	0%	0%	0%	+0%

**1** The classification of countries based on the development level of their EuroVelo routes followed this logic:

A weighted scoring system was applied:

- 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%)

EuroVelo routes were then ranked based on:

- The highest weighted percentage of developed sections
- The highest percentage of sections under development
- The highest percentage of sections at the planning stage

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 only signed according to national standards, and even more value to certified routes, as certification (under the European Certification Standard) confirms that the route meets agreed quality criteria.

At the same time, using weighted percentages ensures that all developed sections in a country are considered—not just those that are certified or signed with EuroVelo signs. After all, what matters most to cyclists is the quality and safety of the infrastructure. Countries with many kilometres of well-developed routes should not be placed low in the ranking simply because they haven't yet added EuroVelo signs or completed certification.

**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. 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.

**3** 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 2025 and 2024. 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 or if new sections were developed on one route while data was corrected on another route. When percentages are negative, it can also 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.

**4** There is a difference between the data of the French NECC Réseau vélo et marche (93,5 % of the EuroVelo network in France is implemented) and the EuroVelo data (91 % of the network is developed and signed), 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.

**5** This decrease in the development rate is due to corrections in previously misclassified sections – some routes had been mistakenly marked as developed when they were actually undeveloped. In fact, the only currently developed section in Lithuania is the one between Klaipėda and Neringa on EuroVelo 10 and EuroVelo 13. Despite the decrease in development rate, the correctness of EuroVelo data has thus increased.

**6** 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.





### FOCUS ON THREE COUNTRIES WITH DIFFERENT APPROACHES: GREECE, ITALY AND POLAND

As stated in the EuroVelo Strategy 2030, our vision is of “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 Europe”.

To support more developments, we highlight three countries that have made major progress in recent years: Greece, Italy and Poland. These three countries followed very different strategies and can be useful inspiration for others as there is no ‘one fit all’ in cycle route development and it is very much context dependent.

This chapter refers to the [EuroVelo Development Guide](#) published in 2024 to provide recommendations and guidelines to those responsible for developing EuroVelo. The three cases illustrate concrete examples of putting into practice the recommendations and guidelines, especially the focus on quality and integrating EuroVelo into existing or planned cycle route networks.

We hope that these examples, besides highlighting the successful work done by the stakeholders involved, can also inspire other countries to find the best strategy in their own context.

#### GREECE: THE CONTINUITY PRINCIPLE

The big surge in the development of EuroVelo 8 – Mediterranean Route and EuroVelo 11 – East Europe Route that took place in Greece is a good example of the “Continuity principle (and potential for quality improvement)” outlined on pages 15-17 of the [EuroVelo Development Guide](#). This principle can be summarised as: “In order to complete the EuroVelo network by 2030 as stated in its strategy, continuity solutions should be found in under-developed sections of the network even if quality improvements are expected in a few years. The continuity of the network is crucial for its recognition and credibility to the users.”

EUROVELO 8 IN GREECE  
PHOTO © @ALICAANDMATIAS



In Greece, EuroVelo 8 and 11 were surveyed in 2023–2024 by certified EuroVelo Inspectors from the NGO “Cities for Cycling”, with funding from the Ministry of Environment. The goal was to produce a detailed study for signage implementation and cycling infrastructure recommendations. The work was done based on basic data collection inspired by the ECS methodology, by a team bringing together EuroVelo Route Inspectors, other cycling experts and engineers. The analysis allowed to calculate the budget needed for implementation of improvements, but also to identify continuous, rideable routes satisfying the basic needs of EuroVelo users.

As Spiros Papageorgiou, Founder and Director of Cities for Cycling, declared at the EuroVelo GIS Subgroup meeting of 4 June 2024: “We found out that the whole route is rather cyclable already. Traffic volumes are mild, as drivers mostly use the highway. We have also tried to communicate to stakeholders why cycling tourism



*is important to them and encourage them to invest more in it – that's also a part of the study."*

Following the analysis, the Cities for Cycling team optimised the itineraries of EuroVelo 8 and 11 which are now fully rideable, following Greece's secondary road network, and sometimes cycle infrastructure where it exists. They are considered safe in terms of traffic volume and speed limits, and they meet all criteria concerning accommodation and related services.

Further quality improvements would be implemented in the future, and the study results are a good basis to lobby for them. As Spiros Papageorgiou said, *"we are addressing regions with the study results, and then the regions take care of the implementation, under the surveillance of the NECC, which ascertains that the implementation is done correctly. We have given clear guidelines to the regions"*.

However, both routes are still not fully signed with EuroVelo signs, awaiting the implementation of the signage study that was realised after the analysis.

The Greek approach is interesting for a quick increase in EuroVelo development levels and taking advantage of political momentum at a national or regional level. With limited budget implications, field survey enables to collect first-hand knowledge of the routes' cycling conditions and identify the best continuity options and listing the needs for improvements. Considering secondary or tertiary road networks is also a good practice to define quick continuity solutions for cyclists.

The European Certification Standard (ECS) provides a ready-to-use methodology and tools suitable for assessing the quality of long-distance cycle routes. It enables to highlight suitable sections for different type of cyclists as well and quickly list the discontinuities, obstacles and stretches needing cycling conditions' improvements. It can be used on all type of cycle routes (EuroVelo, national or regional cycle routes) by trained EuroVelo Route Inspectors and require contracting a license from ECF.

### ITALY: THE ITINERARY CHANGE

In Italy, a 500+ km section of EuroVelo 7 – Sun Route crossing the Calabria Region was developed in 2023/2024 and signed in 2024/2025, thanks to a re-routing from the challenging coastline to an in-land cycle route already existing:

the *Ciclovia dei Parchi*. This is a good example of an itinerary change as outlined on page 10 of the EuroVelo Development Guide, modifying a route when the initial one is not developed as a cycle route yet, and an alternative route offers an opportunity for improvements.

In this case, the itinerary that had been initially drawn on the map would likely never be realised as there were multiple challenges in the development of a cycle route along the coastline. On the other hand, an alternative cycle route had already been developed in the region, crossing four natural parks and going inland. That route displayed a more challenging topography, but the Region of Calabria was showing a strong commitment to develop alternative offers and spread tourism flows. This itinerary change reflected better the local context and the relevance for the Region of Calabria of including a priority cycle route as part of EuroVelo 7. It was also supported by the Italian NECC, represented by FIAB.

#### EUROVELO 7 - SUN ROUTE SIGN IN CALABRIA, ITALY

PHOTO © PALMAROSA FUCELLA







*“We are delighted to be part of the EuroVelo circuit, Europe’s largest cycling network, with our Ciclovía dei Parchi. This is an extraordinary achievement, for which we are grateful to ECF and FIAB, which has been able to highlight the unique features of the route,” said Roberto Occhiuto, President of the Calabria Region, in this article. – The Calabria Region is investing considerable resources in cycle paths within parks and nature areas, and we are convinced that this result not only confirms that the path taken towards sustainable mobility, and in particular towards cycle tourism, is the right one, but also represents a further opportunity to promote and enhance our territories.”*

In general, a change of itinerary can readily be made if the following conditions are met:

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

NECCs should provide the updated GPX tracks and the reason for the change to ECF. If one of these conditions is not met, the request for change has to go through the formal process explained in the New Routes and Major Extensions Manual and introduced on page 6 of the current report.

This example is interesting to consider when alternatives exist to routes not showing any progress and raising interest from local stakeholders, even if the alternative is not perfect (e.g. if it includes gradients or requires more cycling infrastructure). If it does not affect the theme nor change drastically the geographical area of a EuroVelo route, re-routing is a fast solution to align EuroVelo with local priorities, improve the development level and increase the relevance of a route.

If you would like to suggest an itinerary change to improve the quality of a EuroVelo route, do not hesitate to contact the EuroVelo team.

### POLAND: ORGANISATION AND LEGAL FRAMEWORK FOR EUROVELO DEVELOPMENT

Poland has not had an NECC in place until August 2025 and this has complicated the collection of updated GPX tracks on EuroVelo for the whole country. Regional efforts have been invested in developing routes and sharing data with the EuroVelo team, but some improvements remained unknown as the information was not centralised nationally.

#### NEW CYCLE TRACK FOR EUROVELO 10 – BALTIC SEA CYCLE ROUTE IN REWAL, POLAND, ALONG A NARROW-GAUGE RAILWAY

PHOTO © ARCHIVES OF MARSHAL'S OFFICE OF THE WEST POMERANIAN VOIVODSHIP



Thanks to the process of establishing an NECC in Poland (still not fully finalised), it has been possible to reach 6% increase in developed EuroVelo routes in 2025, mainly due to improved data collection. More coordination has been implemented between regions and with major infrastructure providers as well, and should support further improvements. For example, there are ongoing discussions with the



Polish Railway Company to facilitate the construction of cycle paths along railway lines, which is a low-hanging fruit.

Having a proper organisation and legal framework is fundamental for EuroVelo developments, as is explained on pages 19-24 of the [EuroVelo Development Guide](#). A good coordination between all actors involved at different levels is necessary (decision-makers, infrastructure planners, funding authorities, public-transport operators, land managers, experts, etc), as well as proper legal framework to allow for quick cycle infrastructure or signage implementation for example. In the case of Poland, the efforts invested in establishing a coordination body for EuroVelo enabled to centralise the collection of data on EuroVelo developments, but also to start designing a unified system for the national cycle route network, based on EuroVelo as a backbone. The focus is on continuity, connectivity and accessibility of national and regional cycling corridors, and offers a framework for future developments. *“Poland is at the beginning of its journey toward creating a coherent and high-quality EuroVelo cycling route network. The country still faces many challenges, but thanks to the determination of, above all, the regions and the Polish Tourism Organization, this long-term project is being systematically implemented”*, noted Sylwia Skuta, Senior Specialist in the NECC – Polish Tourism Organisation (PTO).

The application to establish an NECC in Poland is led by the PTO and the Association of Polish Regions (ZWRP) and was submitted to ECF in June 2025 for assessment and decision. Małgorzata Wilk-Grzywna, Vice-President of PTO, stated during Velo-city Gdansk 2025 *“Our vision is clear: a connected Poland, where EuroVelo routes serve as arteries of sustainable tourism, local development and European unity. A visible Poland, recognised internationally as a leading cycling destination. And most of all, a coordinated Poland, where national and regional partners work hand in hand to deliver excellence – not just*

*infrastructure, but experiences.”*

The [European Certification Standard \(ECS\)](#) methodology has been used by the leading Polish Regions in developing their regional cycle route network and sections of EuroVelo routes based on the quality criteria of the European methodology.

The Polish approach is interesting in countries where no NECC or any coordination of EuroVelo matters is in place at a national level. The work can start with centralising data and information and establishing a coordination mechanism to encourage improvements over time. As shown in the chapter ‘European countries per levels of development’, EuroVelo tends to be more developed in countries where an NECC is in place, and it offers more chances for success in maintenance and further improvements.

If you wish to create a National EuroVelo Coordination Centre in your country to accelerate EuroVelo developments, please refer to [this page](#) for further guidance and get in touch with the EuroVelo team.

### 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](#).



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

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