

**EuroVelo**

The European cycle route network



# NECC Manual

Supporting the national coordination of  
EuroVelo

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# Introduction: the EuroVelo Strategy

The EuroVelo Strategy 2030 sets out the vision, mission and ambitious goals for the development of the initiative in the current decade. In the vision to make EuroVelo “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”, governance is a key part of the work.

The **EuroVelo Strategy 2030** highlights as important objectives, among others:

- Progressively improve the quality of the EuroVelo network, spreading European best practice in cycling for transport and tourism.
- Contribute to more cycle-oriented transport and tourism policies and collaborate with European and national partners on their implementation.
- Encourage the development of a more geographically balanced EuroVelo network, to share European best practices and bring cycling and cycling tourism to less developed areas.
- Improve the network of National EuroVelo Coordination Centres to provide complete coverage of Europe (38 countries in 2025, 24 of which have an NECC and 15 countries do not).

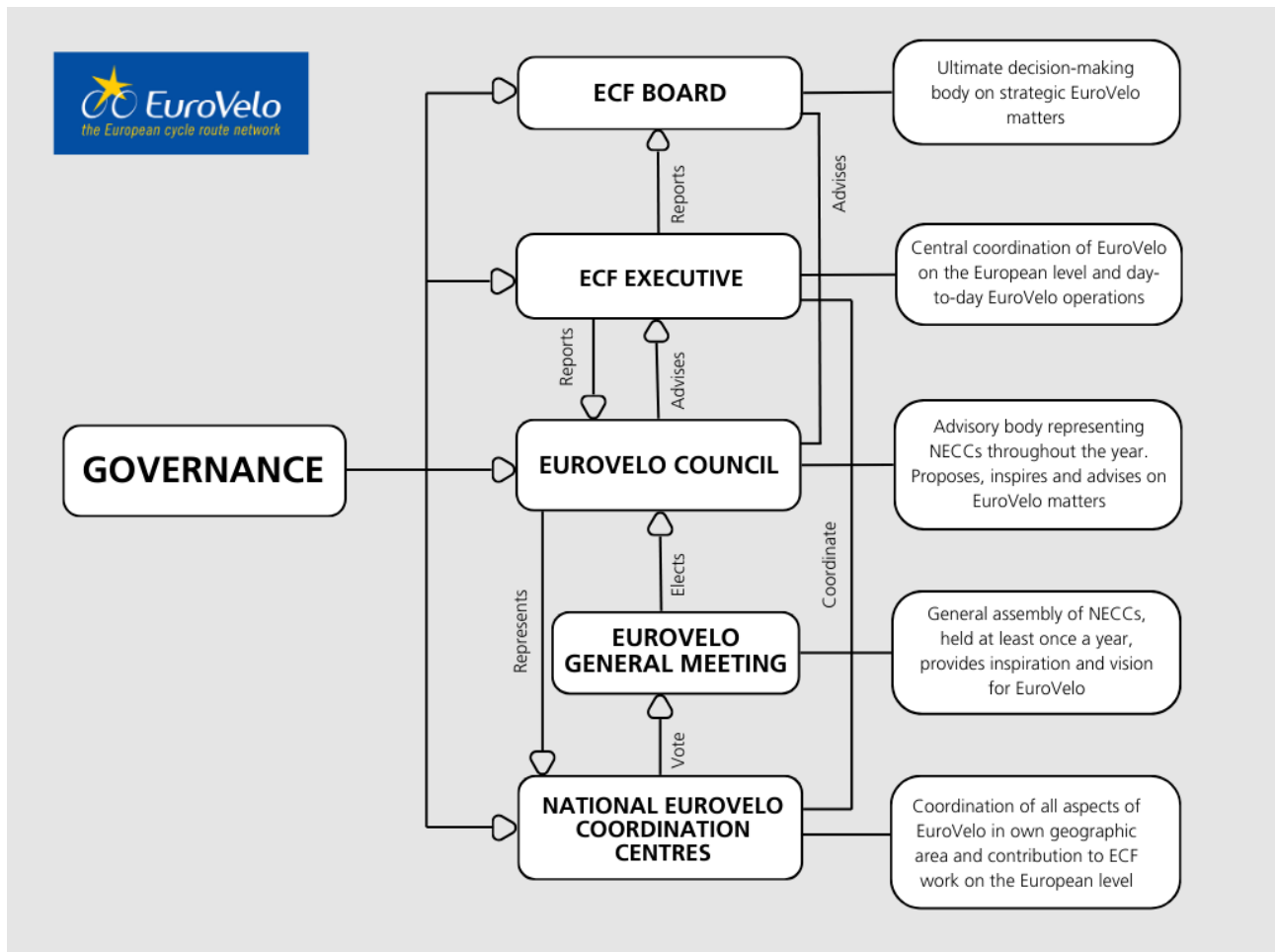
An [excerpt](#) of the EuroVelo Strategy 2030 is available on the EuroVelo for Professionals website; NECCs can request access to the full version.



1 - EuroVelo, the European cycle route network (2025)

# Governance of EuroVelo

The coordination of EuroVelo is done according to the **subsidiarity principle**. This means that decisions related to EuroVelo in one country are not taken by ECF, but by the responsible national organisation(s), while decisions about EuroVelo as a whole are taken by transnational coordination bodies.



2 - EuroVelo Governance scheme, 2025

# Transnational coordination

The transnational coordination of EuroVelo is done by the ECF Board, the EuroVelo Council and the EuroVelo Management Team (EVMT), which is part of the ECF Executive.



The **EuroVelo General Meeting (EVGM)** is the yearly assembly with voting rights for NECCs to agree on a common vision on EuroVelo matters and include national perspectives. NECCs have the right to vote, if their financial contributions to EuroVelo have been paid. In the EVGM, the EVMT presents its achievements and work plan; applications for NECC are assessed, and EuroVelo Council members are elected. The meeting takes place in a hybrid form: in-person, generally, in the framework of the annual EuroVelo & Cycling Tourism Conference, and online. Observers can take part in the EVGM.

3 - EuroVelo General Meeting, Viborg, 23 September 2024

More information: <https://pro.eurovelo.com/news/eurovelo-general-meeting>

# National coordination

National EuroVelo Coordination Centres (NECCs) are vitally important to the success of EuroVelo: without proper activities at the national and local level, EuroVelo routes would simply only exist on paper.

**NECCs ensure the national implementation, coordination and quality assurance of EuroVelo.** In addition, they are responsible for communicating EuroVelo nationally, providing accurate and up-to-date information on the sections of EuroVelo routes that pass through their area, and ensure the integration of EuroVelo routes into new publications.

NECCs ensure the sustainable and long-term management of EuroVelo at a national level, involving relevant national, regional, and local stakeholders and advocating for recognition in all relevant policy areas (especially transport and tourism). As can be observed from the table below, EuroVelo coordination spans several sectors and areas, including transport and mobility, tourism and environment. It is therefore advisable that institutions and stakeholders of these sectors be involved in the National EuroVelo Coordination Centre.

NECCs also support the resources of the transnational coordination of EuroVelo, delivering an annual fee to ECF (between 10 and 15% of annual budget of EuroVelo in 2024), taking part and voting in the EuroVelo General Meeting, and voting and supporting EuroVelo Council candidates.

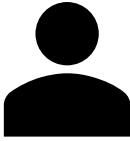





## Focus: NECC tasks

	Transnational (ECF)	National (NECCs)
<b>Route infrastructure</b>	European GIS data collection, manuals and guidelines, European Certification Standard methodology, collection of best practices, lobbying for European funding, etc.	Cycle Route Network developments (EuroVelo and national), national signage system, national GIS data collection, legal framework for cycling infrastructure, lobbying for funding, etc.
<b>Public Transport (PT)</b>	Cross-border connections, European PT information, European lobbying, manuals	Access to the routes, support new offers, national PT information and national/local lobbying
<b>Services</b>	Transnational bookable offers, cycling-friendly schemes overview, best practices collection, collection of European or global data, e.g. on Tour Operators and cycling-friendly schemes	National Cycling friendly scheme, bookable offers and partnership with Tour Operators, collection of national data
<b>Marketing, promotion and communication</b>	EuroVelo websites, social media, EuroVelo brand and trademark, transnational marketing campaigns, press, European events	National EuroVelo/cycling tourism portal, promotional campaigns, branding, national social media, press, events, provide content for EuroVelo communication channels
<b>Usage monitoring and evaluation</b>	EuroVelo Data Hub, common methodologies, lobbying for European/international studies on EuroVelo and cycling tourism	National monitoring, usage data and figures, National studies on the economic impact of cycling tourism or cycle route network
<b>Organisation</b>	ECF Board, EuroVelo Council, EuroVelo General Meeting (EVGM), NECCs broadcasts and workshops, EuroVelo Route Partnerships, EuroVelo & Cycling Tourism Conference (B2B event)	National EuroVelo Coordination Centre's own governance & business model, National Cycling Tourism Conference or Webinars (B2B event), participation in European meetings and express vote at EVGM

## What is the difference between National EuroVelo Coordinators and National EuroVelo Coordination Centres?

	
<b>National EuroVelo Coordinator (NEC)</b>	<b>National EuroVelo Coordination Centre (NECC)</b>
<ul style="list-style-type: none"> <li>• One <b>organisation</b> responsible for EuroVelo</li> <li>• NGO or governmental administration (as in the case of Norway)</li> <li>• Financial responsibility on one organisation only</li> </ul>	<ul style="list-style-type: none"> <li>• A <b>consortium</b> of more than one organisation sharing duties and responsibilities (more or less formalised)</li> <li>• Involvement of diverse bodies, incl. public national/regional administration, civil society</li> <li>• Financial responsibility may be shared between different organisations</li> </ul>
<p>All NECs are invited to upgrade to NECC and increase their national recognition by collecting stronger support from other national bodies, regions, etc.</p> <p><b>Please note:</b> To simplify, the EVMT refers to the entire network of National EuroVelo Coordination Centres and Coordinators as NECCs.</p>	

## Why does ECF encourage the establishment or an upgrade to Coordination Centres, rather than the creation of Coordinators?

National EuroVelo Coordination Centres are the preferred option for national governance. This is because EuroVelo involves a variety of departments and sectors: transport, tourism, national and regional levels, etc. Getting the responsible authorities around the same table and in the same consortium is an important step to guarantee that an ambitious initiative such as EuroVelo is properly managed and organised, with the ultimate goal of offering a nice cycling experience to the user and developing quality cycle routes and cycling tourism as a whole in the continent.

However, the development of cycle route networks in Europe is very diverse. In some countries, cycle route networks and EuroVelo are less of a priority, but there are still organisations – public ones or civil society organisations – that have a role in creating awareness for EuroVelo or directly managing the routes and are willing to commit to its development. Keeping this aspect in mind, the EVMT is open to establishing National EuroVelo Coordinators as a first step towards the creation of a Coordination Centre in the medium/long term. Being a National EuroVelo Coordinator can boost the credibility of an organisation and the stance they take in promoting EuroVelo.



The National EuroVelo Coordination Centre governance is an opportunity to organise the overall coordination of cycling tourism in a country and properly coordinate the national efforts to develop European and national cycle routes, develop high-quality services and offers, promote cycling tourism, and monitor results.

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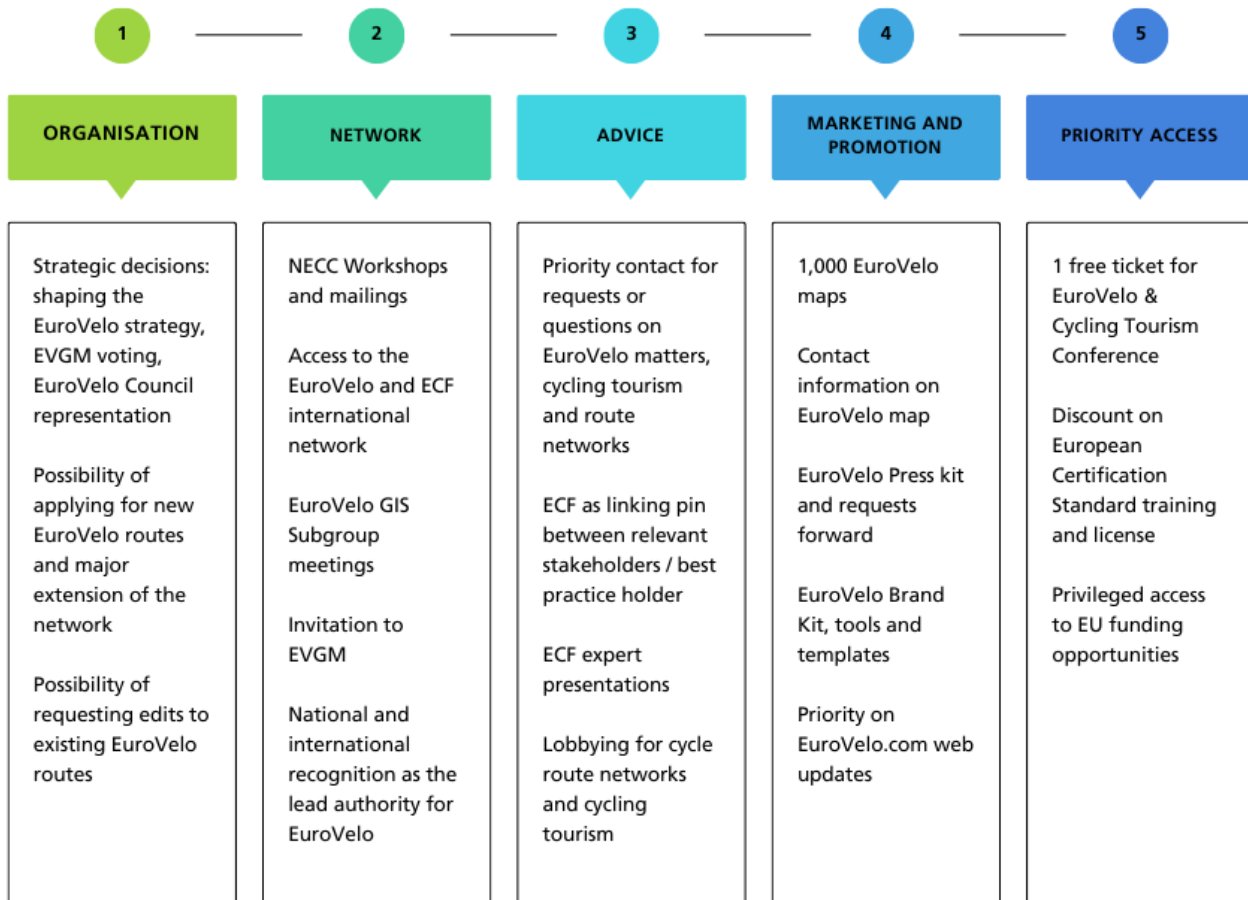
# Becoming a National EuroVelo Coordination Centre

## Why set up a NECC in a country?

- ✓ Taking advantage of having a EuroVelo route in the country, a ready-to-use transnational cycling tourism product, a backbone for national and local cycle routes
- ✓ Accelerating and strengthening the development of EuroVelo in the country
- ✓ Increasing the visibility of EuroVelo and cycling tourism in the country
- ✓ Joining a strong network to benefit from the experience of others
- ✓ Supporting the transnational coordination of EuroVelo
- ✓ Benefitting from the services provided to NECCs by ECF
- ✓ Positioning the organisation as a central stakeholder for cycling in its own country with higher credibility and legitimacy



## What are the benefits of becoming a NECC?



## What is the NECC fee?

The NECC fee is calculated based on a defined amount per EuroVelo kilometres with a minimum fee for countries with less than 1,000 km of EuroVelo. It does not change based on the level of route development and is recalculated annually based on the updated GPX tracks delivered by NECCs to the EVMT. Route overlaps are counted twice in the fee calculation.

From 2014 until 2025, the NECC fee amounted to 1 €/EuroVelo route kilometre every year (including duplicate routes), with a minimum fee of 1,000 €. Starting from 2026, to reflect inflation and the increase in quality and quantity of services provided to NECCs by ECF, the NECC fee will be 1,10€/EuroVelo kilometre and with a minimum of 1,100€. All the other provisions, including route overlaps, remain unchanged.

The fee is the same for Coordinators and Coordination Centres. However, at the national level, the fee can be proportionally shared between consortium members or covered by members with higher economic resources.

**Please note:** ECF will issue one invoice for the yearly NECC fee. If a consortium plans to share the fee among more than one member, it should get organised internally to gather the different contributions.



## What are the steps to create a NECC?

- 1) Inform the EuroVelo Management Team as soon as possible in the process to benefit from advice and support
- 2) Define the proper organisation at a national level to represent and foster EuroVelo in a sustainable way (members, organisation, governance, funding etc.)
- 3) Deliver information on the status of all tasks under the responsibility of NECC (route coordination, signing coordination, communication and promotion, reporting, network of cycling-friendly services, public transport connections, monitoring, networking and lobbying)
- 4) Provide letters of support from relevant national stakeholders
- 5) Submit the application using the form available on the EuroVelo website at least two months before the EuroVelo General Meeting to the EVMT – the exact deadline is published on the NECC page on Pro.EuroVelo.com every year.

## What should letters of support look like? Who should sign them and how many should they be?

Letters of support are very useful to demonstrate that the applicant is a legitimate, recognised and capable organisation to become the NECC and, as such, the main contact point for EuroVelo matters at a national level.

It is advisable that all consortium members submit letters of support where they state, as clearly as possible, their commitment to the creation of a National EuroVelo Coordination Centre in the country.

Other letters of support can come from public authorities, NGOs, or any other relevant stakeholders involved in cycling, transport, tourism, and cycling route development.

Letters of support are preferably written in English, using the official letterhead and delivered together with the application form. There is no minimum and no maximum number of letters of support.

## What is the process to become a NECC, after the application submission?

The application received by the annual deadline is first evaluated by the EVMT; it is then assessed by the EuroVelo Council, which recommends applications to the yearly EVGM.

If an application is endorsed by the EVC, the applicant(s) are invited to present their application to the EVGM. The presentation (in person or online) lasts around 10 minutes and should summarise and contextualise the application. A formal vote of the EVGM follows.

## What if the application is rejected?

If the application is not presented to the EVGM or is not approved by it, it is possible to present another application in the following years.

In the case of an application for an upgrade, the National EuroVelo Coordinator continues to be one, without any change or loss of status.



The EVMT justifies the rejection and advises on improvements to present a future quality application.

## What if the application is successful?

Congrats and welcome to the NECC family!

Some steps are necessary: the signature of a contract between the new/upgraded NECC and ECF, the payment of the fee, and, of course, communications to the broader EuroVelo and ECF audience.

## Can a NECC lose its status?

Yes. As detailed in the partnership agreement signed between ECF and the NECC, this can happen under certain conditions:

- If the NECC is not able to perform its mandatory activities
- If ECF or the NECC is not satisfied with the other's work
- If ECF and the NECC mutually agree to dissolve the agreement.

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## Focus: NECC governance

To try to answer the questions related to creating a NECC, especially from an operational point of view, we zoom in on governance with recommendations and best practices from across Europe. The information below can also be used to reform an existing NECC and strengthen its organisation and operation.

### Which type of governance is recommended for a National EuroVelo Coordination Centre?

It depends. Every country is organised differently in terms of sharing competencies for EuroVelo development, at the level of government and within regions, communities, etc. The EVMT therefore does not have a recommended structure that can be successfully implemented in all countries, but provides references and information on possible models at the European level.

It can be useful to learn from the experience of other countries with a similar political system (e.g. federal states), as they could be taken as an example. The EVMT provides best practices, as well as can connect potential applicants to existing NECCs to share experiences.

### Who should be included in the consortium?

- Governmental bodies (national and/or regional) that have competencies over:
  - Infrastructure and cycle routes (e.g. Department or Ministry of Transport, Infrastructure or Environment)
  - Tourism (Ministry of Tourism)



- Public agencies (national and/or regional) that have competencies over:
  - Infrastructure and cycle routes (e.g. Road Directorate or Agencies, Environment Agency, Planning or development agencies)
  - Multimodality (e.g. state-owned railway companies)
  - Promotion (Tourism Boards)
- Non-Governmental Organisations
  - Cyclists' federations (e.g. ECF members)
  - Tourism or Environment NGOs
  - Foundations or Charities
  - Federation of local or regional authorities
- Private sector representatives:
  - Cycling-friendly schemes representatives or hospitality companies
  - Tour operators
  - Editors
  - Cycling Tourism expert organisations
  - Cycling industry representatives

Please note that this list is non-exhaustive.

### **Does a NECC require a specific legal basis?**

No, and there are various ways of potentially organising a NECC:

- Creation of an *ad hoc* organisation
- Mandate to an existing one
- Partnership between two or more organisations, dividing tasks among their own teams according to competencies

Within a NECC, it is important to have at least one person of contact who is the referent for all EuroVelo matters and coordinates consortium partners. In an ideal situation, there should be a team that takes care of the various commitments and activities related to EuroVelo in a country.

The business model of a NECC should include the human resources and external costs implied by the responsibility of national coordination of EuroVelo. Without adequate capacity, it will be very difficult for a NECC to demonstrate results and added value at the national level. The internal organisation is a responsibility of the NECC and its consortium members; considering the subsidiarity principle, ECF does not request details about budget and legal framework of the NECC.

## Case study: Austria (National EuroVelo Coordination Centre since 2022)

The Austrian NECC is constituted by a Memorandum of cooperation signed between the **Austrian Energy Agency (AEA)** and the **NGO Radlobby Österreich (RLÖ)**. AEA acts on behalf of the Federal Ministry for Climate Protection, Energy, Mobility, Innovation, Technology. AEA coordinates the climate protection initiative of the ministry “klimaaktiv mobil”, of which the NECC is part.

Radlobby, in turn, is an NGO that brings decade-long experience about EuroVelo in the country and lobbying for its recognition in Austria. Before the constitution of the NECC, Radlobby was the National EuroVelo Coordinator.

### Responsibilities:

- AEA: staff, contacts and coordinates with regional and federal traffic administrations and political entities, and a sustainable financial basis; national route coordination, monitoring of route development.
- RLÖ: know-how in NECC-related activities connected to bicycle tourism and infrastructure, as well as contacts with other relevant stakeholders, particularly on the local level; route surveys and marketing (Website, Social Media etc.).



5 - The Austrian NECC Team

## Case study: Belgium (National EuroVelo Coordination Centre since 2021)

**Pro Velo** is the Belgian NECC coordinator on behalf of the tourism boards of the three Belgian regions:

- Visit Flanders for Flanders
- visit.brussels for the Brussels Capital Region
- General Tourism Bureau for Wallonia

The three regions signed a partnership agreement and gave a mandate to Pro Velo, which, acting as the coordinator, centralises the expertise and information. The current partnership agreement is valid for five years, between 2025 and 2030, with an annual budget.

The agreement sets the following objective for 2030: to make Belgium a leading cycling tourism destination, recognised both nationally and internationally, by promoting its cycling network and services through the EuroVelo routes while preserving its regional



6 - The Belgian EuroVelo Annual Meeting, Brussels, 24 April 2025



specificities. This objective is structured around four areas of work: governance, monitoring, communication, and services.

#### Responsibilities of Pro Velo as NECC:

- Coordinate a network of cycling tourism stakeholders in Belgium (B2B)
- Communicate on EuroVelo in Belgium for end users (B2C, including a website on EuroVelo in Belgium)
- Represent Belgium at a European level
- Report to the regional partners

In Belgium, tourism is a regional competence. The NECC works nationally with the three regions and is, therefore, unique. Its purpose is to create the liaison and exchanges between the three regions.

## Final remarks

- ✓ There is no easy key to national EuroVelo governance; there are several models on a national level depending on the current situation and level of development
- ✓ It is recommended to build a strong national partnership to support the NECC with at least one person/organisation coordinating
- ✓ Governance drives the success of cycling tourism in Europe
- ✓ ECF coordinates the transnational element of EuroVelo
- ✓ ECF supports the creation of NECCs in all countries covered by EuroVelo routes, in line with the EuroVelo Strategy 2030.



For any questions related to the present manual or NECC work in general, contact the EuroVelo Management Team at [eurovelo@ecf.com](mailto:eurovelo@ecf.com).



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