

# EuroVelo Route Development Status Report (2023)



## KEY EUROVELO NUMBERS

**Total length of EuroVelo: 92,000+ km**

The 17 EuroVelo routes represent a network of 92,820 km across Europe! This is a small reduction compared to 2022 due to more accurate data, even though the EuroVelo network counts **almost 500 km of new routes in 2023**, following the addition of EuroVelo 3 – Pilgrims Route extension in Galicia (Spain), and the second part of EuroVelo 14 – Waters of Central Europe in Hungary.

**34% (32,000+ km) of EuroVelo routes to develop by 2030**

A third of the EuroVelo network is still to be developed (under development or at the planning stage). Improving those parts of the network is a priority to complete EuroVelo by 2030. ECF is working in partnership with a growing network of NECCs across Europe to achieve this ambitious goal. Responsible authorities would need to **develop around 4,500 km of EuroVelo per year to reach this objective**, meaning that the yearly increase of newly developed sections should grow to 5% instead of 2%. Ultimately, sections of the EuroVelo network may be removed if no sufficient developments are realistically foreseen.

**66% (60,000+ km) of the EuroVelo network is ready to cycle**

This is the percentage of EuroVelo routes that are either certified, developed with EuroVelo signs, or developed. There are now 60,785 km of EuroVelo routes waiting to be discovered, including 8 routes developed at 75% or more. **This is an increase of 2% compared to 2022<sup>1</sup>**. Developed route can be heterogeneous in terms of quality of infrastructure (i.e. route component type, width, surface, gradient, etc.) and some would require improvements.

**37% (33,000+ km) of the network with EuroVelo signs in 24 countries**

EuroVelo signs can be followed on 37% of the network, meaning about 33,965 km of EuroVelo signposting is already in place. 24 countries have implemented at least a part of EuroVelo signs at a national level, that is **63% of all countries** with a EuroVelo route. EuroVelo signage is essential for cyclists to easily find their way from one country to another.

## TOP ROUTES AND COUNTRIES

### Top 5 Routes in terms of Levels of development

1. EuroVelo 15 – Rhine Cycle Route
2. EuroVelo 17 – Rhone Cycle Route
3. EuroVelo 19 – Meuse Cycle Route
4. EuroVelo 14 – Waters of Central Europe
5. EuroVelo 1 – Atlantic Coast Route

### Top 3 Routes in terms of Quality increase since 2022 in % of the whole length

1. EuroVelo 5 – Via Romea (Francigena) **+11%**
2. EuroVelo 6 – Atlantic-Black Sea **+3%**
3. EuroVelo 9 – Baltic-Adriatic **+3%**

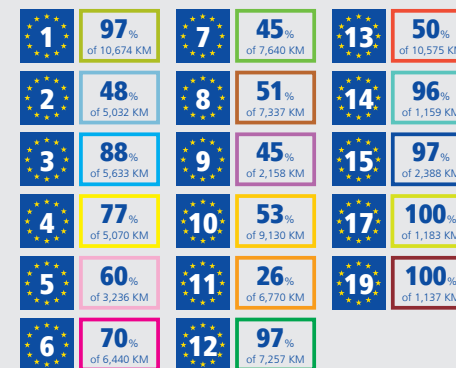
### Top 5 Countries in terms of Levels of development

1. Switzerland
2. France
3. Belgium
4. Estonia
5. Republic of Ireland

### Top 3 Countries in terms of Quality increase since 2022 in % of the network

1. Greece **+6%** (+83km)
2. Hungary **+5%** (+382km)
3. Italy **+5%** (+237km)

### Level of development per EuroVelo route



**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 when they overlap. EuroVelo sections are counted twice if they belong to several EuroVelo routes. This is a different approach compared to the EuroVelo Route Development Status Reports 2022 and 2021, where the calculations were based on the total without duplicate routes. This must be kept in mind when comparing the numbers.



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## INTRODUCTION AND METHODOLOGY

EuroVelo is the European cycle route network – 17 long-distance cycle routes that cross and connect the continent. First published in 2021<sup>2</sup>, the yearly EuroVelo Route Development Status Report aims to outline 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 by highlighting significant improvements per route and country.

This Report is based on data updates provided between October 2022 and March 2023 by the network of National EuroVelo Coordination Centres (NECCs) or by national partners in the countries where no NECC has been established yet. There are currently 23 NECCs, whose role is to ensure the implementation, operation, quality assurance and promotion of EuroVelo at a national level. Let us note that in countries where no national contacts have been identified, the GPX tracks used were created by ECF based on the best available routes identified through online research. These countries are listed in the table on pages 12-13.

The development levels presented in this report are based on the EuroVelo categories of [www.EuroVelo.com](http://www.EuroVelo.com):

- 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.

Please note that while this report is based on data focusing on GPX tracks and the route development categories described above, ECF has also developed a thorough methodology using survey data collected in the field, including detailed information on the quality elements of route sections. This methodology, called the European Certification Standard (ECS), aims to assess the quality of cycle routes according to precise and well-defined criteria and can be applied to long-distance cycle routes anywhere in Europe, focusing on infrastructure aspects as well as services and communications.

Even if ECF is collecting more and more detailed data based on the ECS methodology, they are not covering the whole EuroVelo network at the moment and we cannot yet base this report on survey data. Bridging this gap and providing route development status categories in line with the ECS criteria is planned to improve this Report in the coming years and is explained in more detail on page 15.

<sup>2</sup> See [here](#) for the 2021 report, and [here](#) for the 2022 report.



## OVERALL LEVELS OF DEVELOPMENT ACROSS THE NETWORK

**66% of the EuroVelo network is either certified, developed with signs or developed, with 60,785 km of EuroVelo routes ready to use for cyclists!**

Over a third of the network (37%) is developed with EuroVelo signs, while a fourth (27%) is developed and signed according to national guidelines (without EuroVelo signs yet). Moreover, 2% of the network is certified according to the European Certification Standard, corresponding to EuroVelo 15 – Rhine Cycle Route<sup>3</sup>.

Let us note that the routes included in the “developed” category are heterogeneous in terms of the quality of their infrastructure, and can present various qualities of surface and local signage, include segregated cycle paths or routes shared with motorised traffic, have a network of services for cyclists or not, etc. The data currently available for the whole EuroVelo network does not allow to provide a higher level of detail. In general, most developed routes would require further developments to meet the ECS quality criteria.

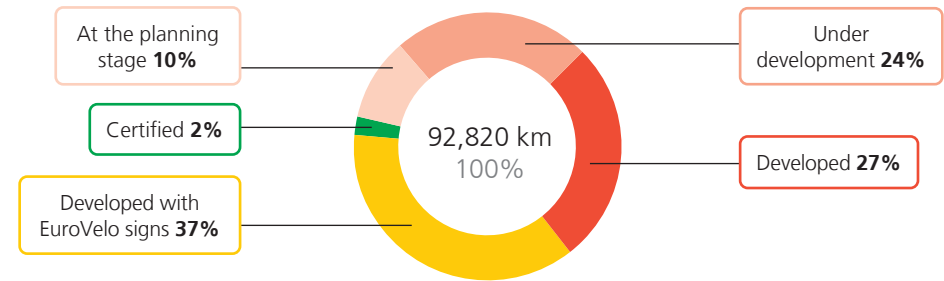
The remaining 34% of the network, which totals around 32,000 km, still needs improvements. A quarter of the network (24%) remains under development while 10% of the network is still at the planning stage. Those sections are where the efforts of ECF and its partners all over Europe (most notably the NECCs) are directed, in order to achieve the full development of EuroVelo by 2030.

Here is the partition of route development levels, out of the total 92,820 km of EuroVelo routes<sup>4</sup>:

EuroVelo categories	At the planning stage	Under development	Developed	Developed with EuroVelo signs	Certified
Number of kilometres	9,281	22,754	25,015	33,965	1,805
Percentage of the EuroVelo network	10%	24%	27%	37%	2%

<sup>3</sup> This is the length of the continuous section of EuroVelo 15 – Rhine Cycle Route that received the Certification label for five years in 2019. Please note that this number is slightly different than in the EuroVelo Route Development Status Report 2021 and 2022, due to an error in previous calculations.

DEVELOPMENT STATUS DISTRIBUTION ON EUROVELO



## PROGRESS COMPARED TO THE PREVIOUS YEAR

Comparing this year’s levels of development of EuroVelo to the EuroVelo Route Development Status Report 2022 shows which EuroVelo routes and European countries have undergone the biggest improvements in terms of route developments in the course of the past year, and what progress has been made overall.

**2% more developed EuroVelo network in 2023, but the growth should increase faster!**



### More accuracy in available data

Corrections were made on existing EuroVelo data in a few countries to better reflect their levels of development. This type of progress does not appear in the percentages, but updates in the database quality should be celebrated as well!



### 2% increase in the share of developed routes, signed with or without EuroVelo signs

This corresponds to less than 2,000 km of newly developed sections of EuroVelo from 2022 to 2023, including almost 500 km of new routes. Developed sections should grow by 5% yearly in order to reach the goal of a fully developed EuroVelo network by 2030!



### 11% increase in the development of EuroVelo 5 – Via Romea (Francigena)

Most developments of the route happened in Italy, where some sections have been improved between Como and Acquapendente (crossing the regions of Lombardy, Emilia-Romagna, Tuscany and Lazio), in the Rome metropolitan area, between Paliano and Fiuggi (Lazio region) and between Palagianò and Taranto (Puglia region). In Addition, several sections of the route previously at the planning stage are now under development.

<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 twice if they belong to several EuroVelo routes.



## Greece, Hungary and Italy increased by 5% or more their national EuroVelo network!



### 6% increase in the development of EuroVelo routes in Greece

Development of 83 km of EuroVelo 13 – Iron Curtain Trail, which is the first EuroVelo route in Greece to be ready for signposting. Definitely something to celebrate! Greece now counts 6% of EuroVelo being developed, compared to 0% in 2022. A good example to follow for 10 other countries with 0% of developed EuroVelo sections!



### 5% increase in the development of EuroVelo routes in Hungary

Further development and signage of EuroVelo 6 – Atlantic-Black Sea, EuroVelo 11 – East Europe Route and EuroVelo 13 – Iron Curtain Trail, and addition of the second part of EuroVelo 14 – Waters of Central Europe to the network, for a total of 382 km of newly developed sections.



### 5% increase in the development of EuroVelo routes in Italy

Development of sections of EuroVelo 5 – Via Romea (Francigena), EuroVelo 7 – Sun Route and EuroVelo 8 – Mediterranean Route, for a total of 237 km of newly developed sections.

It is important to note that these percentage figures depend on the total length of EuroVelo routes in a given country and are not representative of the level of investments that have been made to develop the routes. Indeed, EuroVelo kilometres vary a lot from one country to the other, and more investments will be needed to increase development levels percentages in countries that contain several EuroVelo routes, or very long sections of them.

This report also includes a table of “European countries per number of kilometres with increases in development levels” on page 14, showing detailed data on route development increases in relevant countries and a classification of countries based on the number of kilometres improved.

## 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 map below shows 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 and South of Europe, to complete the EuroVelo network.

DEVELOPMENT SECTIONS OF THE EUROVELO NETWORK IN 2023











## 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 2022 <sup>3</sup>
1	 <b>EuroVelo 15</b> Rhine Cycle Route	2,388 <sup>4</sup>	0%	3%	7%	15%	76%	<b>97%</b>	+0%
2	 <b>EuroVelo 17</b> Rhône Cycle Route	1,183	0%	0%	0%	100%	0%	<b>100%</b>	+0%
3	 <b>EuroVelo 19</b> Meuse Cycle Route	1,137	0%	0%	0%	100%	0%	<b>100%</b>	+0%
4	 <b>EuroVelo 14</b> Waters of Central Europe	1,159	0%	4%	9%	87%	0%	<b>96%</b>	-4%
5	 <b>EuroVelo 1</b> Atlantic Coast Route	10,674	2%	1%	44%	53%	0%	<b>97%</b>	+0%
6	 <b>EuroVelo 3</b> Pilgrims Route	5,633	8%	4%	36%	52%	0%	<b>88%</b>	+1%
7	 <b>EuroVelo 6</b> Atlantic-Black Sea	6,440	0%	30%	6%	64%	0%	<b>70%</b>	+3%
8	 <b>EuroVelo 12</b> North Sea Cycle Route	7,257	0%	3%	64%	33%	0%	<b>97%</b>	+0%
9	 <b>EuroVelo 4</b> Central Europe Route	5,070	23%	1%	35%	42%	0%	<b>77%</b>	+1%
10	 <b>EuroVelo 5</b> Via Romea (Francigena)	3,236	28%	12%	21%	39%	0%	<b>60%</b>	+11%
11	 <b>EuroVelo 13</b> Iron Curtain Trail	10,575	0%	50%	12%	38%	0%	<b>50%</b>	+2%



12	 <b>EuroVelo 10</b> Baltic Sea Cycle Route	9,130	0%	47%	24%	29%	0%	<b>53%</b>	+1%
13	 <b>EuroVelo 8</b> Mediterranean Route	7,337	6%	43%	22%	29%	0%	<b>51%</b>	-5%
14	 <b>EuroVelo 9</b> Baltic-Adriatic	2,158	9%	46%	9%	36%	0%	<b>45%</b>	+3%
15	 <b>EuroVelo 7</b> Sun Route	7,640	24%	31%	33%	11%	0%	<b>45%</b>	+2%
16	 <b>EuroVelo 2</b> Capitals Route	5,032	41%	11%	47%	1%	0%	<b>48%</b>	-1%
17	 <b>EuroVelo 11</b> East Europe Route	6,770	31%	44%	6%	19%	0%	<b>26%</b>	+6% <sup>5</sup>

**1** The classification of EuroVelo routes according to their levels of development was done according to the following logic:

- Highest weighted percentages of routes with certified routes counted 100%, routes developed with signs counted 50% and developed routes counted 25%
- Highest percentages of routes under development
- Highest percentages of routes at the planning stage

When levels of development were the same for two routes, then the longest route was put first. A weighted sum was used because it reflects better the overall level of development of the EuroVelo routes. This method of classification gives more weight to routes that are signed with EuroVelo signs than to routes that are signed only according to national standards. It gives even more weight to routes that have been certified, because the ECS label ensures that the quality of the routes has been assessed and confirmed according to an agreed process.

Conversely, using a weighted sum of percentages ensures that all developed sections of the routes are taken into account in the classification, and not only certified routes or routes signed with EuroVelo signs. A route with good and safe cycling infrastructure is indeed the most important for cyclists, and routes with many developed kilometers should not be pushed automatically to the bottom of the list, even if few EuroVelo signs have been installed so far, or if there was no occasion yet for certifying the route.

**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 2022 and 2023. 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.

**5** EuroVelo 11 – East Europe Route was not included in the routes that underwent a level of development increase of more than 5% between 2022 and 2023, because this increase is mainly related to the correction of a previously wrong development status category in Estonia.



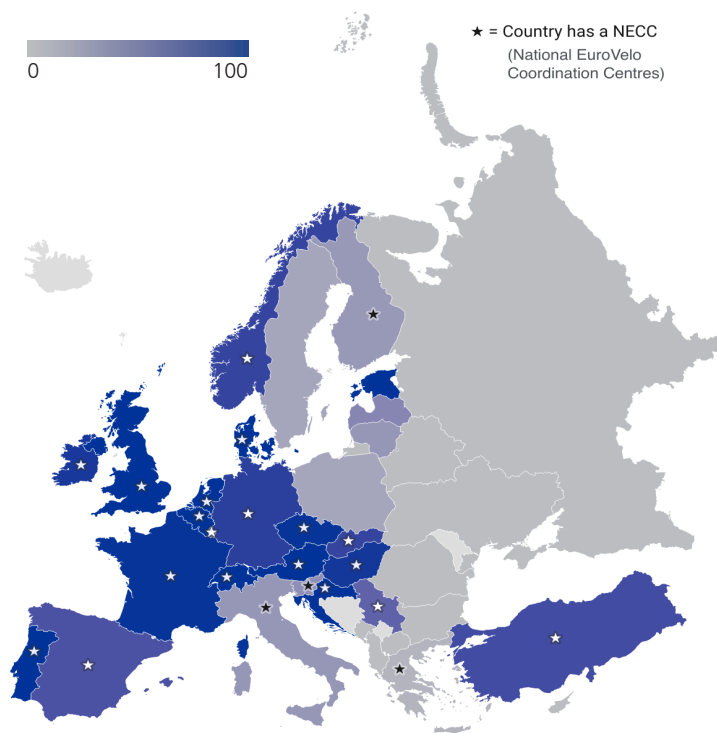


## EUROPEAN COUNTRIES PER LEVELS OF DEVELOPMENT

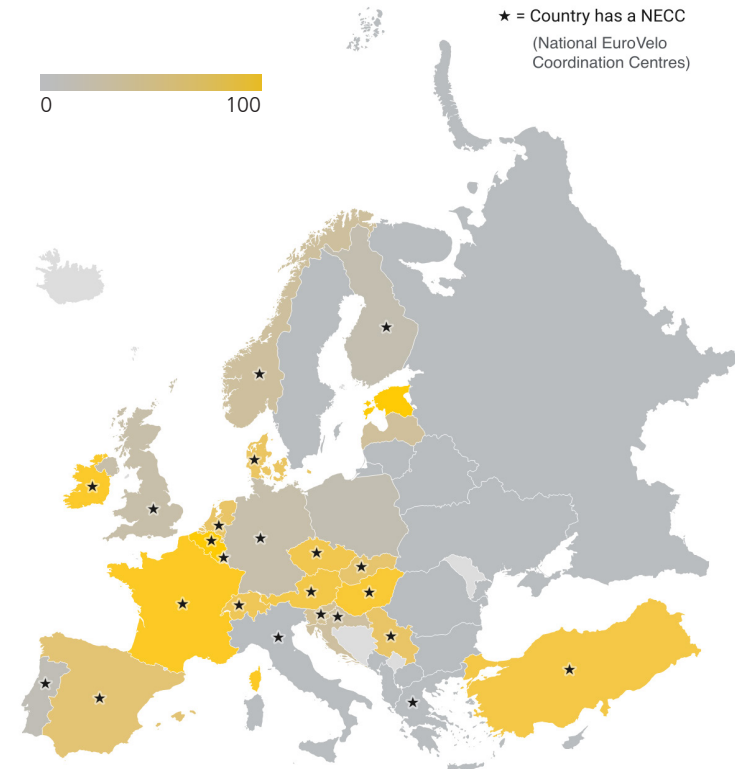
Which countries are the more advanced in terms of EuroVelo development? Where are there more EuroVelo signs in place?

The two maps below show the development of EuroVelo and EuroVelo signage levels per country. They clearly demonstrate that 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 23 countries out of 38 in 2023. These maps compare the development level percentage per country and do not take into account the differences in total number of kilometers of EuroVelo routes from one country to another.

LEVEL OF DEVELOPMENT OF EUROVELO ROUTES PER COUNTRY IN 2023



LEVEL OF EUROVELO SIGNAGE PER COUNTRY IN 2023



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 2022 <sup>3</sup>
<b>1</b> <b>Switzerland</b>	1,316	0%	0%	0%	71%	29%	<b>100%</b>	+0%
<b>2</b> <b>France</b>	8,736	2%	0%	2%	94%	2%	<b>98%<sup>5</sup></b>	+0%
<b>3</b> <b>Belgium</b>	1,015	0%	0%	0%	100%	0%	<b>100%</b>	+0%
<b>4</b> <b>Estonia</b>	2,735	0%	0%	0%	100%	0%	<b>100%</b>	+32% <sup>4</sup>
<b>5</b> <b>Republic of Ireland</b>	2,604	3%	1%	4%	92%	0%	<b>96%</b>	-1%
<b>6</b> <b>Hungary</b>	2,221	1%	2%	9%	88%	0%	<b>97%</b>	+5%
<b>7</b> <b>The Netherlands</b>	2,003	0%	0%	31%	62%	7%	<b>100%</b>	+0%
<b>8</b> <b>Austria</b>	2,661	0%	0%	21%	79%	0%	<b>100%</b>	+0%
<b>9</b> <b>Czechia</b>	2,047	1%	0%	24%	75%	0%	<b>99%</b>	+0%
<b>10</b> <b>Denmark</b>	2,224	0%	0%	35%	65%	0%	<b>100%</b>	+0%
<b>11</b> <b>Türkiye</b>	621	0%	20%	0%	80%	0%	<b>80%</b>	+0%
<b>12</b> <b>Slovakia</b>	452	14%	0%	29%	57%	0%	<b>86%</b>	+0%
<b>13</b> <b>Germany</b>	9,867	0%	10%	63%	16%	11%	<b>90%</b>	+1%
<b>14</b> <b>Spain</b>	4,271	11%	14%	22%	53%	0%	<b>75%</b>	+1%
<b>15</b> <b>Serbia</b>	2,030	36%	2%	1%	62%	0%	<b>63%</b>	+9% <sup>4</sup>





## ROUTE DEVELOPMENT STATUS REPORT

16	 Croatia	1,694	0%	0%	77%	23%	0%	<b>100%</b>	+0%
17	 Luxembourg	107	0%	41%	0%	59%	0%	<b>59%</b>	+0%
18	 United Kingdom	5,778	0%	0%	84%	16%	0%	<b>100%</b>	+0%
19	 Norway	5,509	14%	0%	62%	24%	0%	<b>86%</b>	+0%
20	 Portugal	1,191	0%	0%	93%	7%	0%	<b>100%</b>	+0%
21	 Latvia	1,899	0%	63%	11%	26%	0%	<b>37%</b>	-2%
22	 Slovenia	399	0%	69%	0%	31%	0%	<b>31%</b>	+1%
23	 Finland	5,144	2%	73%	14%	11%	0%	<b>25%</b>	+0%
24	 Italy	5,202	47%	27%	26%	0%	0%	<b>26%</b>	+5%
25	 Lithuania	672	74%	0%	26%	0%	0%	<b>26%</b>	+3%
26	 Poland	4,709	41%	43%	6%	10%	0%	<b>16%</b>	-1%
27	 Sweden	5,779	0%	84%	16%	0%	0%	<b>16%</b>	+0%
28	 Greece	1,497	1%	93%	6%	0%	0%	<b>6%</b>	+6%
29	 Romania	1,721	0%	100%	0%	0%	0%	<b>0%</b>	+0%
30	 Bulgaria	1,258	0%	100%	0%	0%	0%	<b>0%</b>	+0%
31	 Cyprus	661	0%	100%	0%	0%	0%	<b>0%</b>	+0%
32	 Albania <sup>6</sup>	488	0%	100%	0%	0%	0%	<b>0%</b>	+0%



33		<b>Montenegro</b>	215	0%	100%	0%	0%	0%	0%	0%	+0%
34		<b>Russia</b>	1,919	45%	55%	0%	0%	0%	0%	0%	+0%
35		<b>Republic of North Macedonia<sup>6</sup></b>	408	63%	37%	0%	0%	0%	0%	0%	+0%
36		<b>Belarus</b>	856	84%	16%	0%	0%	0%	0%	0%	+0%
37		<b>Ukraine</b>	797	100%	0%	0%	0%	0%	0%	0%	+0%
38		<b>Malta<sup>6</sup></b>	113	100%	0%	0%	0%	0%	0%	0%	+0%

**1** The classification of countries according to the levels of development of EuroVelo routes was done according to the following logic:

- Highest weighted percentages of routes with certified routes counted 100%, routes developed with signs counted 50% and developed routes counted 25%
- Highest percentages of routes under development
- Highest percentages of routes at the planning stage

When levels of development were the same for two countries, then the country with more EuroVelo routes to develop and promote was put first.

A weighted sum was used because it reflects better the overall level of development of the EuroVelo network in each country. This method of classification gives more weight to countries with routes that are signed with EuroVelo signs than to countries that have signed their routes only according to national standards. It gives even more weight to countries with routes that have been certified, because the ECS label ensures that the quality of the routes has been assessed and confirmed according to an agreed process.

Conversely, using a weighted sum of percentages ensures that all developed EuroVelo routes of a country are taken into account in the classification, and not only certified routes or routes signed with EuroVelo signs. A route with good and safe cycling infrastructure is indeed the most important for cyclists, and countries with many kilometres of developed EuroVelo routes should not be pushed automatically to the bottom of the list, even if few EuroVelo signs have been installed so far, or if there was no occasion yet for certifying the route.

**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 2022 and 2023. 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 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** Estonia and Serbia were not included in the countries that underwent a level of development increase of more than 5% between 2022 and 2023, because these increases are related to corrections of previously wrong development status categories for sections of EuroVelo 11 – East Europe Route and EuroVelo 6 – Atlantic-Black Sea.







**5** There is a small difference between Vélo & Territoires' data (95% of the EuroVelo network in France is implemented) and EuroVelo data (98% of the network is developed and signed). That is because Vélo & Territoires monitors the realised rate, whereas EuroVelo focuses on the continuity.

**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.



## EUROPEAN COUNTRIES WITH SIGNIFICANT PROGRESS IN DEVELOPMENT LEVELS

Some countries have reported significant progress in development levels since 2022. In the table below, countries with development increases are classified according to the number of kilometres improved with details about the type of improvement (development and/or signage).

	Country	Global development increases in percentage of the whole EuroVelo km <sup>1</sup>	Global development increases in km <sup>2</sup>	New kilometres developed <sup>3</sup>	New kilometres developed with EuroVelo signs <sup>4</sup>
1	 Hungary	+5%	382	103	279
2	 Germany	+1%	289	0	289
3	 France	+1%	238	68	170
4	 Italy	+5%	237	237	0
5	 Spain	+1%	181	0	181
6	 Greece	+6%	83	83	0

**1** Countries such as Estonia, Serbia and Lithuania, which displayed positive percentages of change compared to 2022 in the table on pp 10-11, were not included in this table as these increases are related to corrections of previously wrong development status categories.

**2** The numbers in this column correspond to the sum of new kilometres developed and new kilometres signed. They indicate how many kilometres of EuroVelo routes were improved in the country, globally.

**3** Amounts in this column correspond to the differences in number of kilometres developed in each country between 2022 and 2023. They represent sections of routes previously under development, which developments were finalised during the year, but not signed with EuroVelo signs.

**4** Amounts in this column correspond to the differences in number of kilometres developed with EuroVelo signs in each country between 2022 and 2023. They represent sections of routes previously developed or under development, on which EuroVelo signs were installed during the year. In the cases of Hungary and Spain, sections newly added to the EuroVelo network in 2023 are included.



## MORE PRECISE DATA TO BACK-UP THE EUROVELO ROUTE DEVELOPMENT STATUS REPORT IN THE FUTURE

The development levels presented in this report are based on the five EuroVelo categories of [www.EuroVelo.com](http://www.EuroVelo.com): certified EuroVelo route; developed with EuroVelo signs; developed (at national/regional level); under development; at the planning stage. These categories are the ones for which ECF has been able to collect data for the whole EuroVelo network in 38 different countries so far.

Certified EuroVelo routes refer to high-quality cycle routes, whereas “developed with or without EuroVelo signs” indicate that a section is ready to cycle but does not specify the conditions that cyclists can expect to find.

ECF has developed a comprehensive methodology to assess the quality of cycle routes, called the European Certification Standard (ECS). It can be used to survey and assess the quality of European/national/regional routes, and to certify EuroVelo routes if the criteria are met. Provided that detailed GIS data on a EuroVelo route section is available in the right format, the ECS would allow to assign a level of development according to well-defined criteria applicable at the European scale.

The ECS methodology could be used to update the EuroVelo categories and better reflect the conditions for cyclists in communications tools and in the annual EuroVelo Route Development Status Report. In order to do that, ECF will need

to gather precise survey data, collected through ECS tools or imported into the EuroVelo database (a bit less than a fourth of the network is available as GIS data at the moment).

New EuroVelo categories are being discussed amongst GIS experts of NECCs in 2023 and the EuroVelo management team is trying to collect more and more survey data to improve the quality of the information provided to users and partners. We hope that the ongoing work will be reflected in next year’s report.

### EUROVELO DATA HUB

This report forms part of the wider [EuroVelo Data Hub](#) which contains updated key figures and useful resources to monitor the growth of the European cycle route network. Visit the [EuroVelo Data Hub](#) to find data gathered on EuroVelo network usage, route development and digital statistics, including guidance on how to start monitoring cycle routes, cycling tourism and evaluating its economic impacts.



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

Analysis by Florence Grégoire, [f.gregoire@ecf.com](mailto:f.gregoire@ecf.com)  
Written by Florence Grégoire with contribution from Agathe Daudibon  
Design by Omer Malak

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