

EuroVelo

The European cycle route network

New Routes and Major Extensions Manual

2026-2028/2031



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[EuroVelo.com](https://www.eurovelo.com)





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1. Introduction

EuroVelo is the European cycle route network – 17 long-distance cycle routes that cross and connect the continent. It is the largest cycle route network in the world, spanning over 90,000 km when completed. The development of EuroVelo leads to safe and continuous cycle routes, serving as the backbone for national and regional cycle networks. It can be used by long-distance cycle tourists, as well as by local people making daily journeys. EuroVelo is developed and coordinated on the transnational level by the European Cyclists' Federation (ECF) in cooperation with a network of [National EuroVelo Coordination Centres \(NECCs\)](#). It is an initiative that fosters sustainable transport and tourism policies.

The EuroVelo network does not constitute a static and final construct. It evolves over time and has been growing since its launch in 1997. Five new routes have joined the network since 2011 (EuroVelo 13, EuroVelo 14, EuroVelo 15, EuroVelo 17 and EuroVelo 19), in addition to some major extensions made to existing routes. This document sets out the formal process by which new routes or route extensions can be added to the network, and is the basis for decision-making to ensure a consistent approach to the network as a whole. New routes and major extensions can join the network as the result of a three- or six-year process, depending on the development level of the proposed route/extension, led by a consortium of stakeholders involving or supported by their respective NECCs. **The new route and major extension process is open for application every three years: the next deadline for submitting applications is 15/01/2026 and the following one 15/01/2029 (see an overview of the timeline on [page 18](#)).**

More information on EuroVelo: www.EuroVelo.com. Professional content on EuroVelo, cycle route and cycling tourism developments: www.Pro.EuroVelo.com.

The EuroVelo network in 2024

The EuroVelo network totals over 90,000 km in 2024. More than 60% of the network is either developed, developed with EuroVelo signs or certified and this percentage should increase from year to year. The EuroVelo routes each have a theme and are given an even or odd route number depending on their orientation (odd numbers: north-south; even numbers: east-west and circuits):

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





Actors involved

EuroVelo Governance:

Actors	ECF Executive (including EuroVelo Management Team)	ECF Board	National EuroVelo Coordination Centres (NECCs)	EuroVelo General Meeting (EVGM)	EuroVelo Council (EVC)
Roles	Central coordination of EuroVelo on the European level, in charge of the daily running of EuroVelo	Ultimate decision-making body on strategic EuroVelo matters	Coordination of all aspects of EuroVelo in own geographic area and contribute to ECF's work on the European level	General assembly of the NECCs, held at least once a year, provides inspiration and vision for EuroVelo	Represents NECCs outside of the EVGM, proposes, inspires and advices on EuroVelo matters

Decision body on new EuroVelo routes and major extensions: EuroVelo Council, based on recommendations from the EuroVelo Management Team (ECF staff working on EuroVelo matters). National EuroVelo Coordination Centres from countries involved and/or impacted by new routes or major extensions applications must be involved and supportive of the proposal.

2. EuroVelo Strategy 2030 and new routes

EuroVelo Strategy 2030

<p>Vision</p> <p>The vision of EuroVelo set out in the EuroVelo Strategy 2030 is for a fully developed and high-quality European cycle route network, which is well connected to national, regional and local cycle route networks and other sustainable modes of transport, driving further increases in everyday cycling and cycling tourism, in line with ECF's vision to improve and increase cycling across the whole of Europe.</p>	<p>Mission</p> <p>The mission of EuroVelo is to promote the further development of a sustainable, strong and well-connected European cycle route network, which:</p> <ul style="list-style-type: none"> • Acts as an accelerator to increase cycling; • Drives change in European and national policies and practices; • Benefits all categories of cyclists, including everyday cyclists, cycling tourists and leisure cyclists; • Fosters sustainable tourism.
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Network development priorities

In line with the EuroVelo Strategy 2030, the main priority for the coming decade 2020-2030 is to improve the quality of existing EuroVelo routes. **Quality will be privileged over quantity**, with the aim to bring as many sections of the network to a sufficient route quality standard as possible and connect EuroVelo routes to other cycle route networks (especially national and regional cycle routes). To support the development of current



EuroVelo routes and guide proposals for new routes and major extensions, in 2024 ECF published the [EuroVelo Development Guide](#) which should serve as a basis for applications to come.

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

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

More specifically, new route applications will be encouraged and prioritised which include missing capital cities and other major cities or in areas and countries where there is a notable lack of EuroVelo routes at present.

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

3. Types of changes requiring a formal process

New EuroVelo route

The formal application process is always necessary for adding a new route to the network. The process can take either three or six years, depending on the level of development of the route before starting the process, and the support available for cycle routes at national level. See the section “Duration of the formal process” on page 10 and 11 for more details.

N.B.: EuroVelo routes are required to be **at least 1,000 km** long and to **cross at least two countries** to justify a European relevance. EuroVelo routes should start and end in locations allowing for easy public transport access and/or connect with other EuroVelo routes to strengthen the network consistency as a whole (e.g. major cities, towns or places of touristic significance and not at administrative borders or in small villages).

Major extension to an existing EuroVelo route

The formal application process is always necessary for adding a new major section to an existing route. The process can take either three or six years, depending on the level of development of the section before starting the process, and the support available for cycle routes at national level. See the section “Duration of the formal process” on page 10 and 11 for more details.

Major sections correspond to changes where the added section is **longer than 50 km**, involves an **international border crossing point** or **affects the theme of the route**. The start or end point of the



EuroVelo route should always be in a location allowing easy access by public transport and/or connect with other EuroVelo routes to strengthen the network consistency as a whole (e.g. major cities, towns or places of touristic significance and not at border-crossing points or in small villages).

Major change to an existing EuroVelo route

Most EuroVelo routes were defined in 1997 and could be redesigned to match the national or regional priorities. When changes of a EuroVelo route only impact the national level, National EuroVelo Coordination Centres have the authority to take leadership on the changes so that decisions improve the quality and development of EuroVelo.

But major changes to routes currently part of the EuroVelo network can also affect other countries as well as the consistency of a specific route. In consequence, certain cases of major changes of existing routes require a formal process, especially if the **change is greater than 50 km around the current route**, affects a **border crossing** (i.e. more than one country is concerned) and/or **impacts the theme of the route**.

In exceptional circumstances, the EuroVelo Council may consider such a change as minor, meaning ECF only needs to be notified of the change before being implemented. ECF retains the right to consider the change as a major one and to ask relevant NECCs and other stakeholders to go through a formal application process.

Type of changes not concerned by a formal process (minor changes, etc)

No formal process (such as described in this manual) is needed for route changes that have support at national level and that do not have consequences outside of the national borders on a specific route nor on EuroVelo as a whole. ECF needs to be consulted for all changes and relevant data has to be shared to update all communications material. These kind of changes are called 'minor changes'.

Minor changes correspond to itinerary modifications where:

- The lateral distance between the new itinerary and the former itinerary does not exceed 50 km (a corridor of 100 km along a route, with 50km on one side or the other of the route);
- No international border crossing point is affected, or else all relevant NECCs agree to the change and are part of the consortium requesting the change;
- The theme of the route is not affected.

Note that minor changes also apply to the addition of a route on the other bank of a major river or lake, where a EuroVelo route already exists on one bank only.

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

Examples

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



EuroVelo 19 – Meuse Cycle Route in 2019

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

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

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

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

The Dutch, Belgian and French partners join forces since 2019 in a [EuroVelo 19 Partnership](#) with a dedicated budget and action plan, and coordination by ECF. This enables specific and transnational promotion activities to be implemented and for the route's popularity to grow.





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

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

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

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

Izmir Metropolitan Municipality is also a partner of the [EuroVelo 8 Partnership](#) active since 2021 and renewed in 2024 for 3 more years.



4. Criteria of eligibility for the formal process

Essential criteria

An eligible candidate new route or major section must demonstrate in its application that it fulfils the following basic criteria:

- At least two countries are involved (for new routes);
- The total route length is at least 1,000 km (for new routes);
- The proposed route number is consistent with the numbering system of the EuroVelo network;
- The candidate route contributes to achieving a geographically balanced EuroVelo network (particularly covering areas currently without any European routes);
- It is easy to communicate, with internationally recognisable identity and name and consistent branding with co-branding options with EuroVelo;
- It contributes to increasing the marketing value of the EuroVelo network;
- It is based on existing or already planned national or regional cycle routes;
- It starts, ends and goes through attractive and well-known destinations, connected with public transport hubs, and/or connected to other EuroVelo routes;
- Signing is/will be implemented in accordance with the [EuroVelo Transnational Signing Manual](#) and the regulations of the respective nations and/or regions, continuously and in both directions;
- All NECCs, as well as other relevant stakeholders, along the route are supportive of the proposal, members of the consortium are clearly identified, as well as the share of responsibilities within the partnership and an operational contact point is provided. Administrative organisation to fulfil the payment of the mandatory fee is well anticipated;
- 90% of the route or major section (daily sections) meets the essential criteria of the [European Certification Standard](#) (ECS) by the end of the process – at the point at which the new route or major section officially joins the network – a clear plan has to be presented to guarantee how this criteria will be guaranteed (official EuroVelo Route Inspectors to be trained, planning of on-route survey, plans for analysis of the results and reporting to ECF).

Duration of the formal process

As many cycle routes require time to match EuroVelo quality requirements, two options are possible for candidate routes or major extensions to join the EuroVelo network:

- **Three-year process** for the candidate routes or extensions already fully developed in terms of cycling infrastructure, services, promotional tools, and with existing and solid governance structure.
- **Six-year process** for the candidate routes or extensions not yet fully in place but with a clear plan to develop the cycle route, an existing governance, and secured support from all parties concerned.



3Year

Three-year process for well-developed routes

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

- Implementation plans and funding are already in place to deliver the route within the three-year timetable (including continuous EuroVelo signage by the end of the three-year process).
- Clear plans for surveying the route with ECS or similar methodology are provided and secure that 90% of essential criteria of ECS are met;
- NECCs are in place in all countries covered by the proposed new route or extension;

Proof of these elements should be included in the application. See the section “Preparing your application” on page 12 for the full procedure.

6Year

Six-year process for not yet developed routes

This process should be followed for route proposal which are not yet fully developed but the route proposal nevertheless fulfils the basic essential criteria for joining the network.

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

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

Evidence regarding these elements should be included clearly in the application. See the section “Preparing your application” on page 12 for the full procedure.

5. Preparing your application

Requirements for applications

Applications to add a new route to the network or make another type of change should provide sufficient information to allow a sound decision to be made. The [dedicated template](#) (annex 1) should be used to prepare a complete application and allow the formal process to start.



1) Reasons for change

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

It is advised to explain the **added value** that the change to the EuroVelo network will bring, how the change will contribute to the EuroVelo Strategy 2030 and support completing the network and encouraging cycling and cycling tourism developments locally, etc.

General support and national context of the countries involved: the application should clearly indicate the **support** of the relevant NECCs and authorities. For the 6-year process, only the support of NECCs, if any, is essential, though support of external authorities would bring an added value to the application. For an application to be accepted, it is mandatory that existing NECCs along the proposed route support it. Support from other key stakeholders is strongly recommended as well. Proof of this support needs to be included in the application (see "12) Attachments" below). Please note that NECCs should be in place in all countries covered by the proposed new route or extension before submitting an application for a three-year process, and before it formally joins the network for a six-year process.

The application process offers two different durations depending on the level of development of the proposal. The proposal should indicate the desired process length, but the final decision will be taken by the EuroVelo council, taking into consideration the level of development of the proposed route.

2) Connection to existing national/regional cycle route networks

The application should provide the demonstration that the proposal is based on planned or existing national cycle routes or planned to be integrated into national cycle route networks (a list of national cycle route networks and regional cycle route network of the countries and regions involved should be provided, including maps and relevant links). If there is no national cycle route network for the moment, information on the context should be provided and proof of the relevance and recognition of the proposal by all relevant stakeholders should be demonstrated.

The proposal should also be well connected to other cycle routes (planned or existing) at European, national and local levels.

Guidelines on the designation of cycle route networks from UNECE can be found here until publication of the final document: [Guide for designating cycle route networks](#).

More specific guidelines on EuroVelo route developments are available here: [EuroVelo Development Guide](#).

3) Branding and marketing potential

The application should include the **proposed route name**.

The **theme** of the route should be introduced with a short branding concept from a marketing point of view in-line with the local offers along the route, including pictures representing the route. The co-branding approach with EuroVelo in coherence with the [EuroVelo Brand Guide \(2024\)](#) should be presented. The attractions along the route should be highlighted: ideally a geolocalised list of attractions along the route, including UNESCO sites. Inspiration can be taken from POI (point of interests) shown on EuroVelo.com for already existing routes.

Short touristic descriptions of the route should be provided (for a new route, general description of the route as a whole – 100 words in English; for all applications, per country descriptions – 100 words in English per country).

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

4) Route map and GPX data

The application should include **maps** of the route indicating the type of infrastructure with its status (according to the EuroVelo Map Legend and categories as described in page 3 of the [EuroVelo Development Status Report \(2024\)](#)). Maps should be provided (at least an overview map of the full proposal, as well as general maps country by country with status of the route per stage min scale 1:5.000.000). **GPX data** should also be included in .gpx format. These should be divided into daily sections of around 20-80 km that can easily be cycled in one day, beginning and ending at larger settlements or other points of interest. Where relevant, the route should also be divided into longer stages coherent from the users perspective for a multiple day trip with a geographical coherence as well (e.g. following a certain coast line or traversing a certain region, etc). If GPX data of the proposal is not available yet, the proposal should indicate when it will be and how (responsible person, tools used, timeline for creating the GPX data, etc – connected to 9) Route survey).

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

5) Signing

An overview of the signage regulation and practices in all countries involved should be added to the proposal as well as the plans to implement EuroVelo signage after final approval of the application.

Proposal of integration of EuroVelo route information panels following the requirements specified in the [EuroVelo Brand Guide \(2024\)](#) and in the [EuroVelo Transnational Signing Manual \(2023\)](#) should be included. The responsible bodies in charge of signage should also be mentioned. Examples of current/planned signing can be included in the application.

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

6) Services

The application should specify if there are any national or regional cycling-friendly schemes (see the list of [cycling friendly schemes](#) identified on EuroVelo.com).

If possible, it should also list existing or planned accommodations, restaurants, bike repair shops, etc. along the new or changed route.

7) Public transport connections

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

8) Promotion

Existing or planned promotional tools for the new route or major section should be mentioned in the application, including their reach, the languages in which they are available and how they will be disseminated. Examples: link to websites, link to promotional documents, information about existing guidebooks, communications plan if any, etc.

9) Route survey compatible with ECS methodology

If the new route or part of it was surveyed following the [European Certification Standard \(ECS\)](#) methodology or compatible methodologies, the survey data should be part of the application and not older than five years (2021 for the 2026-2028 process, with strong incentive to update the data).

If not, the application should include a clear plan for a route survey with European Certification Standard (ECS) methodology or compatible methodology. If ECS is used, a detailed plan on implementing an ECS route survey by official [EuroVelo Route Inspectors](#) (it is possible to attend an [EuroVelo Route Inspectors training](#)) should be included in the application, leading to route assessment report and demonstration that the route meets 90% of essential criteria. Applicants are invited to consider EuroVelo Route Inspectors external to their consortium to stimulate external and objective assessment of the route. The use of the ECS app license is provided by ECF to route applicants considering the application fee paid for the route (otherwise the fee is of 5,000€ for three years for countries without an NECC and 2,500€ for three years for countries with NECC in 2024 – fee may evolve in the future). Estimation of time needed to collect route survey data is approximately 50 day per 1,000 km of route to be surveyed and analysed (1 day per 50 km route survey, 1 day per 100 km of desktop research, 1 day per 50 km of data analysis and drafting the reports).

Please note that 90% of the route (daily sections) should meet the essential criteria of the ECS methodology by the time that the proposed new route or extension formally joins the network.

Well justified exceptions can be made at the discretion of the EuroVelo Council and EVMT.

10) Organisation and consortium description

The application should include a section on the **organisation of the work for implementing the new EuroVelo route or section** of EuroVelo route with three main elements:

First, an **overview of the organisation of the proposed route** or section of route with a list of responsible partners per country, list of regions crossed by the new route or section of route, impact of the new route in the EuroVelo governance locally, etc.

Secondly, a clear list of **responsibilities of various stakeholders in the implementation of the route** (infrastructure – including signage -, services, promotion, public transport connection, monitoring, etc) should be clearly stated and identified. Contacts should be taken prior to submitting the application and support should be secured for the good implementation of the route (see also '12 Attachments'). Political and technical support should be safeguarded in all phases of the application. Reference and guidance from the [EuroVelo Development Guide](#) can be useful to organise the route development.

Third, the **organisation of the consortium submitting the application** should be presented in detail, including the partners involved, share of responsibility, details about the internal and cross-border collaboration planned throughout the process, administrative detail regarding legal basis of the proposal but also payment method for the fee (see also '11 Payment of the fee'), main contact point for regular contacts with ECF, etc.

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

- The consortium proposing the change to the EuroVelo network (hereafter called “the applicant”);
- NECCs of all countries concerned by the change (at least as associated partner);
- Public authorities involved in funding infrastructure works, signposting, etc. (if possible. Directly as member of the consortium);
- Any other type of body relevant in the implementation and/or promotion of the route.

11) Payments of the fee for application

Candidate routes and sections to join or modify EuroVelo implies a fee for application as it generates work for ECF in evaluating and (potentially) approving new and changed routes or sections. The fee for application is also a way to secure a strong support throughout the application process of the consortium of applicants.

Costs

- New route proposal: €10,000 + €1 per km (excluding VAT) per year.
- Major extensions or changes: €5,000 + €1 per km (excluding VAT) per year.

These costs include:

- Evaluating the proposal
- Regular communication with the applicant for the duration of the process;
- Analysing the Route Evaluation Report produced after the ECS survey of the route, at the end of the process;
- Feedback on new route information panels and addition to GPX tracks to the EuroVelo GIS Database;
- Communication about the change on promotion materials: www.EuroVelo.com, social media channel, EuroVelo printed map.
- Regularly reporting on the application's status to the EVC, ECF Board, EVGM and other relevant forums;
- Additional lobby and communication actions.

The fees should be paid in 3 or 6 instalments, with one invoice to be paid per year, in the first quarter of the year (before March each year, except the first invoice that has to be paid before the application submission on 15 January 2026 in order to make it complete and have the EVMT and EVC review it. The consortium submitting the application should communicate which organisation(s) will take care of payments to ECF and agree on an internal organisation before applying.

IMPORTANT: the first invoice has to be paid by 15/01/2026 in order for the application to be eligible for evaluation. Contact has to be taken with the EuroVelo Management Team to issue the invoice in due time and have the invoicing details specified clearly before submitting the application. Applications without a paid first instalment invoice will not be reviewed within the 2026-2028-2031 process.

The payment can be organised in a different manner if required. Contact the EVMT for more information.

Please note that if it becomes apparent that in either the three-year or the six-year process more time will be needed by the applicant to realise the route then additional fees will be levied at the rate of a further €10,000 + €1/km for each additional year required.

12) Attachments

Attachments to include (N.B. list is not exhaustive) and to be summarised in the template application:

- Letters of support – from the consortium members. The support of NECCs is mandatory for all applications. Letters from other relevant authorities is mandatory only for the three-year process.
- Legal document regulating the consortium of applicants if any.
- Any useful document about the candidate route or section: implementation plans (project fiche, action plan, budget, intervention regulation, etc.), maps, promotional tools, pictures, etc.

6. Steps and Timeline of the formal process

Steps of the application

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

1) Draft proposal

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



2) Informal review and feedback

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



3) Detailed application

A detailed application of the new or change route proposal, covering all the required information (see the section “5. Preparing your application” above for more details) should be submitted to ECF by the application deadline, including payment of the first instalment fee for the application to be complete and analysed by the EVMT and reviewed by the EVC.



4) Decision by the EuroVelo Council

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

At the end of this period, the decision by the EuroVelo Council on the acceptance of the proposed new or changed route will be sent to the applicant by the EVMT. If a new route or major section proposal is accepted, the route will then be given the title of “Candidate route”.



5) Implementation

The following years after the decision of the EVC about the Candidate route status is dedicated to the implementation of the route, reporting regularly on progress and planning the work to have the Candidate route meeting the required quality parameter to join the EuroVelo network.

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

Progress reports on the implementation should be submitted by the applicant every six months based on a template provided by ECF.

During the implementation period, the applicant should develop the route so that it meets the essential criteria of the [European Certification Standard](#) (ECS) methodology, and plan for an ECS assessment done by EuroVelo Route Inspectors by the end of the period (applicants are invited to consider

EuroVelo Route Inspectors external to their consortium to stimulate external and objective assessment of the route).



6) Final confirmation of the decision

At the end of the implementation stage comes the final decision from the EVC based on the final implementation report prepared by the applicant and the results of the ECS survey.

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



7) Launch of the route and communication of the change

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

Overview of the application calendar

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

Step	Actor	Status of the Route/Section	Next two deadlines
1) Submission of draft proposal	Applicant	No title	30/06/2025 30/06/2028
2) Informal review and feedback	ECF	No title	Within 3 months of receipt proposal
3) Submission of the detailed application and payment of the initial fee	Applicant	Proposed Route	15/01/2026 15/01/2029
4) Decision by the EuroVelo Council	ECF	Candidate Route	30/06/2026 30/06/2029
5) Implementation – including ECS survey of the route and referring to EuroVelo in relevant material (signing, promotion, etc.)	Applicant	Candidate Route	Until 31/12/2027 Until 31/12/2030
6) Final confirmation of the decision	ECF	Accepted candidate	30/06/2028 30/06/2031
7) Launch of the route and communication	ECF	EuroVelo Route	31/12/2028 31/12/2031



Template documents

The new route, major extension or major change application must be submitted in the format of the template application [linked here](#).

Additional template documents for the different steps of the process will be made available for applicants to use in the reporting process.

Additional remarks

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

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

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

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