



The European cycle route network EuroVelo A truly sustainable Trans-European Transport Network (TEN-T)

Response to the public consultation of the European Commission on the Green Paper in TEN-T

April 2009

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Founded in 1983, the European Cyclists' Federation (ECF) is the umbrella federation of the national cyclists' associations in Europe, reinforced by similar organisations from other parts of the world. Altogether we have 56 member groups in some 38 countries. On behalf of around 500,000 individual cyclists, we are pledged to ensure that bicycle use achieves its fullest potential so as to bring about sustainable mobility and public well-being. To achieve these aims, the ECF seeks to change attitudes, policies and budget allocations at the European level. The ECF stimulates and organises the exchange of information and expertise on bicycle related transport policies and strategies as well as the work of the cyclists' movement. ECF website: www.ecf.com

Twelve international cycle routes to change the face of Europe

EuroVelo® is a registered trade mark of the European Cyclists' Federation



North – South Routes:

- ① Atlantic Coast Route: North Cape ↔ Sagres 8,186 km
- ③ Pilgrims Route: Trondheim ↔ Santiago de Compostela 5,122 km
- ⑤ Via Romea Francigena: London ↔ Rome and Brindisi 3,900 km
- ⑦ The Sun Route: North Cape ↔ Malta 7,305 km
- ⑨ Baltic Sea to Adriatic Sea (*Amber Route*): Gdansk ↔ Pula 1,930 km
- ⑪ East Europe Route: North Cape ↔ Athens 5,984 km

West – East Routes:

- ② Capitals Route: Galway ↔ Moscow 5,500 km
- ④ Central Europe Route: Roscoff ↔ Kiev 4,000 km
- ⑥ Rivers Route: Atlantic ↔ Black Sea 4,448 km
- ⑧ Mediterranean Route: Cádiz ↔ Athens and Cyprus 5,888 km
- ⑩ Baltic Sea Cycle Route: Baltic Sea Cycle Route 7,980 km
- ⑫ North Sea Cycle Route: North Sea Cycle Route 5,932 km

Total network: 66,175 km

What is EuroVelo? – Introduction



The European cycle route network EuroVelo is a brand currently owned and managed by the ECF in cooperation with national and regional partners. EuroVelo currently consists of 12 routes with well over 40,000 km of bike paths in use. Thousands more are planned and when completed, it will total over 66,000 km. The European Regional Development Fund financially supported the developing of the North Sea Cycle Route (EuroVelo 12) and the INTERREG IVB North West Europe Programme contributed to the development of the EuroVelo 6 route (from the Atlantic to the Black Sea). The ECF already decided to expand the EuroVelo network with at least the Iron Curtain Trailⁱ.

The network includes existing and planned regional and national cycle routes. Development and operation of the EuroVelo routes is carried out by national, regional and local governments, commercial service providers and NGOs.

EuroVelo has a strong sustainable tourism and regional development function: it is meant to integrate existing national and regional cycle routes into one European network. In 2008, the first EuroVelo cycle route map was published, giving a complete overview of the existing network.

EuroVelo has developed a uniform signposting system that was acknowledged by the UNECE WP.1 (Working party on road safety and signalization) in March 2009. EuroVelo signposting can now be found in France, Switzerland, Hungary and Serbia.ⁱⁱ



The European Economic and Social Committeeⁱⁱⁱ asked the European Commission to have the EuroVelo cycle route network to be integrated into TEN-T. ECF firmly asks the European Commission to follow this position.

The European Parliament^{iv} asked “the Commission and the Member States to consider the EuroVelo-Network and Iron Curtain Trail as an opportunity for promoting European trans-border cycling infrastructure networks, supporting soft mobility and sustainable tourism.” The ECF appreciates this support of the EuroVelo project very much and asks the European Commission to follow this position of the European Parliament.

TEN-T and the internal market

European citizens have high demands for mobility. The European treaties guarantee the free movement of people across the continent. EuroVelo aims to link up existing regional and national cycle routes and complete missing parts. A completion of EuroVelo would improve mobility of European citizens considerably in a sustainable, energy-efficient and environmentally-friendly manner.

TEN-T and the Lisbon strategy

The Lisbon strategy aims at creating jobs and promoting growth. Cycling tourism is a booming business and therefore strongly supports the rural and regional economy. A UK study shows a visiting cyclist spends an average of £25/day on locally provided food and services, compared to car-borne visitors' £7.30. Car users can bring what they need with them, whereas cyclists can't.^v

These figures are backed up by statistics from Germany and France. It is estimated that cycle tourists in Schleswig-Holstein spent on average € 79 a day compared to € 62 for other tourists in 2008.^{vi} The Elberadweg (part of EuroVelo 7 North Cape – Malta) was cycled by around 145,000 cyclists in 2008, who stayed on average 9 days and spent 64 € per day.^{vii} In total, around € 83.5 million was generated for the local economy.

In Tours, France, along the EuroVelo 6 from the Atlantic Coast to the Black Sea in Romania, more than 60,000 cyclists were counted. The average cycle tourists travels around 350 to 400 km in 7 to 10 days^{viii}, spending € 67 per day versus € 47 for the car driver tourist.^{ix}

The economic potential of cycling along rivers has recently been discovered by many regions^x. Long distance cycle routes bring people in Europe together, therefore the European Commission's Directorate-General for Enlargement has organised, in partnership with the European Cyclists Federation (ECF) the Danube by Bike Tour.^{xi}

In the UK, it was estimated that in 1999, cycle tourism generated some £635 million per annum.^{xii} From 2000 to 2005, the National Cycle Network in the United Kingdom grew from 5,000 miles to 10,000 miles, and is likely to have increased the economic benefits of cycle tourism even further.

The European Parliament commissioned the University of Lancaster to conduct a study on the Economic Potential of Cycle Tourism in general and of the EuroVelo routes in particular. The results of this study will be presented on May 12, 2009 during the Velo-city 2009 conference in Brussels.

Building bicycle paths also has a positive impact on employment, a study carried out by the TU Wien shows: While for highway construction only 6.9 % of total costs go into salaries, this is 60 % or almost 9 times more for cycle path construction. Direct employment is as twice as high for cycle path construction compared to road construction.^{xiii}

TEN-T and sustainable development

Cycling is an emission-free mode of transport and about 70 times more energy efficient than the use of the private car. As cycle paths on the EuroVelo network are often the only decent ones in many cities across Europe, EuroVelo also has an important urban dimension. Increased bicycle use in urban areas can help to reduce widespread congestion and thereby make a contribution to an improved flow of goods and services across Europe.

ⁱ <http://www.northsea-cycle.com/>

<http://www.eurovelo6.org/>

http://www.ironcurtaintrail.eu/en/der_iron_curtain_trail/index.html

ⁱⁱ The Manual on the *Signalization of EuroVelo routes* can be downloaded from the ECF website: http://www.ecf.com/3048_1

ⁱⁱⁱ European Economic and Social Committee: TEN/277 Promotion of cross-border cycle transport

§1.10: The European Commission must continue to subsidise the creation of Euro Velo Routes so that a complete European Network of Cycle Routes, a TEN (Trans-European Network) for cycling, comes into existence;

§ 5.1: The idea behind EuroVelo is to develop and maintain a recognised Trans-European Cycle Route Network as a TEN (Trans-European Network), comparable to the rail and road network. [...] The European Commission should continue subsidising the establishment of Euro Velo routes with a view to the development of a complete Euro Cycle Routes Network, a TEN for bicycles.

^{iv} European Parliament Report on the Green Paper on the future TEN-T policy (2008/2218 (INI))

^v Source: CTC' new vision for cycling

^{vi} Source: Schlesweig-Holstein Tourismus Büro, in ADFC-Radreiseanalyse 2009: <http://www1.adfc.de/Metavigation/Presse/Pressemitteilungen/Die-ADFC-Radreiseanalyse-2009>

^{vii} Ibd.

^{viii} Source: Le Tourisme à vélo en France Panorama de la pratique, ALTERMODAL Département Transports & Déplacements Report from October 2008 on the survey Enquête EuroVelo 6 2006 (http://au5v.free.fr/conference-debat-26-09-08/Presentation_Marc_LINSIG_Altermodal.pdf)

^{ix} Source : *Bilan et perspectives pour le schéma national véloroutes et voies vertes, Compte rendu de la réunion du 5 décembre 2007* (http://www.tourisme.gouv.fr/fr/z2/territo/rural/veloroutes/att00017708/CR_reunion_3V_05_12_2007.pdf)

^x <http://www.danube-river.org/site/content/view/58/112/lang.de/>

^{xi} <http://danubebybike.eu/the-tour/practical-information.html>

^{xii} Transport and Tourism, Cycle Tourism – A Model for Sustainable Development? Les Lumsdon, in Journal of Sustainable Tourism Vol. 8, No. 5, 2000.

^{xiii} Source: Study carried out by TU Wien, quoted by Verkehrsclub Österreich: <http://www.vcoe.at/start.asp?b=92&ID=4362>

EuroVelo

The European cycle route network





Introduction

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EuroVelo is a project of the European Cyclists' Federation (ECF) to develop a network of high-quality cycling routes linking all countries in Europe. It can be used by long-distance cycle tourists, as well as by local people making daily journeys.

EuroVelo

- promotes economically, environmentally and socially sustainable travel
- improves the quality of EuroVelo routes in all participating European countries
- promotes the uniform signing of EuroVelo routes in accordance with published standards
- provides Europe-wide information on EuroVelo routes and national cycle routes
- supports the development of national coordination centres for EuroVelo routes and national routes
- fosters exchange of experience and best practice between European states and regions, stimulating high quality cycle strategies and infrastructure

Definition

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EuroVelo

- is a network of European long-distance cycle routes
- currently comprises 12 routes
- is a project of the ECF in cooperation with the national EuroVelo coordination centres



Implementation

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EuroVelo

- implementation and quality assurance is coordinated by the ECF in collaboration with the national EuroVelo coordination centres
- can be supplemented by the addition of new routes, provided these fulfil EuroVelo criteria, meet EuroVelo quality standards, complement the existing EuroVelo routes in spatial terms and increase the implemented percentage of the current network
- shall be substantially completed by 2020, in line with the EuroVelo implementation plan supervised by the ECF



Organization

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ECF

- coordinates the implementation, operation and quality assurance of EuroVelo at European level
- advises and supports the national EuroVelo coordination centres, and manages exchange of skills and experience between them
- is the European federation of national and regional cycling organizations

National EuroVelo coordination centres

- coordinate and ensure the implementation, operation and quality assurance of EuroVelo at national level
- ensure coordination with the ECF
- are organized in accordance with requirements of each country, bringing together territorial authorities, tourism organizations, cycling organizations, public transport companies and service providers

EuroVelo project partners

- can support the delivery of sections of a EuroVelo route within the scope of specific projects, in consultation with ECF and national EuroVelo coordination centres
- bring together territorial authorities, tourism organizations, cycling organizations and public transport companies in the area of the project
- can take over the role of national EuroVelo coordination centres where these are not yet established

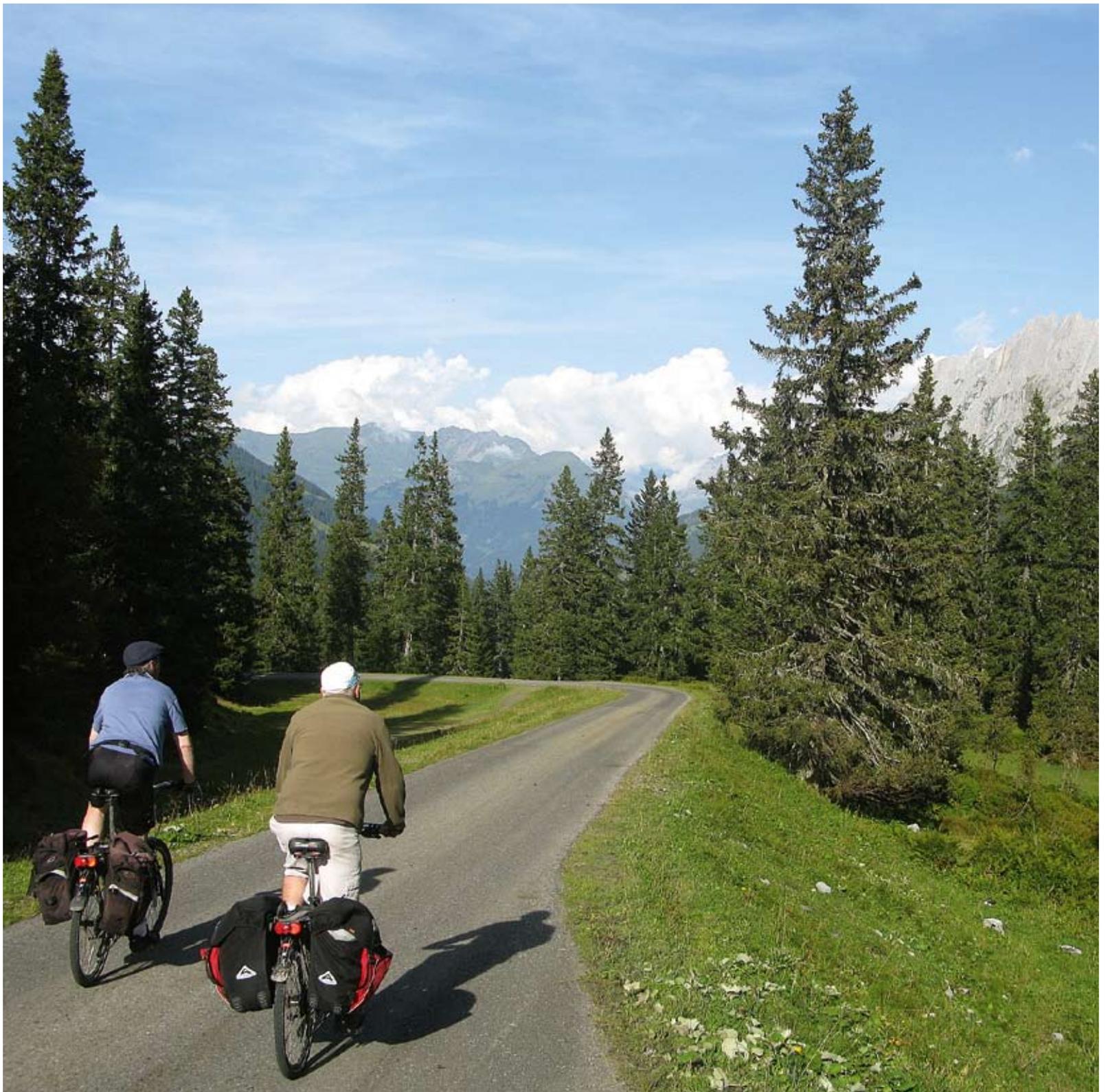


European level EuroVelo coordination

- ECF members
- European Union institutions and agencies
- national EuroVelo coordination centres (or the representative EuroVelo project partners)
- private sector

National or project level

- European institutions (e.g. via Interreg projects)
- national and regional government bodies
- private sector



Infrastructure

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EuroVelo routes fulfil the following criteria

- based on existing or future national or regional routes of the involved countries
- at least two countries are involved
- route length at least 1,000km
- easy to communicate, internationally recognisable identity and name (marketing potential)
- implementation plans in place (project plan, business plan, partners)
- signing in accordance with the regulations of the respective nations and/or regions, continuous and in both directions
- signage supplemented by EuroVelo route information panels, in accordance with the recommendations of the UNECE and the ECF signing manual



Communication

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ECF

- communicates EuroVelo throughout Europe and globally
- provides overview information in electronic (eurovelo.com) and printed (EuroVelo maps) form, on EuroVelo routes and on services such as international cycle transport, guide books and bookable offers, as well as on national cycle routes in European countries
- refers (e.g by weblinks) to detailed information at local level on sections of EuroVelo routes and on national and regional routes
- informs its project partners on the key requirements for the implementation of EuroVelo and transfers expertise and good practice between partners

National EuroVelo coordination centres

- communicate EuroVelo nationally
- arrange for detailed information on their sections of EuroVelo, within national and regional route websites in their countries, including information on services including public transport, accommodation, cycle rental and bookable offers
- ensure the nationwide integration of EuroVelo routes into existing and new printed products such as maps and route guides

Publishing credits

Publisher
European Cyclists' Federation

Professional assistance
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Photo credits
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page 14: Sustrans, UK

Distribution, information and additional documents
European Cyclists' Federation, Brussels,
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This publication is available in English only

© European Cyclists' Federation April 2009

The ECF EuroVelo project is supported by

