

# Annual Report 2025



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



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

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# Introduction from our President

JUMP TO:

2025 was an intense year for ECF which saw us facing several challenges but also discovering many opportunities.



2025 was the first full year after the adoption of the European Declaration on Cycling and saw the start of its implementation by the newly elected European Parliament and the new European Commission, with Commissioner Tzitzikostas taking the lead and ECF closely involved in supporting work.

Peace has not yet returned to our continent and if anything, our geopolitical environment has become less secure every year. These shifts in political and economic priorities did not always move in favour of cycling and active mobility, but we succeeded in keeping our core concerns on the political agenda and we managed to seize the opportunities that presented themselves.

ECF and its members have advocated for the appropriate implementation of the Energy Performance of Buildings Directive (EPBD) into national frameworks, promoted the inclusion of cycling in Social Climate Plans, elevated cycling in the National Energy and Climate Plans, and, at the same time, put up a fierce fight against the erosion of vehicle safety regulations. Across the board, ECF focused on the vital work of implementation.

Our advocacy was supported by our flagship Velo-city and EuroVelo conferences, which serve as platforms for policy exchange in practice. At Velo-city Gdansk, we emphasised the collective effort needed to achieve our mobility goals under the appropriate theme of “Energizing Solidarity”. That same commitment to delivery carried us over to the EuroVelo & Cycling Tourism Conference in Balatonfüred, which also addressed the practical infrastructure and economic needs to sustain cycling tourism in a changing world.

In the summer of 2025, ECF and its Board said farewell to CEO Jill Warren. After a thorough recruitment process, we were able to welcome new CEO Laurianne Krid, who took the helm at the ECF office in September.



**Henk Swarttouw**  
ECF President

# Advocacy

Thanks to the efforts of the European Cyclists' Federation (ECF), its members, and partners, cycling is gaining stronger recognition across EU transport, housing, climate, and social policies. Following the adoption of the European Declaration on Cycling in 2024, attention turned to its implementation in 2025. ECF continued to both monitor and drive progress on the Declaration — from establishing the first EU-wide baseline for cycling infrastructure data, to securing funding for cycling projects.

## 2025 HIGHLIGHTS



A first common EU-wide baseline for cycling infrastructure data shows Europe now has

**more than 340,000 kilometres** of dedicated cycling networks

**240 organisations in over 55 countries**

signed PATH's open letter to governments at COP30

**Second edition of the Cyclists Love Trains**

report ranks the bicycle-friendliness of 67 European long-distance railway companies



**€87 billion EU Social Climate Fund**

included and positioned cycling as a practical tool to tackle transport poverty.



# Progress on the European Declaration on Cycling

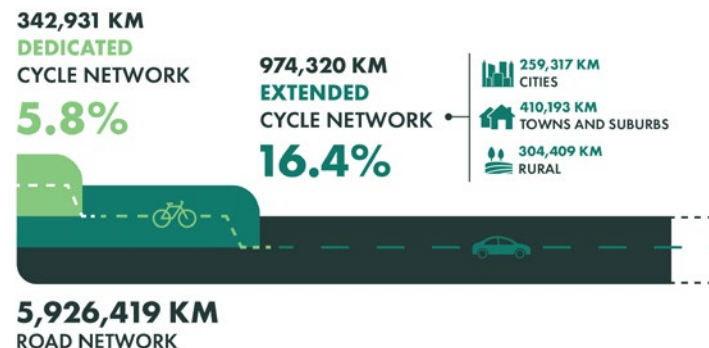
The adoption of the European Declaration on Cycling in 2024, which recognised cycling as a strategic EU priority, was a landmark moment for the cycling sector. It represented the culmination of years of tireless campaigning by ECF and its partners. In October 2025, the European Commission published its first Progress Report, providing a check-in on the Declaration’s implementation.

The report confirmed [growing momentum](#), but also the challenge of turning political commitments into delivery. ECF welcomed tangible progress, including €3.21 billion in EU Structural Funds currently invested in cycling projects, alongside concrete local successes, while noting that implementation remains uneven across Member States.

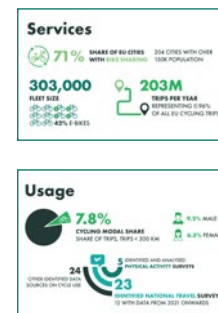
As discussions on the next “Multiannual Financial Framework” advance, long-term funding for cycling is increasingly at stake. Proposed moves towards centralised National and Regional Partnership Plans could weaken support for locally driven cycling investments. In response, ECF is prioritising the negotiations on the EU budget 2028-2034 and expanding its engagement with the European Parliament.



## Network



## Cycling counts



## EU-wide baseline for cycling infrastructure data

In 2025, ECF proudly brought its know-how to support the Commission in measuring cycling infrastructure across the EU through the Cycling Counts project, commissioned by the European Commission. The project assessed the availability and quality of cycling data in four key domains: network/ infrastructure, usage, safety, and services such as bike sharing, cycle logistics, and bike parking.

Preliminary findings were shared by EU Commissioner for Transport, Apostolos Tzitzikostas. Its most tangible achievement was the establishment of the first common EU-wide baseline for cycling infrastructure data, showing that Europe now has more than 340,000 kilometres of dedicated cycling networks. Beyond the headline figures, Cycling Counts developed shared methodologies and practical recommendations to improve how cycling data is collected and compared across Europe. While fragmentation persists, the project showed growing momentum, with 18 of 27 Member States already working towards national standards or platforms for cycling infrastructure data.

## Keeping European Vehicle Safety Standards Non-Negotiable

ECF joined cities and civil society in warning against a worrying clause in a proposed EU–US trade deal, in which the EU signalled that it “intends to accept” lower US car standards. EU rules have helped cut road deaths by 36% since 2010. In the US, fatalities — including pedestrian and cyclist deaths — have surged to their highest levels in 40 years. Accepting weaker standards would reverse Europe’s progress, worsen air pollution and put manufacturing jobs at risk, all while opening the door to oversized pick-ups and SUVs.

ECF, alongside nine other organisations, co-signed a letter to the Commission, explicitly objecting to any such regulatory equivalence. Following the August announcement, concerns intensified. By October, cities like Paris, Brussels and Amsterdam, along with 75+ organisations, cautioned that this would lead to more dangerous, more polluting vehicles entering Europe. The campaign drew a positive signal from Executive Vice-President Séjourné, who reaffirmed the EU’s regulatory autonomy in response to a question by MEP Wouter Beke, supported by ECF board member Jan Vermeulen. While the trade deal remains a concern, the reply marked a constructive step forward.

Beyond advocating against this trade deal, ECF also strengthened cyclist road safety by monitoring and supporting two new EU laws that will improve cross-border enforcement of vehicle driver offences — addressing a gap where 40% of cross-border offences previously went unpunished. These laws, the revised Cross-Border Enforcement Directive and Union-Wide Effect of Certain Driving Disqualifications Directive, expand the list of traffic offences shared between national enforcement agencies and improve the identification of offenders.

Finally, ECF joined six leading civil society organisations in calling on Commission President Von der Leyen to establish a [European Road Safety Agency](#) — a logical step given that road transport remains the only major mode without an EU-level safety authority and in light of the EU’s Vision Zero goal to eliminate road deaths and serious injuries by 2050.





## Putting active mobility at the heart of global climate commitments

With global transport emissions still rising and countries updating their Nationally Determined Contributions (NDCs), 2025 marked an important year to advance walking and cycling as essential climate solutions. As a founding member of the [PATH coalition](#), ECF led advocacy efforts at [COP30](#), organised the PATH Symposium, and coordinated communications around new PATH reports and member activities.

Walking and cycling featured prominently at COP30 in Belém, reflecting sustained advocacy by ECF, FIA Foundation, Walk 21 and UNEP through PATH. As a UN-accredited observer, ECF helped ensure active mobility was firmly embedded in high-level discussions on transport decarbonisation, public health and climate finance — through official side events and contributions to sessions on NDCs. This wide range of engagement demonstrates that walking and cycling are no longer seen solely as transport measures, but as cross-cutting solutions with impacts across health, equity and climate agendas.

Ahead of COP30, PATH published a global stocktake analysing 71 NDCs, representing 36% of global emissions, to assess how walking and cycling are reflected — from recognition to actionable commitments. A PATH call to action,



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

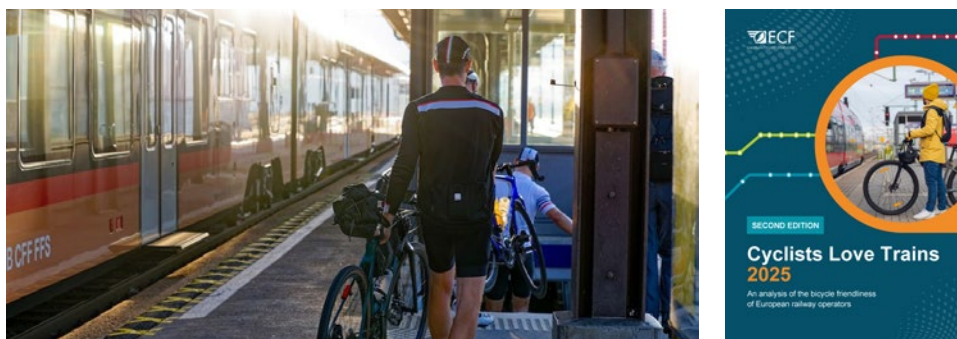
now endorsed by more than 240 organisations in over 55 countries, further urged governments to place active mobility at the centre of their climate strategies.

Building on the Avoid & Shift Breakthrough launched at COP29, PATH also contributed to the COP30 Plan to Accelerate Solutions for Sustainable Urban Mobility, reinforcing the role of active mobility, public transport and rail in cutting transport emissions.

Together, these efforts aim to raise ambition ahead of the next Global Stocktake and demonstrate what is possible when walking and cycling are placed at the heart of climate and transport policy.

## Cyclists Love Trains: Making multimodality work

ECF advanced its long-standing work on cycling–rail integration with an updated [Cyclists Love Trains report](#), ranking the bicycle-friendliness of 67 European long-distance railway companies. It confirmed steady progress across Europe, with more bike spaces on long-distance trains, an increase in dedicated bicycle carriages, and new rolling stock increasingly designed for cyclists.



The report highlighted high-speed rail as the weakest-performing segment for carrying non-dismantled bicycles, a critical gap given the EU’s ambition to double high-speed rail passenger numbers by 2030 and triple them by 2050. This data informed ECF’s contribution to the European Commission’s consultation on Connecting Europe through high-speed rail and a policy brief submitted in May. Our key recommendations include doubling the legal minimum from four to eight bicycle spaces on regional and long-distance trains, creating a Single EU Bicycle Ticket valid across different rail operators for international journeys, linking EU funding to multimodal accessibility, and prioritising bike–rail integration in the implementation of the Trans-European Transport Network (TEN-T) Regulation.

Crucially, this work fed into ECF’s wider international advocacy. In 2025, railway companies agreed on a common definition of a “regular, assembled bicycle” for cross-border services, removing long-standing size and weight restrictions to ease international train travel and cycle tourism — an important step forward.



## Greening Corporate Fleets with company (e-)bikes leasing

Another major focus this year was ECF’s advocacy to include (e-)bikes in the Commission’s [Greening Corporate Fleets](#) legislation, which currently focuses exclusively on electrifying cars and vans. In a joint call with the broader cycling sector, ECF urged the Commission to adopt a mode-neutral approach and recognise one of the EU’s most successful clean mobility solutions: (e-)bike leasing. A white paper published in July in collaboration with JobRad Group demonstrated how company (e-)bike leasing can accelerate sustainable mobility across Europe, deliver climate, health and inclusion benefits, and create new European jobs in manufacturing and services.

Despite these efforts, the European Commission’s December proposal excluded bikes — a missed opportunity that fails to reflect current and future mobility needs. ECF has continued to advocate for amendments and for Member States to enable and promote company bike leasing and mobility budgets as standard elements of sustainable corporate mobility schemes.



## Reforming parking mandates for affordable housing

In September, Housing Commissioner Dan Jørgensen called for using “every solution at our disposal” to address Europe’s housing crisis, ahead of the EU’s first Affordable Housing Plan. ECF highlighted a practical solution: removing minimum off-street parking mandates, which inflate construction costs by 10–20%, force residents to pay for unnecessary parking, and lock in car dependency. In a policy brief to the Commission’s consultation on a European Sustainable Housing Plan, ECF recommended replacing parking mandates with sustainable mobility requirements.

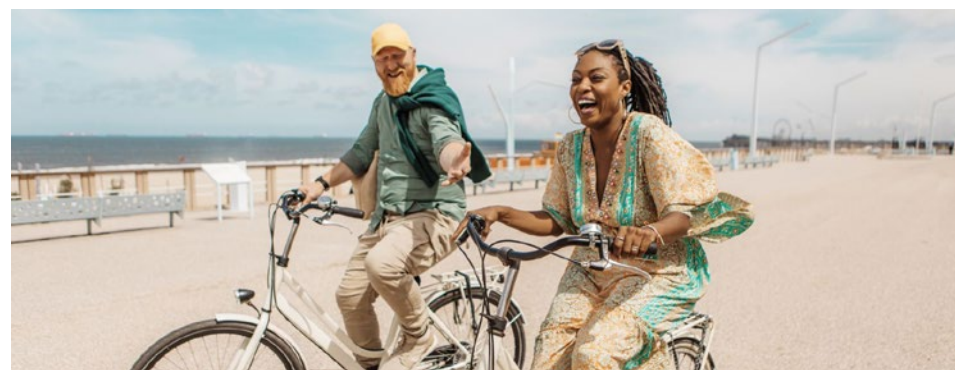
In parallel, ECF continued monitoring the transposition of the revised Energy Performance of Buildings Directive (EPBD), which for the first time introduces minimum bicycle parking standards for residential and non-residential buildings.

## Strengthening cycling tourism ahead of EU’s Sustainable Tourism Strategy

Ahead of the EU’s Sustainable Tourism Strategy expected in Spring 2026, ECF continued to strengthen recognition of cycling tourism and EuroVelo as key contributors to both tourism and the wider economy. This advocacy was reinforced in December at the 24th European Tourism Summit in Copenhagen, where ECF called for “green tourism” to fully embrace active mobility. ECF promoted “multimodality by design,” drawing on the 2025 transnational survey in the Danube Region, which found that while 75% of cycle tourists used public transport, most experienced poor integration.

Building on contributions to the 2025 public consultation, ECF is now pushing for concrete commitments at EU level, including institutional support for cycling tourism and EuroVelo route development, modernisation of the EuroVelo digital ecosystem, and formal recognition of cycling tourism’s role in climate action and the economy through updated data and estimates.

In parallel, ECF worked to translate EU-level guidance into national action. Early in the year, we contributed to a joint WHO/UNECE (THE PEP) guide on sustainable tourism mobility alongside national authorities. The next step will be to work closely with National EuroVelo Coordination Centres to integrate these recommendations into national transport and tourism strategies across Europe.



## Partnership to advance sustainable urban mobility

Many of the 2025 achievements reflect the joint advocacy and cooperation across the European mobility ecosystem. In this context, ECF was pleased to renew its partnership with EIT Urban Mobility, which will focus on shared intelligence and data, joint European projects, and practical tools that support active mobility.



Cities and regions remained central to ECF's work. Through close collaboration with POLIS, ICLEI Europe, Eurocities and Energy Cities, and via ECF's Cities & Regions for Cyclists network, local and regional experience directly informed EU policy debates. This included joint advocacy on the EU Social Climate Fund, where ECF championed cycling's inclusion and positioned it as a practical tool to tackle transport poverty within the €87 billion programme for 2026–2032.

In parallel, ECF advanced discussions to renew cooperation with UITP, reinforcing the integration of cycling and public transport in planning, funding and implementation to support people-centred, low-carbon mobility systems. In December, the Confederation of the European Bicycle Industry (CONEBI) and Cycling Industries Europe (CIE), announced a successful merger to form European Cycling Industries (ECI). ECF warmly welcomed this merger, which creates a unified voice for the cycling sector to advocate more effectively for competitive industrial policy and market development.

## Partnership with Cities for Better Health

In 2025, ECF also renewed and expanded its partnership with the [Cities for Better Health](#) initiative ([Novo Nordisk](#)), building on a shared vision to promote healthy living through increased physical activity, with a particular focus on cycling.

This renewed partnership supported the second edition of the [ECF x Cities for Better Health Travel Grant](#) for Velo-city 2025 in Gdańsk. The grant enabled the participation of twelve speakers and attendees from developing economies, enhancing geographic diversity and inclusion in the conference programme. Beneficiaries came from Brazil, Egypt, India, Nepal, Morocco, Kenya, Ghana, and Georgia.

As a new and exciting activity within the partnership, ECF and Cities for Better Health launched the [Healthy Cycling Challenge](#), a global call for innovative and ready-to-implement initiatives that leverage cycling as an active mode of transport and tool for promoting public health, and social equity in urban neighbourhoods.

The Healthy Cycling Challenge attracted over 240 applications from across more than 45 countries, out of which six were shortlisted to refine and pitch their final proposals to a selection panel of experts. In October 2025, [three winners were selected](#) to receive grants of 100,000 USD each to implement their solutions, fostering real change in urban communities:

- **Pedalando Juntas** led by [Instituto Caminhabilidade](#) of Brazil
- **Pedalea Seguro** led by the [Peruvian Society for Environmental Law](#) of Peru
- **Pedal Paathshala** led by [Cycle City Network Nepal \(CCNN\)](#) of Nepal

With these initiatives, the partnership aims to enhance knowledge and awareness among policymakers, decision-makers, and practitioners, contributing to increased physical activity and better health. By investing in community-led cycling solutions, the ECF x Cities for Better Health partnership demonstrates how healthier urban futures can be built from the ground up — one neighbourhood, one bicycle, and one empowered community at a time.

# ★ EuroVelo

In 2025, EuroVelo grew not only in size but also in quality, ambition, and visibility. Major route developments took shape, and valuable data was collected. New NECCs and the successful application for the Sava Cycle Route to become future EuroVelo 18, demonstrated strong cooperation across the network, while a mid-term strategy review and milestone Conference brought inspiration, motivation and priorities for the future.

## 2025 HIGHLIGHTS

**+11,000 kilometres**  
**of EuroVelo routes**  
**developed**

between 2021 and 2025



**2,390,000+**  
**web sessions**

on EuroVelo.com in 2025



**4% increased traffic on**  
**EuroVelo routes**

in 2025 (compared to 2024)

 **EuroVelo**  
*the European cycle route network*



## Route development and quality improvements

In 2025, [EuroVelo](#) added 1,379 km of newly developed routes to its network. As a result, 69% of the total network is now fully ready to cycle, a 2% increase from the previous year. The network was also extended by 62 km along EuroVelo 15 into Liechtenstein, making Liechtenstein the 39th country being crossed by a EuroVelo route. In addition, the Sava Cycle Route was announced as the candidate for the future EuroVelo 18, following a successful application and cooperation among Slovenia, Croatia, Bosnia and Herzegovina, and Serbia. The route is expected to be officially integrated into the network by 2029.

The [ECS methodology](#) for assessing cycle route quality marked its 10th anniversary. Since its launch in 2014, more than 300 inspectors from 32 countries have been trained to survey and certify EuroVelo routes, providing quality controls of the infrastructure, services and communications, and identifying priority improvements. This year, two [Route Inspectors' Training](#) courses were held in Brussels and Ljubljana, and over 5,000 km across eight countries were surveyed. One key outcome was the reconfirmation of EuroVelo 15's high route quality: the stretch from Breil/Brigels in Switzerland to Rolandswerth and Rheinbreitbach in Germany was successfully certified for the third time.

## Better data, better routes

Together with many partners, EuroVelo continued to collect data to support the further development of routes and related infrastructure, publishing them in the [EuroVelo Data Hub](#). Notably, the EuroVelo Usage Barometer, drawing on data from 546 automatic counters installed by Eco-Counter, showed that cycling traffic remained largely stable in 2024, with a 0.5% overall increase from 2023. The Danube Cycling Tourism Survey, launched in 2024, gathered an impressive 5,000+ responses and highlighted strong demand for public transport to reach destinations.

## Awards to give and receive

The [EuroVelo & Cycling Tourism Conference 2025](#) took place in Balatonfüred, Hungary, bringing together over 350 participants from 31 countries. For the first time, it hosted the EuroVelo & Cycling Tourism Awards Ceremony, celebrating excellence with two award categories. The Amazon of Europe Bike Trail won Best Cycling Tourism Initiative Award (sponsored by SRAM), while the Western Pomeranian Voivodship received Best Cycle Route Development Award. Earlier in the year, EuroVelo also took home an award at the [Deauville Green Awards](#) international film festival for two animated short films promoting EuroVelo 15 and EuroVelo 8.



## Expanding EuroVelo family and mid-term strategy review

The day before the conference, EuroVelo Council elections were held at the [EuroVelo General Meeting](#), re-electing Christian Weinberger and Pinar Pinzuti for a second term and welcoming Wanda Nowotarska as a new Council member. Silvia Casorran replaced Henk Swarttouw as ECF board representative on the EuroVelo Council. Two new National EuroVelo Coordination Centres (NECCs) were also established in 2025: SwitzerlandMobility for Liechtenstein and the Polish Tourism Organisation for Poland.

NECCs play a central role in route development and act as national guardians of the brand. To support NECCs in supervising signage and communications, the EuroVelo Brand kit was finalised this year, including icons, logos, route and country maps. A revised and expanded NECC Manual was also published to help aspiring NECCs prepare their applications.

As 2025 marks the halfway point of the EuroVelo Strategy 2030, the EuroVelo team, Council, and NECCs reviewed progress over the past five years, assessed the current context, and set the main priorities for the next five years.

## Communication and marketing

In 2025, EuroVelo responded to popular demand by adding EuroVelo t-shirts to its [official merchandise](#). Two in-house designs were sustainably printed on high-quality, organic cotton and proved a huge success.

Digital communications also advanced: EuroVelo switched to a new newsletter template and mailing system, achieving an average open rate of 59%. Following the launch of the LinkedIn account in 2024, the social media presence continued to grow steadily, including on Instagram.



# © Velo-city 2025

From 10-13 June, Velo-city took place for the first time in Poland, in Gdańsk. The event brought together 1,300 delegates from 54 countries. Under the theme of "Energizing Solidarity", attendees explored how cycling can be a tool for emancipation and sustainability.

## 2025 HIGHLIGHTS



**1,300 attendees**  
from 54 countries



**2,500 participants**  
in the bike parade



 **ENERGIZING  
SOLIDARITY**  
**Velo-city 2025** 10-13 JUNE  
GDANSK



**100+** exhibitors  
**400+** speakers  
**8** technical visits



## Advancing cycling and solidarity in Gdańsk

In Gdańsk, the birthplace of the Solidarity Movement, cycling is more than a mode of transport. It is a tool for promoting freedom, sustainability, equity, and social connection. Although still considered a starter cycling city, Gdańsk has made remarkable progress in recent years, building a reputation as Poland’s cycling capital. Its innovative initiatives, such as the Cycling May campaign and metropolitan public bike-sharing system, showcase the city’s capacity to inspire cycling culture across the country. Combined with a strategic location at the intersection of three EuroVelo routes, Gdańsk offered an ideal and meaningful setting for this year’s conference.

In the lead-up to the conference, several cycling initiatives progressed in both Gdańsk and wider Poland, reaffirming the strong commitment to promoting cycling. The City of Gdańsk established an integrated transport authority, enabling a more coordinated and holistic approach to transport planning. At the national level, the Polish Tourism Organisation announced Poland’s candidacy to establish a National EuroVelo Coordination Centre. In addition, the Polish Cyclists’ Federation and Women in Cycling Poland were founded in 2025 and will further strengthen the country’s growing cycling ecosystem.

## Energizing Solidarity – an outstanding programme

[Velo-city 2025](#) was all about Energizing Solidarity. The programme featured more than 80 sessions, including brand-new, longer interactive workshops. Gil Penalosa delivered an energizing opening keynote with a clear takeaway: “If you want to promote cycling, do not talk about cycling.” The programme itself reflected this message, covering a broad range of topics from mobility, health, and climate to spatial planning, tourism, social policy, and data. Notably, this year marked the highest rate of female speakers to date, with 51% of all speakers being female.

Beyond the main sessions, eight expert-led technical visits gave delegates the chance to explore Gdańsk’s cycling transformation firsthand, by bike.

At the Velo-city exhibition, 66 exhibitor booths and pavilions represented 143 exhibitors showcasing the latest solutions for urban active mobility across 1,000 m<sup>2</sup> of net exhibition space at AMBEREXPO.

More than 2,500 cyclists joined the bike parade, and the open-air networking dinner at 100cznia, surrounded by shipyard cranes and rugged vessels, provided the perfect setting for Velo-citizens to meet, catch up, and connect.

## ECF highlights at Velo-city 2025

Whether as a speaker, moderator, or organiser, ECF made the most of Velo-city 2025 to showcase key areas of our policy work. [Highlights](#) included the launch of the second edition of the Cyclists Love Train report, Ceri Woolsgrove’s standout plenary appearance, and the heartfelt farewell to outgoing CEO Jill Warren.

## Velo-city travel grant

With the kind support of the Cities for Better Health travel grant by Novo Nordisk, we were able to support the attendance of twelve conference speakers and delegates from low- and middle-income economies.



## What’s next?

Velo-city is now preparing for another energetic and inspiring edition in [Rimini](#), Italy, taking place from 16-19 June 2026 under the theme “Delivering the Urban Dream”. Rimini has undergone a remarkable transformation from a car-oriented to a sustainable, liveable and healthy city for all. Flagship projects include the pedestrianisation of its 15 km seafront, the development of a nearly 200 km cycling network, and a wide range of cycling services for tourists — from free-to-use bikes in hotels to an extended regional cycling network across Emilia-Romagna.



The call for abstracts for Velo-city 2026 generated significant interest, with 809 submissions, promising a high-quality and engaging programme.

Looking further ahead, the next host cities have also been selected and announced: Ehime, Japan, in 2027 and Geneva, Switzerland, in 2028.

## ECF Award Winners celebrated at Velo-city 2025

The fourth edition of the ECF Awards, recognising remarkable achievements in cycling and active mobility promotion, took place at Velo-city 2025 in Gdansk. The winners across four award categories were announced on the opening day of the conference by ECF President Henk Swarttouw and ECF CEO Jill Warren on the plenary stage, in front of an audience of more than 1,300 Velo-city delegates.

The ECF Awards aim to inspire and raise awareness of innovative projects and best practices from around the world. We extend our thanks to all sponsors for their kind support in making the awards possible.

The 2025 ECF Award winners are:

- |   |  |   |
|---|--|---|
| <b>The City of Poznań</b><br>Cycling Infrastructure Award<br>(Sponsored by <a href="#">Arup</a> ) | <b>The City of Stockholm</b><br>Cycling Improvement Award<br>(Sponsored by <a href="#">Eco-counter</a> ) | <b>iRAP</b><br>Road Safety Award<br>(Sponsored by <a href="#">Geveko Markings</a> ) |
|---|--|---|

**UNEP, UN-Habitat and the World Health Organisation**  
Best Active Mobility Initiative Award  
(Sponsored by the [Netherlands Ministry of Infrastructure and Water Management](#))

**The City of Gdańsk** received a special recognition for its continuous efforts in improving and enabling cycling.



# ECF Members

Our ECF Members champion cycling at the national, regional and local levels across more than 40 countries in Europe and beyond. Their efforts to advance cycling as a pillar of sustainable mobility span from robust evidence-based advocacy to public engagement and creative cross-partnerships.

## 2025 HIGHLIGHTS



**40+** countries represented

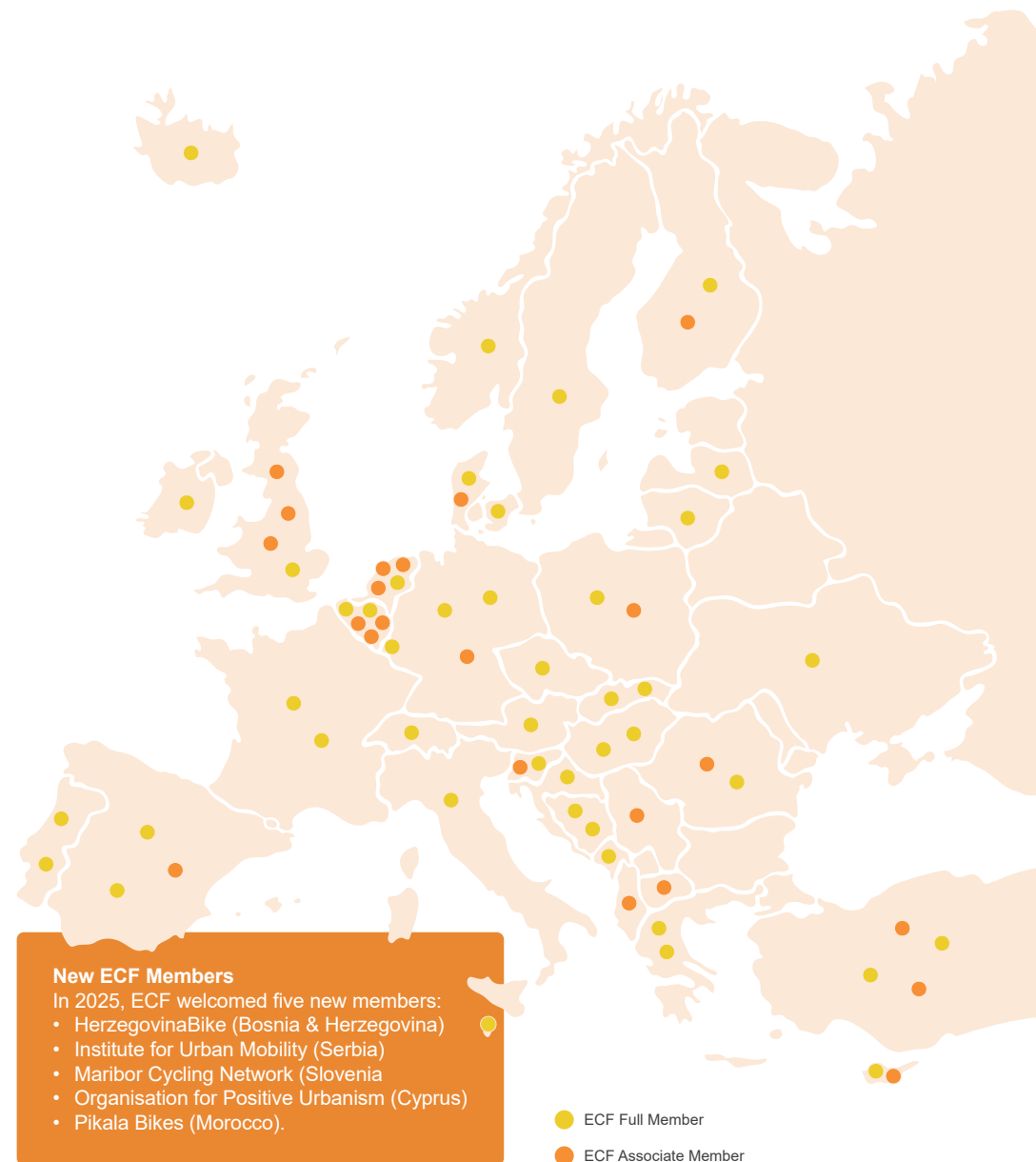


**70+** Full and Associate Members



## AGM 2025: Cycling advocates come together in Utrecht

On 16-17 May 2025, ECF and its members convened in Utrecht, the Netherlands, for the Annual General Meeting hosted by Fietzersbond, on the occasion of their 50th Anniversary, with the support of the City of Utrecht and the Province of Utrecht. ECF also held Board elections, during which Jan Vermeulen and Angela Francke were re-elected as Treasurer and Board member respectively, with Dan Kollár and Slađana Lazarević elected to a first term as Board members. During the AGM, ECF members agreed a cautious way forward to pursue the further internationalisation of the organisation.



## A selection of highlights from our members in 2025

In January, the **ADFC (DE)** launched its ten-point program “[Fahrradland-Plus](#)” to boost cycling’s visibility ahead of the Bundestag elections and urge the government to prioritise affordable, safe, and climate-friendly mobility with cycling at the core. In May, the [ADFC Cycle Tourism Congress 2025](#) took place in Bremen, organised with the Federal Ministry for Digital and Transport and the Bremen Economic Development Agency. Under the theme “Future of Cycle Tourism: Shaping New Paths Together”, the aim of the conference was to connect the perspectives of cycle traffic planners and tourism professionals. A congress volume summarising key challenges and solutions in cycle tourism was published.



**Cycling UK (UK)** launched the “[My ride. Our right](#)” campaign: a powerful movement tackling the gender gap in cycling. The campaign calls on the UK Government to invest 10% of the transport budget into active travel. It demands better infrastructure, such as physically protected cycle lanes and brighter lighting, to ensure everyone feels welcome on the road. Over 60 Glow Rides were organised across the country by local campaigners, during which participants lit up streets with bike lights, glow sticks, and vibrant clothing to demand safer cycling conditions for women and greater investment in cycling routes.

**FUB (FR)** and its national partners launched the [4th edition of the “Baromètre Vélo”](#), the world’s largest citizen cycling survey, with record participation of 334,301 responses across 2,646 French communes, including many small towns and rural areas. Women’s participation rose by 19% since the last edition in 2021. The Baromètre puts pioneering municipalities in the spotlight and provides concrete data for local and national policymakers.

The **Danish Cyclists’ Association (DK)**, together with partners, published a study [Building bicycle-friendly cities](#), built on a research project looking into bicycle-friendly urban development of areas and station areas in 2023-2025. The project revealed that cycling is often treated as an afterthought in planning. As a result, the Danish Cyclists’ Federation has issued 45 concrete proposals to better integrate cycling into urban planning, targeting both planners and politicians.

To [celebrate its 50th anniversary](#) **Fietsersbond (NL)** launched a creative campaign consisting of 5 short videos to show its impact over five decades of cycling advocacy, broaden its visibility and reenact its commitment to all cyclists. This anniversary campaign also included historical retrospectives, the publication of a jubilee book and a symbolic cycling protest across an unsafe bridge in Utrecht gathering over 200 participants.

**Pro Velo (CH)** [celebrated 40 years of national cycling advocacy](#) in St. Gallen, highlighting key achievements such as the “Veloweggesetz”, a federal law on bicycle paths which originated from a Pro Velo initiative and was approved by 74% of voters in 2018, and the organisation’s growth to over 40,000 members, making it one of Switzerland’s largest mobility NGOs.

After years of persistent advocacy by **Radlobby (AT)**, Vienna’s “[Argentinierstraße](#)” [officially opened as a bicycle street](#). This important connection between the city centre and the main train station had long been unsafe for cyclists, and modernisation projects lacked both ambition and cost-efficiency. The red-coloured bicycle street now stands as a milestone achievement for Radlobby’s advocacy work.



**Hungarian Cyclists' Club (HU)** organised the 10th edition of "[I Bike Budapest](#)", Hungary's largest cycling demonstration. The event is both a celebration and a demand: participants cycle through Budapest to ensure the city becomes truly safe, with cycling infrastructure accessible to everyone. For this 10th edition, 20,000 participants joined the parade, which started right next to the city administration building and went through areas where cycling is difficult or impossible on a daily basis. This symbolic choice aimed at sending the message that cycling developments cannot be delayed any longer and that a real, dedicated budget is needed for their implementation.

The third edition of **Avello (BE)**'s "[T'as le code?](#)" campaign continued to shake up traditional road safety education with humour, pop culture references and a quiz designed to make traffic rules easier to remember. The campaign is a playful awareness initiative created by Avello to test and improve knowledge of the Belgian traffic code, particularly the rules affecting cyclists and vulnerable road users. As almost 3000 people took the quiz, results published in October 2025 showed that many participants struggled with questions on overtaking distances and traffic light rules, confirming the need for continued awareness.

**ProVelo.lu (LU)**'s second [GoGoVelo](#) campaign took place in April 2025 in partnership with Climate Alliance Luxembourg and supported by the Ministry of Mobility and Public Works. This year's theme was "Ride me to the moon", with the goal of covering 384,400 km, the average distance between the Earth and the Moon. Participants could log in their kilometres, turning the campaign into a shared mission that brought the whole country together for the ride.

The **Irish Cycling Campaign (IE)** collaborated closely with Cycling UK Northern Ireland as part of a Department of Foreign Affairs & Trade-funded Shared Island Initiative project. The project, called "[Cycling across borders – Exchanging know-how between cycling advocacy organisations, North and South](#)", included special events such as the Leitrim Cycling Festival in May and the Gathering of Cycling Campaigners in Drogheda in November. The project has been successful in strengthening collaboration between cycle campaigning groups on both sides of the border.

The [21st edition of Bicistaffetta](#), **FIAB (IT)**'s annual cycling event promoting the EuroVelo and Bicalitalia networks, took place along the Via Romea Francigena from Como to Lucca, celebrating the path's centuries-old role as a pilgrimage route and its potential as a sustainable tourism corridor. FIAB engaged with municipal administrators, using the ride as a hands-on advocacy tool to advance proposals that promote both cycling tourism and a better quality of life for local inhabitants.

**ConBici (ES)** organised the 21st edition of the Iberian Cycling Congress "[The Bicycle and the City](#)", together with the Portuguese Federation of Cycling Tourism and Bicycle Users (PT). More than 300 people met in Santiago de Compostela. This edition reflected the diversity and maturity of the Iberian cycling movement, encapsulated in a book published by ConBici.

The **Finnish Cyclists' Federation (FI)** organised the 11th edition of [VeloFinland](#), this year in Lappeenranta. The conference brought together professionals, students, the bike industry, and municipalities to exchange ideas and build new connections. With participants from 13 different countries, the event highlighted the growing international momentum for cycling and sustainable mobility.

During the summer, the **Norwegian Cyclists' Association (NO)** organised a nationwide cycling festival tour with events across Norway under [All of Norway Cycles \(Hele Norge Sykler\)](#). The project aimed to spread cycling joy, promote family participation, and encourage everyday cycling, with a special focus on children and young people. From city squares to local parks, families joined in obstacle courses, repair workshops, and skills training, turning everyday cycling into a celebration.

# ECF Networks

ECF's networks connect the many faces of cycling—from cities and regional governments to cycle-friendly companies, scientists, and women's voices within the sector. They create spaces that foster knowledge exchange, innovation, and the wider uptake of cycling initiatives across Europe and beyond.

## 2025 HIGHLIGHTS

**55,000,000+** inhabitants

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

**1,900+** employers  
CFE Certified

**15** countries

implementing Cycle-Friendly Employer (CFE) Certification

**2** new CRC members  
in 2025

**1,300,000+** employees

at CFE Certified Employers

## Cities & Regions for Cyclists

The Cities & Regions for Cyclists (CRC) Network brings together local and regional administrations committed to promoting cycling as a mode of transport and leisure activity. Through this community, members exchange knowledge, solutions and strategies, advance political initiatives, support practical work on the ground, and inspire cities to place cycling at the centre of urban planning practices. With over 60 members, the CRC Network now represents local and regional administrations dedicated to cycling and reaches more than 55 million citizens. In 2025, we welcomed the City of Braga (PT) and the Àrea Metropolitana de Barcelona (ES) as new members to the network.

As a millenary city welcoming around 400,000 tourists each year, Braga aims to develop a 64 km cycling network. Using the CycleAI computational approach, the city prioritises infrastructure where it is most needed, including urban leisure cycleways on roads with speed limits above 50 km/h, while reducing speeds to 20 km/h on residential streets. These actions support Braga's Sustainable Urban Mobility Plan (SUMP), which promotes active mobility, improved public transport, and reduced car dependency.

The Àrea Metropolitana de Barcelona (AMB), comprising 36 municipalities, places cycling at the heart of its efforts to achieve climate neutrality, improve air quality, reduce noise, and eliminate traffic fatalities. Key initiatives include the "Bicivia" metropolitan cycling network, the "Bicibox" secure parking service with over 2,700 spaces and 23,000 users across 31 municipalities, and the "AMBici" public bike-share system with more than 2,600 e-bikes serving over 17,000 users. The AMB has involved tens of municipalities in each project, creating a shared mission and making cycling viable throughout the region.



## CRC Network Day 2025

The annual CRC Network Day was held in the historic Great Wety Hall of Gdansk's Main Town Hall, co-organised with the City of Gdansk and sponsored by the Dutch Cycling Embassy. The event gave local and regional administrations the chance to meet, share ideas and exchange knowledge. It also marked the start of Velo-city conference week. Participants were welcomed by Łukasz Klos, Director of the Public Transport Authority of the City of Gdansk, who highlighted the city's recent progress in improving cycling conditions. A technical visit led by the City of Gdansk offered first-hand insight into recent infrastructure upgrades, how the city has addressed black spots, and how it has improved overall safety and accessibility. Following the technical visit, the Dutch Cycling Embassy led an interactive workshop on building an inclusive cycling culture, while tackling common blind spots.



## Cycle-Friendly Employer Consortium

2025 was a year of remarkable growth for ECF's [Cycle-Friendly Employer \(CFE\) Certification](#), which establishes a European standard for bicycle-friendly workplaces. The number of certified employers more than doubled to well over 1,900, together representing more than 1.3 million employees.

The CFE Consortium officially welcomed Fédération française des Usagers de la Bicyclette (FUB) to implement the certification in France. According to ADEME, France's Environmental and Energy Management Agency, over 60% of commutes under 5km are made by car and only 5% by bicycle. To address the obstacles employees face when cycling to work, FUB and ADEME launched the Employeur Pro-Vélo label in 2021. Since then, more than 500 employers have been certified, proving the label highly successful. FUB is now extending the certification scheme, opening it to employers in the public, private, and non-profit sectors. Most importantly, [FUB has harmonised Employeur Pro-Vélo with ECF's CFE Certification](#), meaning that French employers receiving the national label are automatically awarded the equivalent CFE level for three years.

In Belgium, the CFE National Coordinator Fietsersbond certified three federal agencies — Fedris, BOSA, and BELSPO — at Silver Level, demonstrating the Federal government's significant progress in sustainable mobility. In Norway, the Norwegian Cyclists' Association awarded Silver Level Certification to Glencore Nikkelverk — a major producer of refined nickel, copper and cobalt — and the Oslo-based cybersecurity firm mnemonic, which was re-certified for another three years. In Germany, CFE National Coordinator German Cyclists Association (AFDC) continued to expand its already extensive network of certified employers, with organisations such as Schindler, the Schleswig-Holstein Tourism Agency, and the Essen Chamber of Commerce receiving Silver Level Certification. The diversity of these organisations highlights how cycle-friendly measures can benefit employers and employees across all kinds of sectors.

Later in the year, prominent certified employers shared best practices during the CFE Testimonials webinar. Representatives from Jan Yperman Ziekenhuis (Belgium), Infinum (Croatia), and Just Eat Takeaway (Poland) exchanged experiences on the certification and implementing effective measures to improve their cycle-friendliness.

This momentum highlights the growing importance of making active mobility an integral part of workplace culture, with numerous organisations recognised for their efforts through CFE Certification. It shows how cycling-friendly policies are not just a trend but a sustainable long-term strategy.



## Scientists for Cycling

ECF's Scientists for Cycling network brings together researchers from a wide range of academic disciplines who share a strong commitment to cycling-related topics. In 2025, the network comprised more than 240 members.

The academic track at the Velo-city conference in Gdansk attracted around 100 abstract submissions. This led to the creation of five "From Research to Practice" sessions and four poster sessions, providing academics a platform to present and discuss their research with policy makers, planners, advocates and other stakeholders from the cycling sector. As in previous years, these sessions fostered meaningful exchanges between research and practice, bridging sectors that don't often intersect.



## Women in Cycling

The Women in Cycling (WiC) network continued to develop and grow throughout 2025, with new national chapters being established by passionate women wanting to make a difference. The network now has chapters in Italy, Germany, Switzerland, France, Portugal, Benelux and Poland, with further initiatives underway in additional countries. In parallel, the Women in Mountain Biking network and Women in Cycling Expert Group were established within the European Cycling Industries (formerly Cycling Industries Europe).

In June 2025, Women in Cycling participated in the Velo-city conference in Gdansk, hosting two sessions and organising Women in Cycling Networking Drinks as a side event, sponsored by Mobycon. The morning session on the opening conference day, "The 'resting bicycle face': How a diverse initiative is built for structural change", focused on the work of WiC Germany and how the network addresses long-standing structural inequalities within the cycling sector. In the afternoon, the session "Women in cycling – a catalyst for more cycling" brought together women from across the sector to discuss gender-specific needs and share personal career experiences.

The network was also present at Eurobike, hosting the traditional Women in Cycling breakfast on Friday 27 June, where women from the global cycling industry connected and exchanged ideas on current topics. In addition, numerous activities throughout the Eurobike fair focused on addressing the persistent gender gap in the cycling industry.

Women in Cycling's online presence continued to expand, with the LinkedIn page reaching 2,461 followers and the LinkedIn group growing to over 3,000 members, with new members joining every day.

At the end of the year, representatives from the Women in Cycling founding member organisations met to decide on how to work together in 2026, what activities to focus on and what kind of support should be offered to the national chapters.

# Projects

ECF is involved in several projects that strengthen our advocacy, knowledge-sharing and support progress toward our 2030 strategy. In 2025, we successfully concluded the Bike2Green and PACTE+ projects, and took on two new ones: Smile City and the Nordic Cycle Power Network part 2.



14 projects

where ECF was a partner in 2025



60+ partners

including public authorities that are municipalities, cities or regions



## Completed

### **Bike2Green**

Bike2Green is an ESF+ project promoting cycling in Stockholm through reward-based incentives and gamification. Stockholm residents could sign up to earn points for cycling, redeemable at participating local shops. In its final year, the project far exceeded expectations, with over 3,000 people signing up and 18 shops actively engaged. ECF led a final promotional campaign to spotlight participating shops and attract new ones, while other partners delivered data analysis and recommendations for cycling infrastructure and policy improvements for the City of Stockholm. To share results and lessons learned, ECF published two articles on the project's impact and coordinated a dedicated session at Velo-city 2025 in Gdańsk, where project partners and municipal representatives from Stockholm and Brava presented and discussed project outcomes.

### **PACTE+**

PACTE+ is an Erasmus+ funded project supporting cities to promote physical activity for individual and collective well-being. The project delivered four pilot interventions and impact assessments, informing the refinement of the "Matrix for Change" tool, which helps cities develop Active City Action Plans across five settings: Active City, Active Schools, Active Workplaces, Active Mobility, and Active Sports Clubs. In 2025, ECF contributed to two key meetings: advising academic partners in Munich on impact assessment methodologies and participating in the final plenary meeting and closing conference, marking the successful completion of the project.

## Ongoing

### **Baltic Biking UPGRADE**

Co-funded by the Interreg South Baltic programme, the Baltic Biking UPGRADE (BBU) project aims to develop the southern section of EuroVelo 10 – Baltic Sea Cycle Route and support SMEs in creating attractive cycling-friendly tourism offers. In its second year, ECF coordinated on-site quality surveys covering more than 2,600 km of the route using the European Certification Standard methodology. ECF also delivered a proposal for a Multiannual Action Plan to establish long-term route governance, supported the launch of pilot products and services such as a one-way cross-border bike rental service and repair stations, and facilitated national stakeholder meetings to foster collaboration among SMEs, local partners and project partners.

### **ICTr-CE**

The ICTR-CE project, funded by Interreg Central Europe, spans eight countries and 3,000 km of the EuroVelo 13 – Iron Curtain Trail, and aims to create an innovative tourism product along this stretch of the route. In 2025, ECF and project partners developed new cycling tour packages to be launched on the upgraded EuroVelo website in early 2026. As the project approaches its conclusion, partners also focused on securing long-term impact, including establishing a EuroVelo 13 Partnership to ensure sustained route governance and delivering a Sustainability and Transferability Plan, which suggests how the tools and knowledge created within the project could benefit other cycling routes or future projects.

### **HE UPPER**

The Horizon Europe project UPPER is strengthening public transport as a cornerstone of sustainable and innovative mobility. Working with 10 cities and regions, the project is implementing measures to encourage a shift from private cars to public transport. In 2025, ECF ensured that cyclists' needs were considered in the discussions on the impact of these measures. In addition, ECF also led the analysis of interviews conducted with cities and transport authorities worldwide, focusing specifically on how to improve connections between cycling and public transport. The findings will feed into a report to be published in 2026.

**HE Reallocate**

The Horizon Europe project Reallocate helps cities redesign street space for people-centred, zero-emission, green, safe and inclusive mobility. In 2025, ECF took part in site visits in Gothenburg, Bologna, and Zagreb, providing guidance on integrating safe, high-quality cycling infrastructure into the pilot projects. ECF also produced guidance for cities on designing shared spaces for cyclists and pedestrians.

**HE JustStreets**

In the Horizon Europe project JUST STREETS, 32 international partners collaborate to empower 12 cities in transforming existing streets into just, equal, and human-centred spaces for active mobility. In 2025, ECF delivered a report assessing the risks associated with increased cycling and e-scooter use. ECF also contributed to a roadmap for road safety and sustainable mobility in EU cities and joined site visits in the pilot cities Vilnius and Braga.

**CycleRight**

CycleRight, an Interreg Europe-funded project, is strengthening climate-resilient, safe, and inclusive cycling infrastructure planning by supporting eight European regions in improving their mobility policies. In 2025, ECF began developing a Climate-Resilient and Inclusive Planning Guide, including drafting a methodology to assess train station accessibility. As the project progresses, additional best practices and knowledge will be integrated into the Guide. ECF also facilitated workshops during four study visits and analysed and published articles about identified best practices, including the TEN-T railway upgrade between Bologna and Verona, a cycle and pedestrian bridge in Blekinge and cycling infrastructure funded as part of Bologna's airport decarbonisation agreements.

**DUT CITWIN**

The DUT CITWIN project explores the use of digital urban twins to help the implementation of the 15-minute city. ECF participated in a site visit in Eskilstuna, Sweden, to study a stretch of cycling highway linking the city centre with neighbouring suburbs, and provide technical advice on citizen engagement and cycling infrastructure improvements. ECF also hosted a session at Velo-city in Gdansk on the CITWIN project, where partners discussed how digital urban twins can support better integration of active mobility into road networks.

**New****SMILE CITY**

Urban areas are responsible for a large share of resource use, CO<sub>2</sub> emissions, and waste production – but they also hold great potential for systemic change. SMILE CITY (Sustainable Materials for Innovative, Low Emissions applications in the Circular city) addresses this challenge by providing realistic circular systemic solutions that reduce carbon emissions while promoting cleaner, safer, and more sustainable urban mobility. The project demonstrates how materials considered waste can be given a second life in infrastructure that supports cycling. SMILE CITY kicked off in January 2025 and ECF, together with 34 other partners, will continue working on this Horizon Europe project until 2029. In this first year, ECF produced a report on the state of cycling in Europe, reviewing cycling policy initiatives to inform project decisions. ECF also participated in workshops in Brussels and Turin to advise on city pilot projects and developing recycled-material e-bike charging stations aligned with local needs.

**NCPN p.2**

ECF and its Stockholm-based partner Nordregio launched the second edition of the Nordic Cycle Power Network project, a knowledge-sharing initiative aimed at improving cycling conditions across the Nordic countries. The project kicked off a new webinar series with Nordic municipal representatives, for which ECF led webinars on the politics of cycling and bikeshare, and how to build and strengthen long-distance cycle highways.

# € Finance and staff organisation

JUMP TO:

A separate Financial Report provides our Members with more detail on the sources and uses of ECF revenue. The category breakdowns of our income and expenditures are provided below. **ECF wishes to use this Annual Report to acknowledge our major contributors.**



## European Commission

ECF gratefully acknowledges financial support from the European Commission which funded part of our work in 2025: CINEA LIFE+, Horizon Europe, Interreg, Erasmus+, European Social Fund+, Driving Urban Transition.



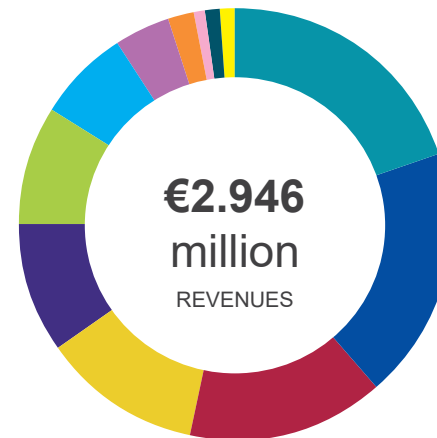
## European Cycling Industries

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

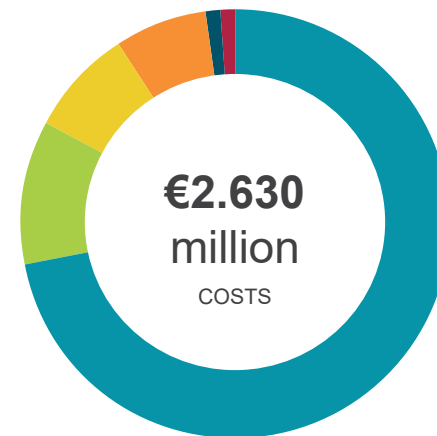


## Memberships and networks

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.



- 20% Various EU projects
- 19% EuroVelo
- 15% ECI donation
- 12% CINEA Grant
- 10% Velo-city
- 9% Membership fees
- 7% Philanthropic donations
- 4% Cities & Regions for Cyclists
- 2% Sponsorships and Commercial Agreements, Subcontracting
- 1% Cycling Friendly Employers Consortium
- 1% Adjustments from previous years
- 1% Miscellaneous



- 72% Staff Salaries and Charges
- 11% Operating costs (rent, utilities, printing, etc.)
- 8% External providers (Accountancy, social secretariat, legal advice, etc.)
- 7% Travel
- 1% ECF Board (only out-of-pocket travel)
- 1% Other Charges (financial, etc.)

## 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.

## Publishing credits

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Cover photo: Velo-city 2025 Gdansk

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This report is also available online at [www.ecf.com](http://www.ecf.com)



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



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

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