BID MANUAL VELO-CITY 2022

The ECF Board now publishes this ‘Request for Proposals’ to host the Velo-city 2022 Conference

European Cyclists’ Federation
April 2019
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This document is divided into three main sections as follows:

1. **INFORMATION:** about Velo-city and the conference series. This section is designed to give you background information on the event.

2. **QUESTIONS AND CONDITIONS:** The conditions detail certain set quality assurances that we expect bidders to comply with. The questions are more flexible; they are designed to see your good ideas, innovations and imagination on all aspects of event planning. The ECF Board will be looking for your answers in order to assess your plans and ideas for the conference.

3. **TERMS OF REFERENCE:** this section includes the requirements for a bid and the criteria on which a bid will be judged. It also sets out the timetable, which will guide the bid process.

All contact regarding your bid, as well as requests for additional information, should always be addressed to the ECF Velo-city Series Director – Marcio Deslandes at m.deslandes@ecf.com.
1. INFORMATION

The ECF Board now invites applications from those wishing to bid to host the Velo-city conference in 2022. Please note that out of this material the ECF Board will choose the city best suited to host the Velo-city 2022 conference. Velo-city applications are welcome from all over the world.

This document serves as the full bid manual, which contains the information required by bidders.

1.1. WHAT IS VELO-CITY?

Velo-city is the global summit on cycling. It is a four day conference that seeks to encourage cycling as a part of daily transport and recreation, in the context of sustainable urban development. Since the Velo-city series began in 1980, it has played a valuable part in the promotion of cycling.

The name Velo-city is a small play on words using the French word for bicycle – vélo, and Velo-city can also be read as velocity or speed. The European Cyclists’ Federation (ECF) owns the conference series name, and the decision-making body for Velo-city is the ECF Board.

1.1.1. Advantages of the Velo-city conference

Velo-city is unique in several ways. For example, the conferences do not just attract one type of profession but bring together all those who are involved in the policy, promotion and provision for cycling and sustainable urban development. This mixture of people, professions, skills and experience is a very valuable component of the event’s success (see section 1.4.1). Velo-city also features an exciting mixture of sessions where the focus is on dialogue, participation, and information and knowledge exchange. In this way, all participants are engaged in a positive atmosphere that gives quality to the delegates, and also gives them an experience that many want to repeat.

For the host city a Velo-city conference can boost local economy through the MICE and tourism industry, while highlighting the city’s will to transition to sustainable urban mobility (see 1.1.2 and 1.2.2). The direct participation of the host city in this event series should also be viewed as an extension of the conference itself whereby delegates can experience the city and share knowledge – regardless of the level of cycling in the city. Many Velo-city delegates return event after event, and this is both important and valuable for us and for the host city. The city has a role in creating its own legacy following the conference – this becomes a part of the overall conference legacy. What is produced in precedent and successive conferences should be viewed as part of the strategy of the city’s development and legacy.

1.1.2. Objectives of the Velo-city conference

Velo-city is a unique conference that attracts a growing number of diverse participants each year. Part of this growth comes from a clear goal: The main goal of the conference is to leave all participants as well as other target groups enriched and inspired. The bigger, the better and the
more exciting Velo-city 2022 is, the more positive impact on the world and the more cycling is promoted.

While reaching the Velo-city goal, the conference team should include subsequent objectives:

1. Spread high quality knowledge, new information about cycling, and transport and urban planning at the international level.
2. Showcase a variety of city strategies on sustainable urban mobility, representing the whole spectrum of urban mobility development and sustainable mobility transition.
3. Encourage the recognition and promotion of cycling as an efficient, healthy, environmentally friendly mode of transport, and tool for sustainable urban development.
4. Integrate cycle planning into transport, land-use planning and other relevant policy sectors where cycling plays an important role.
5. Seek involvement from all relevant stakeholders (universities/academia, local cycling associations, decision makers etc.); prioritizing gender and geographic representation in all aspects of the conference.

1.1.3. Past and future locations, related events

Velo-city started in 1980. While it is true that the main center of interest for the conference is in Europe, the Velo-city events have always drawn on the best information and speakers worldwide, with delegates coming from around the globe.

Since 2009 the ECF has been organizing a Velo-city conference annually. At the time of publishing this bid manual, the conference takes place in Europe in odd-numbered years, and outside Europe in even-numbered years.

The full list of previous Velo-city conferences with numbers and countries of delegates can be found below:

<table>
<thead>
<tr>
<th>DATE</th>
<th>VELO-CITY LOCATION</th>
<th>DELEGATES</th>
<th>COUNTRIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr 1980</td>
<td>Bremen, Germany</td>
<td>316</td>
<td>10</td>
</tr>
<tr>
<td>Sept 1984</td>
<td>London, UK</td>
<td>260</td>
<td>18</td>
</tr>
<tr>
<td>Sept 1987</td>
<td>Groningen, Holland</td>
<td>268</td>
<td>21</td>
</tr>
<tr>
<td>Aug 1989</td>
<td>Copenhagen, Denmark</td>
<td>387</td>
<td>23</td>
</tr>
<tr>
<td>Nov 1991</td>
<td>Milano, Italy</td>
<td>310</td>
<td>24</td>
</tr>
<tr>
<td>Sept 1992</td>
<td>Montréal, Canada. Velo-Mondial</td>
<td>589</td>
<td>32</td>
</tr>
<tr>
<td>Sept 1993</td>
<td>Nottingham, UK</td>
<td>423</td>
<td>28</td>
</tr>
<tr>
<td>Sept 1995</td>
<td>Basel, Switzerland</td>
<td>456</td>
<td>38</td>
</tr>
<tr>
<td>Oct 1996</td>
<td>Perth, Australia. Velo-Australia</td>
<td>328</td>
<td>31</td>
</tr>
<tr>
<td>Sept 1997</td>
<td>Barcelona, Spain</td>
<td>500</td>
<td>40</td>
</tr>
<tr>
<td>Apr 1999</td>
<td>Graz, Austria &amp; Maribor, Slovenia</td>
<td>465</td>
<td>40</td>
</tr>
<tr>
<td>Jun 2000</td>
<td>Amsterdam, Holland. Velo-Mondial</td>
<td>657</td>
<td>52</td>
</tr>
<tr>
<td>Sept 2001</td>
<td>Edinburh &amp; Glasgow, UK</td>
<td>489</td>
<td>42</td>
</tr>
<tr>
<td>Sept 2003</td>
<td>Paris, France</td>
<td>726</td>
<td>40</td>
</tr>
</tbody>
</table>
1.2. COLLABORATION PRINCIPLES AND BENEFITS

The ECF Board makes the decision on the host city and defines the overall quality and direction of the Velo-city conference series. The Velo-city Series Director coordinates the decision-making process, and is responsible for the Velo-city secretariat. ECF is the holder of the Velo-city Conference Series and co-organizes the conference with the host city and a Professional Conference Organizer. This is based on successful collaboration between the three parties: Host city, ECF, Professional Conference Organizer.

1.2.1. Success based on collaboration

The Velo-city event is planned in partnership with the host organizers and the ECF. Therefore, the ECF, the Professional Conference Organizer (PCO) and the host city should discuss and agree on the organizational structure of the conference and the creation of an organizing committee. The Velo-city Series Director and their core team will be fully involved in the development of the content together with the relevant body inside the city; the PCO will collaborate on the organization of the logistics and communications of the conference; the host city provides the venue, executes the bike parade, and provides input to the programme. The following table visualizes the core components of this collaboration model:

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>ECF</th>
<th>PCO</th>
<th>HOST CITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Programme</td>
<td>MANAGES</td>
<td>PROVIDES INPUT</td>
<td>PROVIDES INPUT</td>
</tr>
<tr>
<td>Communications</td>
<td>PROVIDES INPUT</td>
<td>MANAGES</td>
<td></td>
</tr>
<tr>
<td>Production</td>
<td>MANAGES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Venue</td>
<td></td>
<td>MANAGES</td>
<td></td>
</tr>
<tr>
<td>Bike Parade</td>
<td></td>
<td>MANAGES</td>
<td></td>
</tr>
<tr>
<td>Sales</td>
<td>PROVIDES INPUT</td>
<td>MANAGES</td>
<td></td>
</tr>
<tr>
<td>Registrations</td>
<td>MANAGES</td>
<td>PROVIDES TOOLS</td>
<td></td>
</tr>
</tbody>
</table>
1.2.2. Benefits for the host city

The benefits of hosting a Velo-city conference fall into three categories:

i. direct economic benefits through MICE and tourism industry;
ii. increase awareness for and/or provide recognition of city’s sustainable urban development approach;
iii. part of the legacy of host cities, connected in the transport and urban development sectors.

i. Direct economic benefits for the city through MICE and tourism:
Velo-city promotes and publicizes the host city as a whole by attracting visitors and boosting local economy. Tourism and convention bureaus should be involved in your bid, as by doing so additional benefits can be accrued to your bid. ECF will promote that international mobility and cycling related projects and organizations to take advantage of the opportunity to meet in the host city the days before, during and after the conference.

ii. Increase awareness for or provide recognition of city’s sustainable urban development approach
Depending on where the city is in their sustainable urban mobility development, the conference can provide awareness raising and knowledge exchange for city officials and citizens and highlight the variety of strategies that can be undertaken to reach the city’s goals. The conference can also provide recognition for a city’s present achievements in sustainable urban development. This depends on the state of play of the city and is linked to the legacy the city wishes achieve:

- raising the international profile and prestige of their city and host organization/s
- generating substantial publicity for their city and its policies
- receiving reactions on their mobility and environmental plans for international experts
- hearing and seeing other positive policies and examples in these fields
- meeting a wide range of stakeholders involved in the field and fostering links for further collaboration

iii. Part of the legacy of the conference:
Velo-city conferences are well known and well respected as important events in the transport field worldwide. The brand name (Velo-city®) therefore has a valuable role in legacy building for mobility and urban development. All past and future host cities become a part of this legacy that is built upon together.

1.3. COSTS AND FINANCES

The costs and finances are based on a tri-party agreement where the ECF, host city and the PCO have the full financial responsibility.

- ECF has full financial responsibility in terms of receiving income of registration fees and bearing all direct costs of the programme management.
• PCO has full financial responsibility in terms of sponsorship, sales and exhibition incomes and bearing all production and communication costs.
• The host city provides the venue and bears all direct costs of the bike parade.
• The fee payable to ECF for the use of the Velo-city brand can be paid by either the host city or the PCO, based on the tri-party agreement.

1.3.1. Costs

The cost calculation should make provision for the following costs:

- ECF
  - Abstract management
  - Programme management
  - Registration management
  - Keynote speaker expenses
- PCO
  - Production of event
  - Communications and PR
  - (Brand fee)
- Host city
  - Venue and tourism bureau
  - Bike parade
  - (Brand fee)

1.3.2. Income

Event income can be raised from several different sources:

- ECF
  - Delegate fees
- PCO
  - Commercial sponsorship
  - Sales of exhibition
- Host city
  - Indirect: economic boost through tourism and MICE industry (pax. 1500 average)

1.4. THE CONFERENCE

1.4.1. Delegate composition

An important aspect of the Velo-city conference is the wide variety of people who attend. Most other meetings concentrate on only one type of delegate, so that the people involved in the sectors important to cycling do not often meet each other. Velo-city is different, and much effort is made to attract different types of delegates, with special attention given to associated sectors. Due to this mix the conferences have a very creative and international atmosphere. The delegates targeted include:
• urban planners and engineers
• cycle user group representatives and cycle advocates
• local, national and international politicians
• the bicycle industry, including manufacturers and retail interests
• relevant national and international organizations and institutions
• public transport operators and organizations
• health professionals and those working in health promotion
• leisure and tourism managers
• academics and research institutes
• transport and environment consultancies
• and those involved in the following issues:
  o land-use management and energy policies
  o children and mobility issues
  o economic aspects of cycling
  o climate protection and air quality

1.4.2. Conference formats

The programme is built by taking into account the latest innovations in the field and demands of conference organization. Different formats could include:

• plenary sessions
  o Formal plenary sessions are used for presentation by the innovative thinkers and movers in a wide realm – not limited to mobility experts, but linked to cycling in a certain way. The goal of plenaries is to frame the conference through big picture discussions.
• parallel sessions - different formats such as:
  o workshops
  o roundtable discussions
  o television platforms
  o other interactive formats
• side events:
  o excursions
  o technical visits
• social events open to all delegates:
  o Welcome Reception
  o Gala Dinner
  o Bike Parade (required)

Velo-city conferences are known for their participatory nature and should involve an approach to creating networking opportunities among all conference delegates.

1.4.3. The venue and all other locations
The fact that Velo-city is unique in several ways is of course also based on the host cities’ uniqueness. From former Velo-city conferences we know: the better the conference locations are integrated into the city’s (mobility) life, the better the experience for participants and citizens.

Therefore, the conference venue should not be isolated. “Participants and citizens” means “people meet people”. Successful Velo-city conferences integrate and mobilize their citizens in various ways, either through side events or parallel festivities to promote cycling, allowing for interaction between delegates and citizens. This attracts cycling for citizens, which is a fantastic opportunity for the city’s development policy and, in an indirect way, to engage with citizens. Moreover, it demonstrates the host city as being a livable city for all conference delegates and accompanying participants.

The venue should meet all practical requirements of a conference:
- it should be able to host 1500 delegates, with a plenary room that can fit all delegates;
- enough breakout rooms to host multiple parallel sessions at a time;
- have space for an exhibition area, to host approx. 100 booths of 3m x 3m;
- have proper A/V integrated and technicians;
- and have facilities for external caterers.

1.4.4. Exhibition

The exhibition should be held during and inside the facilities where the conference will take place. Possible target groups include, but are not limited to:
- experts/consultancies
- industry (e.g. producers of parking facilities, mobility sharing systems)
- cities, regions, national authorities, European institutions
- international organizations, institutions, or other global projects
- clusters organized by countries (e.g. Holland House, German House, French Pavilion etc.)

2. QUESTIONS AND CONDITIONS

The conditions and questions that follow seek both to offer you the opportunity to make the best bid and also provide us with the information that we need to ensure event quality. Velo-city is a magnificent series that can bring great benefits to both sides, benefit cycling, and also provide memorable events. Accordingly, we need to know how you will work with us, and what will be provided for the event to ensure the quality and legacy of the series. Overall, we want to get an idea of how you see Velo-city in your city and what place it would have in your city’s ambitions for the future.

The next section has two parts. First are the QUESTIONS. These are the areas where we are looking for your imagination, ideas and vision. Second are the CONDITIONS. These are the minimum requirements that we expect to see in any city bid. Furthermore, we ask you to provide us with information to show how these expectations can be met. Before you set out your answers, please refer to sections 3.1 and 3.2.
Section 3.1 details the requirements for the written material to be submitted. Section 3.2 sets out the criteria against which the bids will be judged. Both are important in framing the ideas you submit and the way they are presented.

2.1. THE VELO-CITY QUESTIONS

Bidders for the 2022 conference are invited to reply to the questions below. You should show how your event can add value to the Velo-city series and play an important part in raising the profile of your city for its work on sustainable transport and cycling.

Q1. What are your reasons to hold the conference?
What are the objectives you want to achieve with the conference, and what indicators would you propose to evaluate these objectives?

Q2. What is the city doing for cycling and urban mobility?
What is the current strategy and how is that reflected in your reasons for holding the conference?

Q3. What are the inputs in the programme that the host city foresees?
What are the inputs that would reflect the position and status of the city by the time of the conference? What would you choose as the main theme? Your proposal will be important for the bid, but the final decision for the theme and subtitle of the conference will be made in the first official meeting of the Executive Committee.

Q4. Are there any special factors such as local and/or regional elections before and during the conference period that could affect the support from any public bodies involved and therefore the conference planning process itself?
Political support for your bid is obviously vital, and we should know what support your bid has from the current administration, and whether there are any local or regional elections during the time from now until May/June 2022 that could meaningfully affect that support for the project.

2.2. THE VELO-CITY CONDITIONS

C1. When is it proposed to hold the conference?
We would like to hold the 2022 conference in the period of May-June 2022. The date will depend on the location, and we are open to (a limited amount of) negotiations.

C2. Where is it proposed to hold the conference?
We would like to know not only the city location, but also where in the city you propose the event to be held. It is seen as valuable that there is one conference site as close to the city center, transport services and accommodation as possible. Details of the location should be given, such as the total numbers that can be catered for, and the number of breakout rooms. At this stage, you can propose more than one location, if you feel that further discussions with us on this matter would be useful before proposing a final choice of venue.
It is ideal for the organization of the conference to have access to the venue the day before the conference begins. Please specify where the catering of the event could take place, and if there is room for external caterers.

C3. **What is the background and relevant portfolio of the PCO?**
What other conferences of a similar scale has the PCO executed? What kind of innovative ideas or techniques does the PCO have towards organizing events?

C4. **Who are the main partners in your bid?**
In bidding, strong and widespread local, regional and even national involvement and support for the conference is important. We wish to see the host organizers putting together a bidding team that includes at least the following: city/regional representatives, national ministries of transport and environment, local bicycle advocacy groups, convention bureau/destination marketing organizations, universities and academia, cycle trade representatives at local, regional or national level. This team can logically be the core of an organizing committee if successful.

C5. **How would you envision a budget for such a conference considering the three parties’ agreement and responsibilities regarding finances (see section 1.3)?**
Although we recognize that this will be an estimate at this stage, we wish to see that there is sound financial planning for this event. The budget should therefore show all major income and expenditure items relevant to the PCO and host city, taking into account ECF’s role in the agreement. The greater the proportion of costs that can be covered by sponsoring bodies and others will be seen as a positive indication of good planning.

C6. **What are your sponsorship and exhibition possibilities for this event?**
The sponsoring bodies are very important partners in the project, helping to add value and keep the budget efficient. While we would expect the city, regional and national ministries to be involved, we wish to know what the possibilities are for sponsoring in your city. Some of them could not only have a financial role, but also be involved in a substantial way in the event planning committee, as long as they add value and bring relevant experience to the project.

C7. **What translation facilities will be made available for plenary and concurrent sessions, and into which languages?**
The Velo-city conference language is English, but simultaneous translation should be provided at least into the host city language during plenary sessions. Ideally, this interpretation can be extended to at least the major concurrent sessions as well. Please note that interpretation is not compulsory if English is widely spoken in the region.

C8. **How will you provide bicycles for delegates and partners attending the conference?**
Delegates should be provided with a bicycle at little or no cost and/or a local travel pass for the duration of the event so as to participate fully in the conference program and visits. How would you plan to do this? Manufacturers have provided bicycles in the past as part of a sponsorship package, but this is not the only way this can be done. Some delegates will bring their own bicycle with them, but about 80% of delegates will use a bicycle
depending on the events planned. Adequate and secure cycle parking and cycle maintenance should be provided at the venue(s).

C9. **What social events do you plan to organize for delegates of the conference?**
Social events are an important part of the overall conference experience, and fall under the production of the conference – although the PCO or host city can lead on this. These are not only important to provide time for people to network and meet others attending the event, but also should give delegates a lasting impression of your city and its heritage. It is normal that there will be social events provided for the evenings. In the past, these comprised everything from boat rides, fireworks and dances to the more traditional city receptions and dinners. How will you provide delegates with a lasting memory of your city?

C10. **What are some ideas or concepts for the bike parade (host city)?**
The bike parade is a highlight for many conference participants. This is the responsibility of the host city – and this question is designed to highlight any ideas or plans regarding road closures, engagement with local communities, festivities or other aspects around the bike parade that the host city would foresee.

C11. **What side events do you intend to organize around the conference date?**
Side events are those made to other cities and/or regions nearby that could also be included in the program as part of a post-conference option for delegates. These should have some mobility relevance, but can also be for cultural or historic reasons. While technical visits should be part of the core program, side visits should be planned as an option if they add value and interest. What would you have to show and offer in this respect?

C12. **What communications strategy will you be focusing on?**
In order to guarantee the right attendance at the conference, a good communications plan has to be put in place. The PCO is expected to come up with a communications plan that will be linked to the overall conference programme. A formal draft communications plan, including:

- how to collaborate across the ECF, PCO, and host city on communication content;
- a clear indication of who will be responsible for the execution and monitoring of the communications plan;
- a preliminary timeline and budget.

3. **TERMS OF REFERENCE**

3.1. **WRITTEN BID MATERIAL**

In preparing the proposals, bidders are free to determine the format and presentation of their bid. However, your bid should include:

- **Responses to the questions and conditions:** You should answer all the questions and conditions (section 2) so that your bid can be appraised. Please also bear in mind the selection criteria set out in point 3.2 below.
Language: All written material must be in English

Your answers should include all relevant information to allow us to communicate to the ECF decision-making body.

It is encouraged to reach out to the ECF Velo-city Series team to discuss the process and possibilities related to the bid and the final hosting of the conference. The evaluation weighs heavily on the capacity to collaborate, which is encouraged to start before bidding.

3.2. CRITERIA FOR THE CHOICE OF HOST CITY

The bids will be judged on the basis of the following criteria to determine the most attractive bid taken as a whole:

- overall quality of the bid
- clear aims and objectives for hosting the conference
- expertise and proven portfolio of PCO
- involvement of partners who add value to the bid
- clear communication and PR strategy
- innovative ideas and commitment to social events and bike parade
- bids from locations that are attractive for the ECF regarding the history and the future of the Velo-city series
- potential for successful collaboration among the three parties (host city, PCO, ECF).

3.3. DECISION MAKING

The ECF Board is the decision-making body. You can find the list of the current Board members on www.ecf.com.

For all questions about decision-making the responsible contact is the Velo-city Series Director whose contact details can be found at the end of this document.

3.4. VELO-CITY FEE TERMS AND CONDITIONS

A general fee to be paid to the ECF for the following benefits and services that the chosen host city receives from the ECF:

- use of the brand name Velo-city® for the conference planning period
- our expertise and experience
- the conference database of names and addresses we supply and the PCO and host city must share as part of the legacy to ECF, owner of the brand; all data management and exchange should comply with GDPR
- our collaborative work with your team during the whole planning period, based on an agreed estimate of the number of meetings
our work on international level to both promote and represent the conference

The ECF and the PCO will be responsible for the whole conference planning, ensuring that the city perspective is included and highlighted in the content of the programme.

The Velo-city fee for the 2022 event will be €100,000. This sum can be payable from the PCO (via sponsorships) or from the host city (or local partners). This should be made clear through the planning of the overall budget of the conference with ECF.

All costs of bidding will be borne by the bidding cities. These include:

- time and material costs of preparing the bidding material

If the city is selected to be among the final shortlisted cities, the additional costs to the bidding cities will also include:

- travel and accommodation costs of 3 ECF representatives for a site visit during the bid process (business class for trips over 6 hours).

3.5. TIMETABLE FOR PROPOSALS

The timescale for the selection of the 2021 event is set out below.

1 April 2019: publication of bid manual
At this point, the selection process starts. From this time, interested bodies should begin making plans, formulating provisional answers to the Velo-city conditions and questions, and talking to possible partners. Informal discussions can, and should, take place between interested cities and the ECF Velo-city team, and we will offer help and assistance equally to all bidders.

23 August, 2019: deadline for proposals/bid
Your answers to the Velo-city conditions and questions and your bid are to be supplied to the ECF office in Brussels by this date. All cities should provide two copies of printed bid documents directly to the ECF Velo-city Series Director and send a copy in electronic (e-mail) form as well (contact details at the end of this document).

The answers are to be supplied in English. We also need at this point the name, address and contact numbers of the main contact person for the bid. There may well be a team of people involved from your side, but in order to avoid confusion we need one main contact person through whom all material is sent, and contacts are made.

The bids will be sent to all members of the ECF Board by the ECF. The ECF Board will select the cities to go on the shortlist. The shortlist will contain a maximum of three cities.

October 2019: decision on shortlist
The decision on those cities selected to go on the final shortlist will be made by the ECF Board by October 2019, and all cities will be notified. The shortlisted cities should then generate additional details on their ideas and answers to the Velo-city questions to be sent to the ECF Velo-city Series
Director by email. Negotiations will start based on the draft contract, which will be sent to the shortlisted cities.

November 2019 or Prior to Bid: site visits
The site visit could already be part of the collaboration process and contact with ECF prior to the official bid. If this has not already occurred, should the host city and PCO be shortlisted, a site visit must be made before a final decision can be taken. These site visits usually last two full days, and are made at the cost of the bidding city. Site visits include a visit to the proposed location(s) of the conference, and meetings with the local bidding team (host city and PCO), representatives of supporting organizations, authorities etc.

December 2019: decision on the host city

December 2019: signing the contract with the host city

June 2021: official launching of Velo-city 2022 at end of Velo-city 2021
Fifteen minutes in the final plenary session of the Velo-city 2021 conference will be assigned for the promotion of the 2022 event. The winning city will be expected to make an attractive announcement as the next host city, including a promotional video. Further notification will be given nearer the time.
3.6. FINAL REMARKS

The bid process is designed to find the city best suited to host the 2022 conference. The important fact to remember is that for each conference to be a success, it should be a mixture of local people, considerations and skills in conjunction with our wider experience on the international level. In this respect, there is no set formula or recipe for how such a conference should be planned, and new and exciting ideas that will further this event will be welcomed.

We encourage that interested parties contact the Velo-city team when considering to bid. We can provide direction in creating a successful bid. We hope that the enclosed information helps you appreciate the great potential of such a project. This potential has been recognized by the cities that have hosted the conference as well as the many international organizations which we now work with on the preparation of Velo-city conferences.

We are looking forward to receiving your bid.

Please notify your interest to:

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