



EUROPEAN CYCLISTS' FEDERATION

Annual Report 2024



ECF gratefully acknowledges financial support from the LIFE Programme of the European Union



ECF gratefully acknowledges financial support from the cycling industry via Cycling Industries Europe

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We are
dedicated
to achieving
more and
better **cycling**
for all in
Europe.

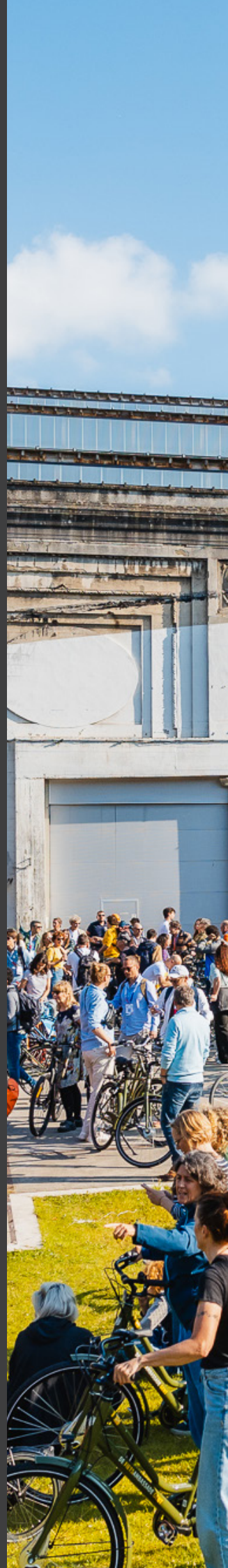


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Introduction from our President

2024 has without a doubt been a year of progress for cycling globally.

Together, we have witnessed milestones that will go down in history. Moreover, we have taken a huge leap forward in realising ECF's ambitious 2030 strategy.

The long-anticipated European Declaration on Cycling finally became a reality! Signed by the European Council, Commission, and Parliament, this agreement recognises cycling as a “fully-fledged mode of transport” and establishes a strategic roadmap for the future. It holds the promise of making cycling an EU political priority while ensuring that people of all income levels can enjoy its benefits as a democratic, affordable, and reliable means of transport. I am immensely proud to say that this achievement would not have been possible without the collective effort of ECF and our members and partners.

Our advocacy for better and more accessible cycling has strengthened its role in European policymaking. After years of groundwork, 2024 delivered a major victory in April with the adoption of the Energy Performance of Buildings Directive. For the first time, default minimum standards for bicycle parking were established. Just a month later,

cycling was officially enshrined within the objectives and priorities of the Trans-European Transport Network (TEN-T).

Beyond Europe, ECF's global influence continues to grow, as does the recognition of cycling's role in addressing the world's most pressing challenges. From being nearly absent in COP26's transport agenda in 2021, in 2024 walking and cycling became firmly established as part of the global climate discussions and targets thanks to the pioneering work of ECF and its coalition partners.

Who could forget Velo-city 2024 in Ghent? Velo-city continues to shape the future of cycling by serving as a platform for sharing ideas, fostering partnerships, and driving progress. With over 1,600 attendees from across the globe, our annual event was a record-breaking success.

EuroVelo had many standout achievements to show for itself in 2024. These included key improvements in cycling infrastructure and data collection to expanded communication efforts and important advocacy milestones. One of the professional EuroVelo highlights took place in September: the EuroVelo & Cycling Tourism Conference 2024 in Viborg, Denmark, from September 23-25. The event gathered 150 participants from 24 countries to under the theme of "Legacy and Localhood."

As I reflect on 2024, I am struck by how much we have achieved together. Yet, political shifts, conflicts, and economic uncertainties remind us of the challenges that lie ahead and the need to remain steadfast in our shared vision for the future of cycling. I am, therefore, happy to see the ECF family continue to grow. This year, we welcomed four new associate members, and the Cities & Regions for Cyclists (CRC) Network expanded, with five new members.

Finally, I want to express my gratitude to Jill Warren and the exceptional ECF team. On behalf of the ECF board, I want to extend a big thank you for your dedication and hard work.

On behalf of the ECF board,



Henk Swarttouw
ECF President

1 Advocacy: A year of breakthroughs for cycling

Thanks to the tireless efforts of the European Cyclists' Federation (ECF), its members, and partners, cycling has firmly taken its place at the centre of political discourse. 2024 was a year of milestones, during which we witnessed groundbreaking achievements that will leave a lasting impact on the future of cycling from the European Declaration on Cycling to the first-time mention of active mobility in a COP global breakthrough target.

IN A NUTSHELL



The European Declaration on Cycling is adopted



250+

MEP candidates sign a pledge to prioritise cycling



370+

Non-profits from around the world sign the ECF and allies' open letter to governments at COP29



Two

bicycle parking spaces per apartment established as EU law



Signing of the European Declaration on Cycling during an informal meeting of EU transport ministers

The highest-level commitment to cycling to date

2024 will be etched in history as the year the European Declaration on Cycling was adopted. This is a game-changer for cycling in Europe. It represents the EU's most ambitious cycling initiative to date, officially recognising cycling as a fully-fledged mode of transport. With eight core principles and 36 commitments, the declaration highlights cycling as one of the "most sustainable, accessible, inclusive, low-cost, and healthy forms of transport and recreation," underscoring its key importance for European society and the economy.

The adoption of the European Declaration on Cycling is testament to the power of collaboration between civil society, the cycling industry, and governmental institutions. ECF, as the sole European civil society voice for cycling, alongside its industry partners, has long advocated for a unified European cycling policy and

has been at the forefront of every step in this process. This success builds on years of ECF's advocacy work, including the 2023 pledges by former Commission Executive Vice-President Frans Timmermans, the European Parliament's Cycling Resolution, the Member State-led Declaration on Cycling, and the announcement of the Cycling Declaration proposal by then-EU Commissioner for Transport, Adina Vălean, at the EU Urban Mobility Days event Seville in October 2023.

2024 began with EU ministers and transport leaders gathering in Hasselt, Belgium, for the High-Level EU Cycling Conference on January 30. Hosted by the Flemish Government during Belgium's EU Presidency, the event set the stage for the finalisation of the European Declaration on Cycling just months later. In early 2024, the European Parliament's Transport Committee overwhelmingly voted to adopt the Declaration.

This inter-institutional declaration commits all European institutions to support and improve cycling policies, elevating cycling to the same level as other modes of transport. Moreover, with cycling now fully acknowledged at the European level, the declaration sends a powerful signal to world leaders, industry stakeholders, and decision-makers at all levels. Acting as a strategic roadmap for future and existing policies, it holds the potential to unlock the benefits of cycling and millions of green jobs for European citizens. In its comprehensive approach—from cycling infrastructure to improving road safety to enhancing accessibility and supporting multimodality - the declaration reflects many of ECF's longstanding advocacy, policy demands, and values. ●

Photo wall of MEP candidates supporting cycling



Cycling and the EU elections

Backed by the recent adoption of the European Declaration on Cycling, MEPs have a unique opportunity to unlock cycling's full benefits and millions of green jobs for EU citizens. Ahead of the elections, ECF called on MEP candidates to pledge their support for cycling in the upcoming political term, positioning it as a democratic, affordable, and reliable means of transport accessible to people of all income levels. This call to action garnered significant support: over 225 MEP candidates from across the political spectrum and 19 countries endorsed the pledge. The European Greens led the way, closely followed by the S&D group, with particularly strong commitments from candidates in France, Italy, and Portugal. ●



Fighting transport poverty

It was the effective advocacy work of ECF that helped secure the inclusion of cycling infrastructure, bicycle purchase subsidies, and bike-sharing schemes in the EU Social Climate Fund, an €87 billion initiative. Designed to support the most vulnerable citizens affected by transport and energy poverty, cycling is a natural solution due to its affordability and its status as the greenest mode of transport.

In 2024, the European Commission published a guidance document on good practices for cost-effective measures and investments. ECF, as an active member of the Subgroup on Public Transport and Shared Mobility within the Expert Group on Urban Mobility, was pleased to see many of

its proposals reflected in the document, including an income-dependent cargo bike subsidy scheme aimed at families, as well as a programme to improve mobility around schools, which included active mobility infrastructure.

These provisions have the potential to substantially contribute to the goal of doubling cycling in the EU by 2030, improving the financing of purchase subsidies and tax incentives, bike-sharing schemes, and cycling infrastructure. Moreover, the Social Climate Fund is part of the wider "Fit for 55" (55% greenhouse gas emissions reduction by 2030 compared to 1990) package of climate legislation. Cycling is a fast-track solution to achieving these overarching goals. ●

A minimum of two bicycle parking spaces per apartment enshrined in EU law

The lack of secure bicycle parking spaces is a major deterrent that can discourage people from cycling. A major win for cyclists in 2024 was the adoption of the Energy Performance of Buildings Directive (EPBD), which established default minimum bicycle parking standards for the first time across Europe. For new residential buildings, at least two bicycle parking spaces per apartment are now mandatory. Non-residential buildings also face requirements to dedicate space for bicycles, including cargo bikes and e-bikes.

These provisions, which ECF has long advocated for, will not only make cyclists' everyday lives easier but also help reduce greenhouse gas emissions and mitigate energy poverty. As Member States now transpose the text into national law, ECF has published a policy paper to help them navigate the, at times, ambiguous text. This promises to make cycling even more practical and attractive as a mobility choice for millions of people in the EU. ●

Cycling elevated to a TEN-T priority

With the revision of the regulation, the EU aimed to align TEN-T with the objective of cutting transport emissions by 90% compared to 1990 while increasing connectivity. TEN-T is the EU's primary network of roads, railways, inland waterways, ports, maritime shipping routes, airports, and multimodal terminals. For many years, however, cycling, a key part of the equation for reducing transport emissions, had not been considered relevant for the network. ECF has long highlighted the cost-effectiveness of designing infrastructure with cycling in mind from the outset, thus avoiding expensive retrofits. Retrofitting a cycle bridge into a motorway interchange or a cycle tunnel under a train station is much more costly than designing for cycling from the start. Following years of intensive campaigning by ECF, active travel has now been enshrined within the objectives and priorities of the TEN-T network. ●



Cycle route networks and cycling tourism on the political agenda

2024 saw significant progress for cycling tourism and global recognition of cycle route networks. First, the European Cycling Declaration explicitly mentions cycling tourism and the goals of “creating more and better cycling infrastructure” and “supporting multimodality and cycling tourism”.

In a wider European context, the United Nations Economic Commission for Europe (UNECE) adopted the Guide for Designating Cycle Route Networks, a major milestone in international recognition of cycling infrastructure. This follows two years of collaboration within the Group of Experts on Cycling Infrastructure, where ECF was actively involved. These developments mark important progress in the international recognition of cycling infrastructure and cycle route networks, and for EuroVelo as the backbone of national cycle route networks. ●



Advancing road safety in 2024

In line with our strategy goal to significantly reduce the rate of cyclists killed or seriously injured in road collisions, ECF continues to work tirelessly to improve conditions and make cycling a comfortable, go-to choice.

Speeding remains a major contributor to road collisions, and lowering speed limits is essential to achieving Vision Zero, the EU's goal of zero road deaths by 2050. In August, the European Commission's Expert Group on Urban Mobility (EGUM), co-chaired by ECF, issued a set of recommendations to improve road safety for people walking, cycling, and using light electric vehicles. At the forefront of our proposals is a call to the Commission to recommend that all European cities adopt 30 km/h speed limits, as “excessive motor vehicle speed” is a major factor in road collisions. ECF played a leading role in crafting these recommendations, working closely

with national governments, city officials, industry leaders, and civil society. If implemented widely, this proposal could make Europe's streets significantly safer for cyclists and pedestrians alike.

Following a letter co-signed by ECF, the European Commission acknowledged concerns raised by environmental and safety organisations about the increasing influx of US-style pick-up trucks, particularly the Dodge Ram, into the EU. These vehicles, which are not subject to the same rigorous safety and environmental standards as mass-produced European vehicles, can bypass regulations through a loophole in the Individual Vehicle Approval (IVA) process. The European Commission has responded by committing to address the issue and strengthen IVA rules to ensure that only individual, customised imports benefit from this lenient procedure, rather than large volumes of mass-market vehicles. ●

From overlooked to front and centre: Walking and cycling step into the spotlight at COP29

With transport emissions still rising globally and global temperatures continuing to climb, the world finds itself at a critical turning point in the fight against climate change. Against this backdrop, ECF attended COP for the fourth consecutive year as the leading global voice for cycling and also representing active mobility on the global stage as a founding member of the Partnership for Active Travel and Health (PATH) coalition.

Walking and cycling featured more prominently than ever before. Just three years after cycling and walking were nearly absent from COP26's transport agenda, by COP29 thanks to our efforts they were firmly established within international climate discussions on decarbonising transport. In the lead-up to COP, PATH published an open letter, supported by over 370 organisations from over 70 countries, and an active travel template designed to help governments integrate more ambitious walking and cycling targets into their Nationally Determined Contributions (NDCs), the mechanism by which all countries make their commitments to mitigate climate change.

At COP29 in Baku, ECF ensured that active mobility was at the forefront of discussions at no fewer than nine events and engaged with key government officials and stakeholders. Highlights included speaking slots by our CEO Jill Warren at the High-Level Ministerial Round Table and at the global Climate Action Closing Event, Champions for Change:



Meeting with Afke van Rijn, Dutch Vice-Minister for the Environment and International Affairs

Celebrating Progress and Potential in Global Climate Action, organised by the COP28 and COP29 UN Climate Change High-Level Champions.

The growing recognition of active mobility was also evident in the increasing number of ministers and senior officials who explicitly mentioned walking, cycling, and active mobility in their official statements at COP29. These included officials from the European Commission, UNECE, UN Habitat, Asian Development Bank, Azerbaijan, Burundi, Chile, Czechia, Kazakhstan, Lithuania, Netherlands, Romania, Türkiye, Uganda, and the United Kingdom.

Notable officials we engaged with in exchanges at COP29 included:

- **Burundi:** Dieudonné Dukundane, Minister of Infrastructure, Equipment, and Social Housing
- **Chile:** Juan Carlos Muñoz, Minister of Transportation and Telecommunications
- **Netherlands:** Afke van Rijn, Vice-Minister for the Environment and International Affairs
- **Somalia:** Abdirizak Adam Gedi, State Minister of Planning and International Cooperation
- **United Kingdom:** Mary Creagh, Minister for Nature
- **United States:** Gretchen Goldman, Director of Climate Change Research and Technology, U.S. Department of Transportation

As a result of the unwavering work of ECF and PATH partners, active mobility made its debut in a COP breakthrough target that articulates global ambitions to accelerate solutions in high-emission sectors. Recognising that the electrification of vehicles alone is insufficient to meet the Paris Agreement goals, walking and cycling were included for the first time in a Transport Avoid & Shift 2030 Breakthrough, marking a significant shift from the traditional vehicle-focused "Avoid-Shift-Improve" sustainability framework.

These critical achievements lay the groundwork for 2025, setting the stage for further progress as countries update their NDCs ahead of COP30 in Brazil.

The impactful work of the PATH Coalition is made possible through the kind support of the FIA Foundation. ●



ECF CEO Jill Warren speaking at COP29 in Baku



Winners of the ECF Awards in Ghent



ECF Awards celebrate cycling leaders

Celebrating outstanding achievements in promoting and enabling cycling, the third edition of the ECF Awards was held at Velo-city 2024 Ghent. ECF President Henk Swarttouw and ECF CEO Jill Warren unveiled the award winners on the first day of the conference on the plenary stage, which drew an audience of over 1,600 Velo-city delegates. This year, a new award category was introduced: the ECF Best Active Mobility Initiative, which recognises progress not only in cycling but also in walking infrastructure and initiatives.

The ECF Awards aim to inspire and raise awareness about innovative ideas and best practices across all corners of the globe. We would like to thank our sponsors for their kind support in making this possible.

We look forward to celebrating the winners of the 2025 edition at Velo-city 2025 Gdansk in June. ●

The categories, winners and sponsors of the 2024 awards were:



- **The European Parliament** won the ECF Cycle-Friendly Employer Award, sponsored by JobRad
- **The City of Bologna** won the ECF Road Safety Award, sponsored by Geveko Markings
- **The Metropolis of Lyon** won the ECF Cycling Improvement Award, sponsored by Eco-Counter
- **The City of Quelimane (Mozambique)** won the ECF Best Active Mobility Initiative Award, sponsored by the Netherlands Ministry of Infrastructure and Water Management
- **The City of Ghent** won the ECF Cycling Infrastructure Award, sponsored by Verhofsté Group



Projects that support our advocacy

ECF is involved in a variety of projects that bolster our advocacy efforts and help us advance our 2030 strategy, ranging from securing stronger political support to making cycling more accessible.

In 2024, we successfully concluded the SafeLMD and Nordic Cycle Power Network projects, while work began on three new projects: CycleRight, DUT CITWIN, and Just Streets.

Bicycle ride during REALLOCATE project meeting



**Nordic Cycle
Power Network**

SafeLMD

As online commerce continues to expand, Last-Mile Delivery (LMD) increasingly relies on bicycles for both environmental and economic benefits. However, the rise in traffic has led to more accidents. SafeLMD addressed this challenge by improving the safety and sustainability of last-mile bicycle deliveries through the development of innovative training and educational materials. These resources, developed by ECF in coordination with project partners, promote safer, eco-friendly practices and aim to professionalise the role of LMD cyclists.

Nordic Cycle Power Network

The Nordic Cycle Power Network (NCPN) established a pioneering knowledge-sharing platform for municipal and regional planners. Its goal was to improve cycling conditions, encourage a shift from car dependency to cycling, and reduce CO2 emissions in the Nordic region, thereby supporting the ecological transition. The insights and lessons learned through the project were later compiled and published in the Debunking Cycling Myths policy brief, co-authored by ECF.



Reallocate

REALLOCATE, founded by Horizon Europe (2023-2027), redesigns public spaces to promote climate-friendly active transport. It brings together researchers, urban planners, and citizens to create inclusive, green, and safe environments to support cities' 2030 climate neutrality goals.

In 2024, the project achieved notable milestones, including an assessment conducted by ECF in Budapest, where recommendations were provided to enhance cycling infrastructure in the city's high-traffic areas. A paper on shared spaces for pedestrians and cyclists was developed for the City of Barcelona.

SafeLMD project session at Velo-city 2024





CycleRight

Cycling plays a vital role in sustainable urban mobility, yet challenges remain in developing climate-resilient, safe, and accessible infrastructure. Funded by Interreg Europe, the CycleRight project aims to share best practices and provide policy tools for sustainable mobility. Led by ECF, the project will produce a Climate Resilient and Inclusive Planning Guide to support better infrastructure development and optimise the use of EU funds. In 2024, partners gathered local insights for territorial analysis, using ECF's Cycling Infrastructure Tracker to ensure standardised data collection.

DUT CITWIN

The CITWIN project, funded by the Driving Urban Transitions (DUT) programme, supports the 15-minute city concept by promoting reduced motorised transport and enhanced urban sustainability. Over 36 months, eight partners, including ECF, are collaborating to develop a digital twin framework. This framework models and evaluates changes in active transport infrastructure, focusing on cycling and walking, and their impacts on sustainability and citizens' well-being. In 2024, the project launched two urban living labs in Aarhus and Eskilstuna. These labs facilitate stakeholder engagement and experimentation, enabling the refinement of the digital twin framework to support sustainable urban planning.



Just Streets

The Just Streets project, funded by Horizon Europe, aims to reduce motorised traffic in urban planning and create equitable, human-centred public spaces. By focusing on the (re)developing of streets designed for active mobility, it enhances sustainability and inclusivity for all citizens, prioritising the needs of marginalised groups. In 2024, ECF organised and facilitated workshops involving all participating cities. These workshops marked the beginning of each city's design process to develop their street intervention projects during the JustStreets project phase.

Bike2Green

The Bike2Green project promotes daily cycling in Stockholm through reward-based incentives and gamification, while fostering social participation by encouraging local spending at participating shops. The pilot intervention, launched in March 2024, has already attracted over 1,100 users and 12 local shops, with participants collectively cycling more than 600,000 km, earning over 1,200,000 Kr in rewards, and saving 95,000+ kg of CO2.



PACTE+

In 2025, the PACTE+ project enters its final year, addressing sedentary lifestyles in urban areas. Funded by the EU and led by the Sport Citizenship Think Tank, the initiative aims to transform cities into active spaces, highlighting the role of municipal-level physical activity in enhancing individual and collective well-being. ECF contributed to workshops on active workplaces in Graz, Austria; active schools in Fredrikstad, Norway; and active mobility in Angers, France. Additionally, the project updated the PACTE+ Matrix of Change, an innovative tool that supports cities and municipalities in promoting sport and physical activity.



Bike2Green project meeting



UPPER Project EU

Now in its second year, the UPPER project is driving sustainability and innovation by implementing 84 measures across five key areas: mindset and culture, urban mobility planning, mobility services, road network management, and democratic governance. With a focus on fostering collaboration between authorities and operators, the initiative seeks to increase public transport use by 30%, contributing to the goal of climate neutrality by 2050. In 2024, the UPPER project achieved significant milestones in urban mobility. Thessaloniki inaugurated its long-awaited metro system and introduced new e-buses, enhancing the city's public transport network. Rome unveiled ETERNA, its first high-tech bus stop designed to improve the user experience and encourage public transport adoption. Meanwhile, Lisbon expanded its electric bus fleet, reaffirming its commitment to sustainable mobility.



ICTr-CE project meeting

Bicycle ride during BBU project meeting



ICTr-CE Project

Funded by the Interreg Central Europe programme (2021–2027), the ICTr-CE project involves eight countries and 3,000 km of EuroVelo 13 – Iron Curtain Trail. The project aims to develop a sustainable, innovative, and participatory tourism business model along the trail. It provides local SMEs with digital tools and mentoring to help overcome challenges in adopting green technologies.

In 2024, the project reached several key milestones, including the development of a new cycling tourism product, the presentation of interim results at an expert workshop, and active participation in the EuroVelo and Cycling Tourism Conference.

Baltic Biking UPGRADE (BBU-EuroVelo)

Co-funded by Interreg South Baltic, the Baltic Biking UPGRADE (BBU) project seeks to enhance bicycle-friendly services and cycling tourism along the southern section of EuroVelo 10. The project addresses challenges faced by SMEs, such as limited knowledge, underdeveloped services, and weak business networks. In 2024, capacity-building workshops equipped SMEs with the tools to create attractive, reservable cycling tourism offers and improve cyclist-friendly services. High-quality standards for cycling experiences were established and actively promoted through targeted marketing campaigns, boosting the visibility of Baltic cycling routes and attracting international tourists. ●

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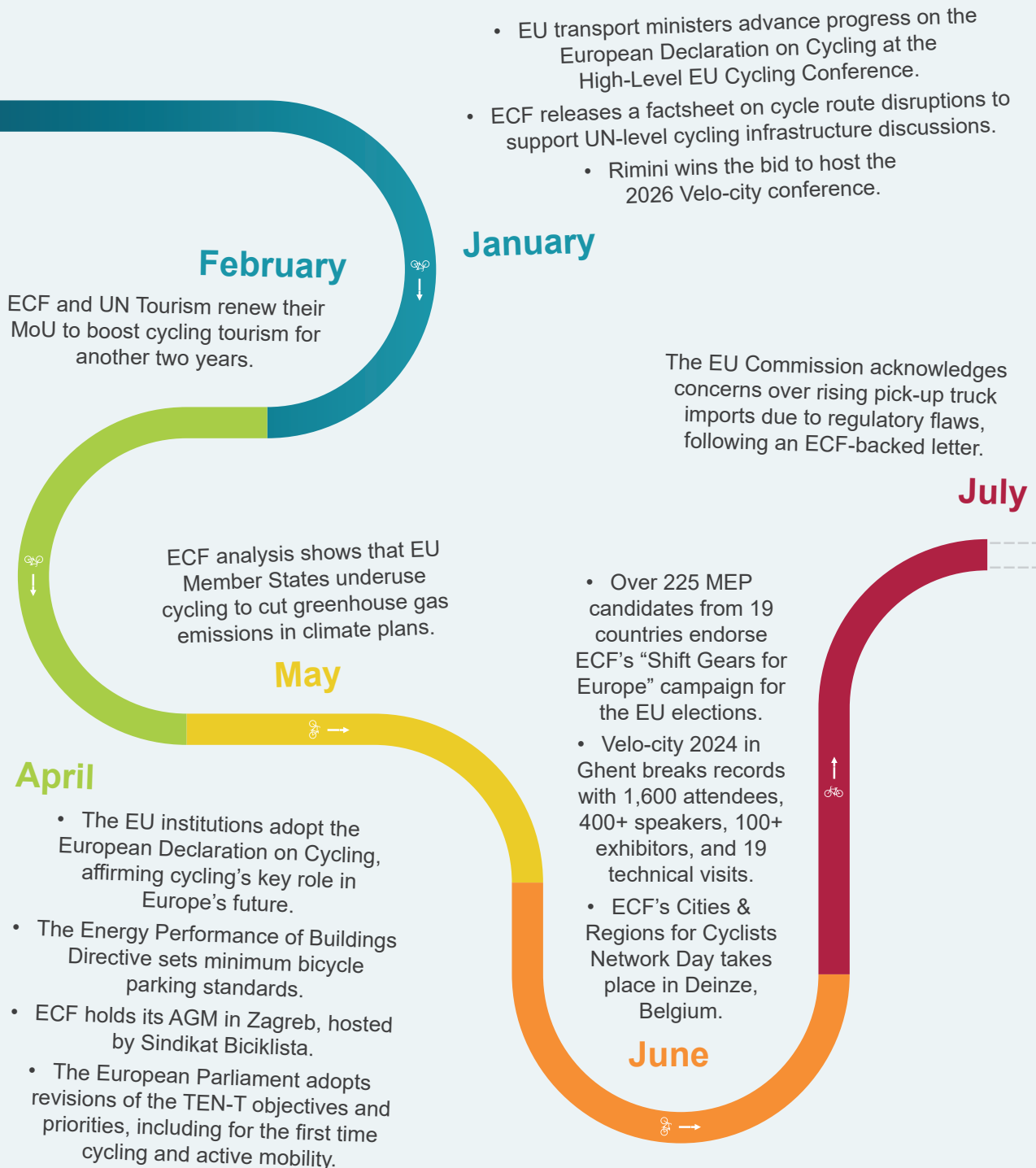
ICTr-CE



BALTIC
BIKING
UPGRADE



ECF route to success in 2024



- ECF publishes a report with good practice examples of using EU funds to promote cycling.
- UNECE's Working Party on Transport Trends and Economics adopts the Guide for Designating Cycle Route Networks.
- The EuroVelo & Cycling Tourism Conference 2024 takes place in Viborg, Denmark.
- ECF co-organises PATH's second annual symposium with over 300 participants.



September

- The PATH coalition's open letter urges governments to include walking and cycling in their commitments.
- ECF and CIE publish the Advocacy Guidance Document to help secure cycling's place in the EU Social Climate Fund.
- France's EuroVelo 1, La Vélodyssée, is certified as a high-quality EuroVelo route.

October

August

The European Commission's Expert Group on Urban Mobility issues a set of recommendations to improve road safety, including that all European cities adopt 30 km/h speed limits.

November

- ECF and PATH advocate for cycling at the World Urban Forum, emphasising its role in meeting climate and health goals.
- ECF goes to COP for the fourth consecutive time. Active travel is included in a new COP breakthrough target as a key solution for reducing transport emissions.

December

ECF launches a brand-new website to boost its outreach.

2 ECF Members: The power of the cycling community

Our ECF Members play a crucial role in championing cycling at the local, regional and national levels across more than 40 countries in Europe and beyond. Over the past year, their efforts have brought about numerous notable successes in advancing cycling, from increased awareness of its benefits as a sustainable and healthy means of transport to technical adjustments that have made traffic laws and regulations more cycle-friendly.

IN A NUTSHELL

**72**

Full and Associate Members

**47**Countries represented by
ECF Members**16**Webinars for members
and networks



Welcoming new Members in 2024

In 2024, ECF proudly welcomed four new Associate Members to our growing community. The Batumi Cycling Network (Georgia) and the Association of Slovenian E-bikers (Slovenia) were officially admitted

during the ECF Annual General Meeting in April 2024, held in Zagreb, Croatia. Later in the year, Wheels for Wellbeing (UK) and Active Mobility (Albania) also joined the ECF family. ●

Participants at ECF AGM 2024 in Zagreb



AGM 2024: Europe's cycling advocates come together in Zagreb

On 19–20 April, ECF and its members gathered in Zagreb, Croatia, for the Annual General Meeting, hosted by ECF member Sindikat Biciklista. Held just three weeks after the adoption of the EU Cycling Declaration, the meeting provided an excellent opportunity to celebrate this significant milestone achieved through collective advocacy. Over the two-day AGM, key topics included reviewing ECF's 2020-2030 strategy and sharing insights from election campaign experiences. ECF also held Board elections, during which our members re-elected Henk Swarttouw as President, Sir Graham Watson and Sidsel Birk Hjuler as Board members, and elected Silvia Casorran as a new Board member. ●



A selection of highlights from our members in 2024

The ADFC (German Cyclists Association) successfully advocated for the modernisation of laws and regulations that previously prioritised motor vehicles over sustainable urban transformation. With the Reform of the Road Traffic Act (StVG) in June and the amended Road Traffic Regulations (StVO) in October, local authorities now have greater freedom to promote cycling and develop cycle-friendly infrastructure. Additionally, ADFC commissioned a study that demonstrated how an improved legal framework could triple cycling's share on routes up to 30 km by 2035 and reduce local traffic emissions by 34%.

For Cycling UK, 2024 was a year of impactful advocacy, focused on the General Election and the first 100 days of the new UK Labour

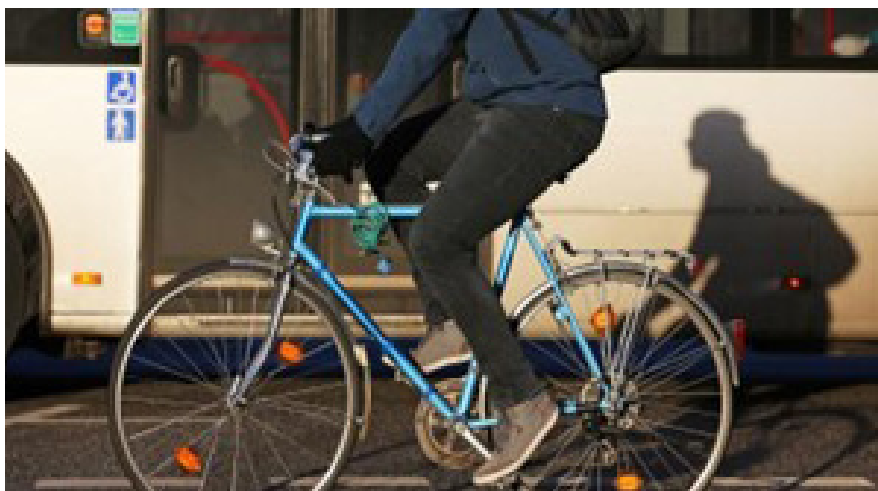
Government. Efforts centred on building strong relationships with incoming parliamentarians and cross-departmental government missions. Backed by a commissioned study highlighting the numerous benefits of cycling, Cycling UK called for a 10% investment in active travel across all four UK nations. Promising progress came with £100m reinvested into England's active travel budget. Additionally, in Wales, excellent data on the positive impact of 20mph speed limits for road safety was collected, while in Northern Ireland, Cycling UK championed the extension of 20mph speed limits beyond school zones.

The Danish Cyclists' Federation gained national media attention with their "30 is the new 50" initiative, advocating for making 30 km/h the default speed limit in urban areas, with municipalities required to apply for exceptions if they wish to raise limits. The federation has also lobbied for fat bike regulations, stronger anti-theft measures, and fiscal incentives to promote the purchase, rental, and leasing of bicycles within companies. Additionally, their study "Cycling for All," conducted in collaboration with the Danish Centre for Disability Studies, revealed barriers faced by people with disabilities, highlighting the need to improve cycling conditions for greater inclusivity.

Lower speed limits remained a key advocacy activity across Europe this year.

Fietsersbond Netherlands gathered over 20,000 signatures for their petition, urging the government to enforce 30 km/h as the legal default maximum speed in cities and villages, alongside investments in safer infrastructure and stricter traffic enforcement. The campaign will continue into 2025.

Fietsersbond Belgium has played a key role in shaping the updated traffic regulations set to take effect on 1 September 2026, which will introduce cycle-friendly measures such as diagonal crossings at intersections and left turns on red. This is a significant win, reflecting the growing importance of the bicycle on public roads. Additionally, Fietsersbond Belgium contributed to the launch of the MyBike platform, a national bicycle register aimed at combating bicycle theft. Lastly, the Bike for Life campaign was another success, with over 3,500 rides registered and an incredible €58,000 raised for the project fund Een Fiets voor Iedereen (A Bicycle for Everyone).



FIAB faced a challenging year due to strong opposition to cycling at the national level in Italy. Despite this, they actively mobilised against the “Highway Code” reform alongside associations and trade unions, defended the “City 30” programme, and countered disinformation through extensive public awareness campaigns. FIAB also achieved major successes, including partnering with UNICEF to promote cycling among youth and organising over 300 Bimbibici events for children and families. The seventh edition of the ComuniCiclabili project broke records, engaging 179 municipalities that collectively represent 20% of the country’s population.

For our French member, FUB, 2024 was marked by the tragic death of Paul, a 27-year-old cyclist killed in Paris by a motorist, which prompted a wave of tributes across France. Tens of thousands of people gathered in over 300 towns and cities—far beyond the cycling community—to denounce motorised violence. In response, FUB launched a platform for collecting testimonies and called on the government to set a clear

target: zero deaths and zero serious injuries on the roads. Beyond road safety, FUB published several key documents addressing various topics, including the advocacy note Schools: A Springboard to the Cycling City to promote cycling education; a position paper on creating Express Bicycle Networks (REV) in urban areas; and two reports on cycling as a solution to transport poverty and purchasing power.

The highlight of the year for the Norwegian Cyclists’ Association was undoubtedly its successful National Cycling Conference in September in Stavanger, which drew over 350 attendees and featured high-level speakers, including the Norwegian Minister for Transport. During the event, the association unveiled the results of its bi-annual nationwide survey and awarded Stavanger as Norway’s Best Cycling City. The Norwegian Cyclists’ Association also launched its Cycling Business Network this year, aiming to connect businesses with a model linked to cycling.

As the cycling community, with ECF and its members at its core, continues to grow in strength, the power of our expanding network will undoubtedly drive even greater progress in 2025. ●



3 ECF networks: Enabling more cycling through exchange

ECF's networks represent cycling across all areas. Through our networks of local and regional authorities, Cycle-Friendly Employers, Women in Cycling, and Scientists for Cycling, knowledge is shared, ideas flourish, and cycling initiatives are amplified across Europe and the world.

IN A NUTSHELL



55,000,000+

inhabitants living in the territory
of the Cities & Regions for
Cyclists (CRC) network



Five

new CRC members in 2024



850+

Certified Cycle-Friendly
employers (CFE)



820,000+

Employees in CFE
Certified Employers

Cities & Regions for Cyclists

Our Cities & Regions for Cyclists (CRC) Network welcomed five new members in 2024, including its first members from Slovakia, Ireland, and Lithuania. With over 60 members, the CRC Network now represents local and regional administrations committed to cycling, reaching more than 55 million citizens.

The Trnava Self-Governing Region became the first CRC Network member in Slovakia. Known for its historically high bicycle use, the Trnava Region won the National European Mobility Week Award for two consecutive years (2022–23). With a dedicated budget of 2.5 million EUR for cycling infrastructure, the Trnava Region is setting a strong example for cycling developments in Slovakia. The region's Sustainable Regional Mobility Plan (SRMP), adopted in 2020, aims for a 12% cycling modal share by 2050.

Brno Municipality (Czech Republic) is also striving for a 12% cycling modal share by 2050, as outlined in its ambitious Sustainable Urban Mobility Plan (SUMP). With a rich history of cycling for both sport and recreation, Brno currently boasts 110 km of cycling infrastructure and is committed to expanding this into a fully connected network.



Neringa Municipality (Lithuania) is a unique Baltic Sea resort, home to a national park and a UNESCO World Heritage site. Cycling is central to the municipality's vision for sustainable tourism and eco-friendly mobility, as showcased by the newly reconstructed Smiltynė-Nida pedestrian and bike path, spanning the Curonian Spit and connecting all four settlements in the region. This €15.1 million investment, funded by the national government, underscores Lithuania's broader ambition to advance sustainable mobility and cycling infrastructure as a national priority.

Similarly, South Dublin County Council (Ireland) has launched the ambitious Cycle South Dublin programme, co-funded by the Council, the National Transport Authority (NTA), and the central government, with a vision for South Dublin to become one of Ireland's most cycle-friendly counties. The programme proposes 45 routes, delivering approximately 263 km of new and improved cycle lanes over the next few years.

Last but not least, joining our network this year is the Amsterdam Bike City Partnership, a platform for knowledge and innovation about cycling, developed by the City of Amsterdam and the Amsterdam Transport Region. Local and regional authorities in Amsterdam have over 40 years of experience making cycling safe, easy, and enjoyable. The platform aims to share experiences and learn from others about cycling in the Netherlands and abroad.

CRC member City of Ghent, proudly hosted one of the biggest Velo-city conferences to date. Preceding the main event, the in-person CRC Network Day, sponsored by Arup and hosted by our member City of Deinze, set an inspiring tone. Deinze, a picturesque city in East Flanders that has built a strong cycling culture, showcased its impressive cycling evolution over the past decade to fellow network members. ●



CRC Network Day 2024 in Deinze



Cycle-Friendly Employer Consortium

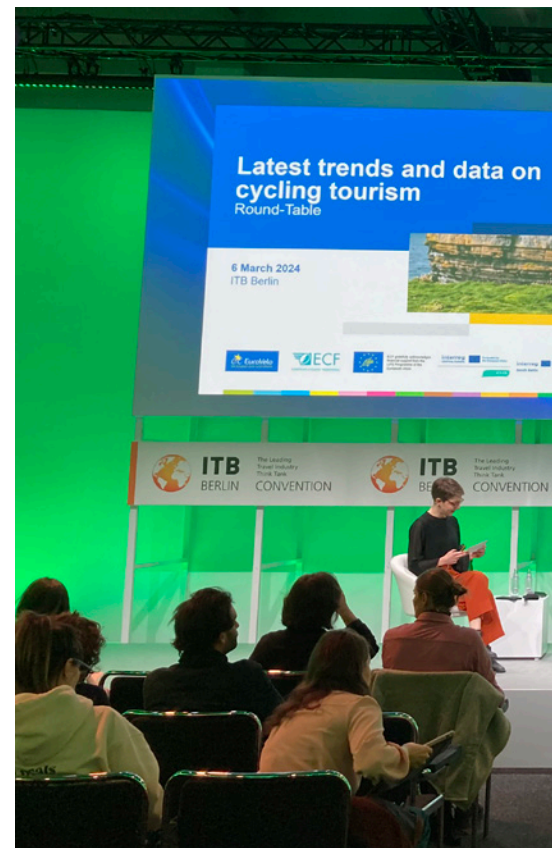
ECF's Cycle-Friendly Employer (CFE) certification, currently implemented in 15 countries, continues to gain momentum across the continent. The number of certified employers has now surpassed 850, representing over 820,000 employees.

This year, the European Parliament became the first EU institution to attain the CFE certification, earning ECF's Cycle-Friendly Employer Award at Velo-city 2024 in Ghent. Their approach includes providing service bikes, free bike maintenance, state-of-the-art bicycle parking, and organising annual promotional events, workshops, bicycle tours, and training sessions.



Other notable achievements include over 350 certifications in Germany and more than 250 in Norway, with Oslo Municipality reaching a milestone of over 100 cycle-friendly municipal workplaces. Key certifications also included Copenhagen Airport achieving Gold-level status and ENVERÇEVKO, the CFE National Coordinator in Türkiye, awarding ASAŞ Aluminium Industry and Trade Co. Inc. with Gold Level, making it only the second Turkish employer to achieve certification. Additionally, innovative pilot schemes, such as the partnership between Lloyds Banking Group and Brompton, launched by Cycling UK, aim to reduce the number of car trips taken by employees.

The CFE Consortium members continue to drive positive change in workplaces, promoting healthier and greener transport options across Europe. ●

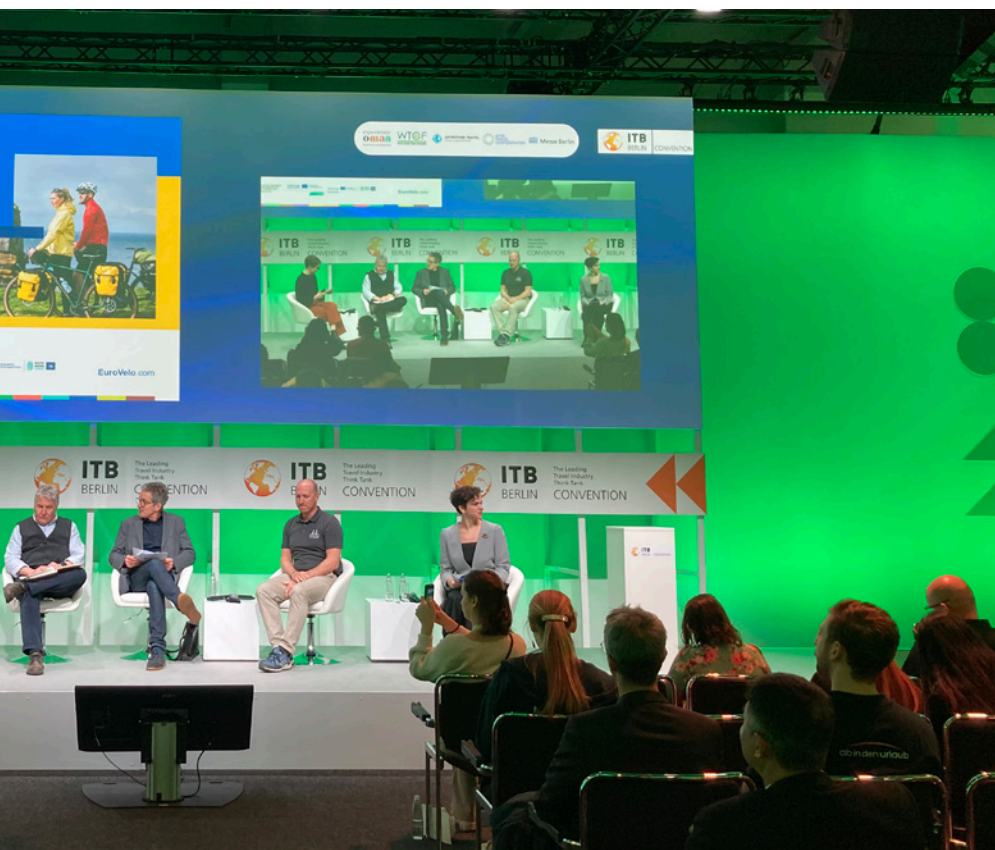


Scientists for Cycling

ECF's network, Scientists for Cycling, connects researchers worldwide who are passionate about cycling issues across various academic fields. In 2024, the network grew to include more than 240 members, all eager to contribute their academic expertise to ECF's knowledge base and mission.

The academic track at the Velo-city conference in Ghent received an impressive 128 abstracts, marking one of the largest submissions to date. Through five "From Research to Practice" sessions and three poster sessions developed from this call, academics had the chance to present and discuss their groundbreaking research with global professionals in the cycling field. At the same time, professionals gained valuable insights into the latest cycling research. Together, these sessions once again fostered a meaningful exchange of ideas within our community. ●

ECF participated in several international events including ITB Berlin



Women in Cycling

The Women in Cycling (WIC) network continued to grow in 2024, empowering women to gain greater visibility, influence, and leadership roles in the cycling sector. The LinkedIn group reached over 2,800 members, with 800 new members joining since 2023.

As part of its webinar series, WIC hosted the highly successful "Towards More Diversity in the Cycling Industry" webinar in March, which attracted over 700 participants. The network also made a strong impact at Velo-city

2024 in June with a dedicated session focused on solutions for creating a more diverse bicycle sector and the power of building meaningful networks. In July, WIC organised a Women in Cycling breakfast at Eurobike 2024, bringing women together to exchange success stories, share challenges, and inspire one another to increase their influence in the cycling sector.

The Women in Cycling network has also inspired the creation of new groups with similar goals. National WIC chapters have been established

in France, Germany, and Switzerland. Additionally, a WIC group for mountain biking has been launched, as well as the Women in Cycling Industry Expert Group, led by Cycling Industries Europe (CIE). ●

WOMEN IN CYCLING.



4 EuroVelo: Growth propelled by data and policy

In 2024, EuroVelo continued to grow with more developed routes, increased certification, and improved signage. Better data access and industry insights strengthened the network's role in elevating cycling tourism, while stronger national partnerships and promotions amplified its impact.

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10,000+

Kilometres of EuroVelo routes developed between 2021 and 2024



11

Countries use European Certification Standard methodology to survey cycle routes



9.8%

Increased traffic on EuroVelo routes in 2024 (compared to 2019)



1.8 million

Number of web sessions on EuroVelo.com in 2024

EuroVelo, the European cycle route network (2024)



EuroVelo routes: An increase in both quality and methodology

Between 2021 and 2024, more than 10,000 additional kilometres of EuroVelo routes have been officially reported as developed, bringing the network to a solid 67% level of development. Moreover, 39% of the network is now equipped with EuroVelo signage, improving accessibility and navigation for cyclists.

The European Certification Standard (ECS) – a methodology developed by ECF to assess the quality of cycle routes – achieved significant progress in 2024. Implemented across 11 countries, from France to Denmark, ECS provides a framework for evaluating cycling infrastructure, cycling-friendly services, and route promotion. This comprehensive methodology has proven instrumental

in identifying gaps and opportunities to enhance the quality of cycle route networks both nationally and across Europe. Notably, the French section of EuroVelo 1 – Atlantic Coast Route, also known as La Vélodyssée, achieved EuroVelo Certification. It is only the second EuroVelo route to meet the high standards required for certification since 2015, following EuroVelo 15 – Rhine Cycle Route. ●



EuroVelo Route Inspectors' Training 2024 near Kranj, Slovenia

Accurate and accessible data for improving the EuroVelo network and cycling tourism advocacy

Accurate and accessible data is essential for improving the EuroVelo network and supporting advocacy efforts for sustainable mobility, which drives the growth of cycling tourism across Europe. In a landmark decision at the 2024 EuroVelo General Meeting, it was agreed to apply the Open Database License (ODbL) to EuroVelo GPX tracks. This change allows users to freely share, adapt, and create works from the tracks, provided they attribute the source, maintain open access, and share any adaptations under the same license. The EuroVelo GPX download feature has already proven incredibly successful, with over 340,800 downloads recorded in 2023 alone. Supporting more open data will further boost the visibility and accuracy of EuroVelo route tracks.

New EuroVelo publications in 2024 (Development Guide, EuroVelo 8 Handbook, and tour operators, usage, route development and digital statistics reports)



Our EuroVelo Data Hub revealed further progress. The 2024 release of the Cycling Tour Operators Industry Report has complemented existing pillars on EuroVelo usage, route development, and digital visibility. Developed by ECF in collaboration with ATTA and CycleSummit, the report highlights significant growth in the cycling tourism sector, with over two-thirds of tour operators anticipating increases in both guest volume

and revenue in the coming year. To capitalise on the growth identified in the report, new promotional campaigns have been launched, driving awareness and further engagement with the EuroVelo network. By leveraging data and insights, ECF continues to improve the EuroVelo experience and strengthen its role as a key advocate for sustainable mobility and cycling tourism in Europe. ●

Main stage at the EuroVelo & Cycling Tourism Conference in Viborg



Bicycle ride during the EuroVelo & Cycling Tourism Conference in Viborg



Further professionalisation of EuroVelo

In 2024, EuroVelo continued to strengthen its B2B communications. A key milestone was the launch of a dedicated LinkedIn page. By the end of the year, the platform had gained 4,000 followers and established itself as a valuable tool for engaging with professionals and businesses.

At the same time, bookable offers remained steady, capitalising on the growth in cycling tourism identified in the Tour Operators Survey. This reflects the potential for further growth as EuroVelo continues to expand its network and promotional efforts.

A major breakthrough came in 2024 when two of the largest countries within the EuroVelo network, Germany and Italy, upgraded to National

EuroVelo Coordination Centres during the EuroVelo General Meeting held on 22 September in Viborg, Denmark. Both ECF members, they formalised their close collaboration with authorities in developing and promoting EuroVelo at a national level: in Germany, ADFC is now sharing responsibilities with the Federal Agency for Logistics and Mobility (BALM) on EuroVelo matters. Meanwhile, in Italy, FIAB announced the establishment of a consortium with participation from various Italian regions. ●

EuroVelo 19 – Meuse Cycle Route sign in France
Photo © Tristan Bogaard

EuroVelo General Meeting in Viborg



5 **Velo-city:** Connecting through cycling in Ghent

From 18 to 21 June, Velo-city 2024 Ghent convened a record 1,600 Velo-citizens. Under the theme of Connecting through cycling, attendees explored new ways to rethink traffic, reimagine public space, and strengthen community connections through cycling.

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1,600+

Participants in attendance



400+

Speakers at Velo-city
2024 Ghent



3,000+

cyclists participate in
the bike parade



19

technical visits



100+

Exhibitors at Velo-city
2024 Ghent

Inside the 't Kuipke Velodrome at Velo-city 2024



Visitors and exhibitors in Ghent



Connecting in Ghent

In 2024, Velo-city brought together advocates, city representatives, researchers, and industry leaders from around the world in the vibrant city of Ghent - famous for its unwavering commitment to cycling! As the first city in Belgium to introduce a bicycle plan, implement bicycle streets, and create a largely car-free city centre, Ghent provided the perfect setting for this global cycling summit. During the conference, the ribbon cutting of the Annie Vande Wielebrug bridge, a major piece of cycling infrastructure, took place. This new bridge will host over 3,000 cyclists and pedestrians daily and forms a crucial link in completing the Westerringspoor bicycle highway. In recognition of this innovative project, Ghent was awarded the ECF Cycling Infrastructure Award.

Velo-city 2024 was all about Connecting Through Cycling—connecting one place to another, cities to their region, one riverbank to the other, and, most importantly, people to people. With an engaging 80+ session programme, the summit covered everything from the latest cycle parking innovations to building

Belgian Deputy Prime Minister and Transport Minister, Georges Gilkinet, at Velo-city 2024



a more inclusive cycling culture. As Isabelle Clement, director of Wheels for Wellbeing, aptly stated in the opening plenary, “We need to look at the barriers that the most excluded and marginalised groups face because they know the answers and how to address them”.

The Velo-city exhibition was buzzing with energy. It showcased the most forward-thinking solutions for a better cycling experience across a 10,000 m² space. In addition to the sessions, delegates had the opportunity to join numerous technical bike tours around the city.

A highlight of the week was Wednesday night's traditional Bike Parade, which saw 3,000 enthusiastic delegates and locals flood the streets in a joyous celebration of cycling. The evening culminated in the lively Après-fiets party in the heart of the city. Reflecting on the event, Bram Van Braeckvelt, Deputy Mayor of Ghent, remarked: “Velo-city is THE example of a conference with added value for Ghentians and Ghentian policy. The bike parade, with so many Ghentians, gave me goosebumps.”

If Velo-city 2024 proved one thing, it is that with vision, collaboration, and a strong commitment to cycling, we can shape cities that are not only functional but also vibrant, inclusive, and truly liveable for all. ●



Active Travel Grant

With the kind support of the first-ever Cities for Better Health travel grant by Novo Nordisk, eleven delegates from around the world were able to attend Velo-city 2024, sharing their experiences and insights on how cycling is helping to create happier, healthier communities. ●

One of several parallel sessions held during Velo-city 2024



Bicycle parade at Velo-city 2024 Ghent



Handover of the Velo-city flag to Gdańsk



Velo-city prepares for an energetic 2025 edition in the city of solidarity

Velo-city 2024 concluded with the traditional handover of the Velo-city flag to Gdańsk, the next host city. Known as the City of Solidarity, Gdańsk has been actively promoting cycling and other forms of active mobility since the beginning of its economic and social transition in 1989. Today, the city's commitment to sustainable mobility is evident in its 851.2 kilometres of cycling-friendly infrastructure. Walking, cycling, and public transport together account for 59% of total trips in Gdańsk, with

this share expected to rise to 65% by 2030. As a key junction for EuroVelo routes—including EuroVelo 9 – Baltic-Adriatic, EuroVelo 10 – Baltic Sea Cycle Route, and EuroVelo 13 – Iron Curtain Trail—Gdańsk is well-connected to the heart of Europe and beyond, making it the perfect host city for Velo-city 2025.

We cannot wait to welcome you to Gdańsk from 10 to 13 June 2025! A rich programme focused on Energizing Solidarity is already in the works. ●

6 ECF outreach and communications

In 2024, ECF's outreach work helped place cycling at the forefront of important public debates in Europe, and worldwide, online and offline, complementing our advocacy work and supporting members, networks and the wider community of cyclists.

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Websites

(ECF, Velo-city and EuroVelo)

- **147** professional articles published on ECF.com
- **5,150,300+** pageviews across all websites
- **1,302,700+** visitors across all websites





Social media

(ECF, Velo-city and EuroVelo)

- **1,248** posts
 - **3,074,000+** total impressions (without X)
 - **210,600+** total followers
 - **2,590+** new followers in 2024
-



Events

- **Six** public events hosted or co-hosted by ECF
 - **153** speaking slots at major events
 - **3,630+** participants and viewers
 - **500+** high-level speakers at ECF events
-



Press

- **60+** newsletters
 - **300+** ECF mentions in the press
-

7 Finance and staff organisation

The ECF Board produces a separate Financial Report which provides more detail on the sources and uses of income in the organisation. The category breakdowns of our income and expenditures are provided below. ECF wishes to use the Annual Report to acknowledge our major contributors.

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European Commission

ECF gratefully acknowledges financial support from the European Commission which funded part of our work in 2024: CINEA LIFE+, Horizon Europe, Interreg, Erasmus+, European Social Fund+, Driving Urban Transition.



Cycling Industries Europe

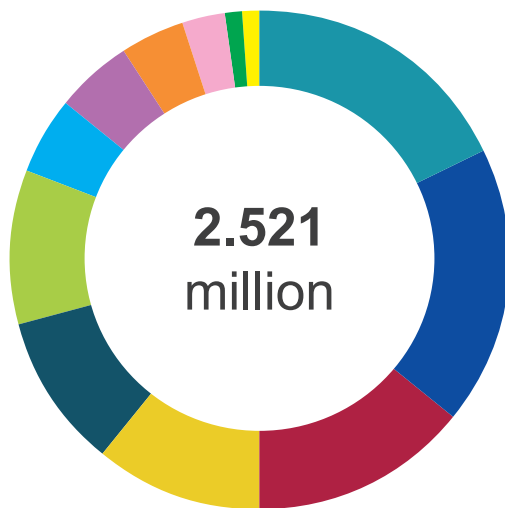
We are also grateful for financial support from Cycling Industries Europe, which provides important co-funding for our advocacy projects and related projects and activities.



Memberships and networks

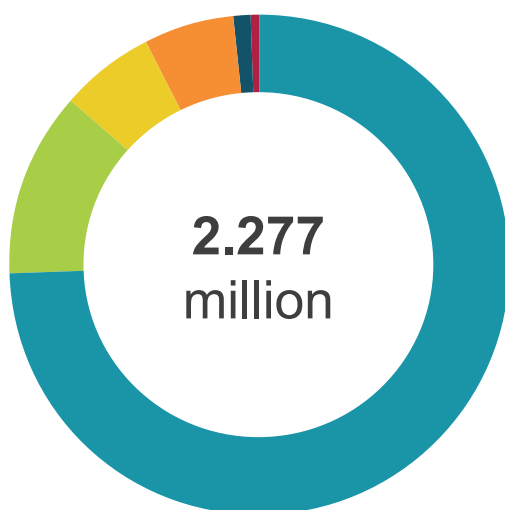
ECF gratefully acknowledges support from our ECF Full and Associate Members, from members of the Cities & Regions for Cyclists Network, National EuroVelo Coordination Centres and Coordinators and from Velo-city host cities.

2024 income



- 18% CIE donation
- 18% EuroVelo
- 14% CINEA Grant
- 11% Velo-city
- 10% Membership fees
- 10% Various EU projects
- 5% Cities & Regions for Cyclists
- 5% Philanthropic donations
- 4% Adjustments from previous years
- 3% Sponsorships and Commercial Agreements, Subcontracting
- 1% Cycling Friendly Employers Consortium
- 1% Miscellaneous

2024 expenditures



- 75% Staff Salaries and Charges
- 12% Operating costs (rent, utilities, printing, etc.)
- 6% External providers (Accountancy, social secretariat, legal advice, etc.)
- 6% Travel
- 1% ECF Board (only out-of-pocket travel)
- 0.4% Other Charges (VAT charges + misc.)



ECF staff at Velo-city 2024 Ghent

In 2024, the ECF Board was composed of:

Francesco Baroncini, Silvia Casorran*, Angela Francke, Sidsel Birk Hjuler, Henk Swarttouw, Camille Thomé, Judit Tóth*, Jan Vermeulen, Sir Graham Watson. ●

ECF was served by the following staff members:

Philip Amaral, Thomas Brisbart*, Aleksander Buczyński, Jessica Casagrande, Caroline Cerfontaine, Froso Christofides, Agathe Daudibon, Cassandre de Froidmont, Robyn Fleming*, Alexandra Fournier, Florence Grégoire*, Holger Haubold, Jana Koch*, Fabian Küster, Goran Lepen, Ben Luoma*, Omer Malak, Eva Malovrh, Ellis Mourits, Pau Ramon Pulido*, Ivan Ratkovic*, Lilia Raicu, Anna-Karina Reibold, Maria Scandurra*, Mark Sheridan*, Jill Warren, Ceri Woolsgrove, Fauzia Zalwango. ●

ECF was supported by the following interns*:

Petar Brkovic, Milvia Maria Conese, Nicole Cobio, Agnese Valenti, Alessia Di Muro, Alzbeta Kincova, Manon Baylaucq, Christos Konstantinou, Giorgia Avola, Jacobus Petrus M Rozenburg, Judit Solé Girón, Amund Skogrand, Sara Mecatti, Sofiiia Osovska. ●

* part of the year

About ECF

Founded in 1983, the European Cyclists' Federation is a Brussels-based independent non-profit association dedicated to achieving more and better cycling for all in Europe.

With more than 70 member organisations in over 40 countries, we unite the European cycling movements as the only civil society voice at the pan-European level, and as the world's largest and best-known cyclists' advocacy organisation.

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Avenue des Arts 7-8
1210 Brussels, Belgium
office@ecf.com

Authors

Jill Warren
Anna-Karina Reibold

Editors

Ellis Mourits
Judit Solé Girón
Milvia Maria Conese
Omer Malak

Design

Omer Malak

With contributions from

Henk Swarttouw (Introduction)
Philip Amaral (Advocacy)
Fabian Küster (Advocacy)
Goran Lepen (Projects)
Cassandre de Froidmont (Projects)
Froso Christofides (Members and networks)
Jessica Casagrande (EuroVelo)
Omer Malak (EuroVelo)
Ellis Mourits (Velo-city)
Milvia Maria Conese (Velo-city)
Lilia Raicu (Finance and staff)

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Mundo-Madou
Avenue des Arts 7-8
1210 Brussels, Belgium
office@ecf.com