



EUROPEAN CYCLISTS' FEDERATION

# Annual Report 2022



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

[www.ecf.com](http://www.ecf.com)

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

## Table of contents

4

### Introduction

from our President

—

6

### Advocacy

Towards a more strategic  
approach to cycling

—

16

### ECF Members

Progress made across Europe

—

20

### ECF networks

The power of community

—

24

### EuroVelo

A 25th birthday and a bright future ahead

—

28

### Velo-city

Ljubljana hosts the world  
cycling summit

—

30

### ECF outreach and communications

—

32

### Finance and staff organisation

—

# Introduction from our President

**In 2022, ECF leveraged our expertise and the power of our members, networks and wider stakeholder community to deliver further progress towards our 2030 strategy.**

In 2022, war, climate change, crisis and emergencies were the dominant themes in the headlines. In the shadow of those headlines, we at the European Cyclists' Federation (ECF) have achieved further progress towards the goals of our 2030 Strategy. We continue to deliver more and better cycling to all our stakeholders, through leveraging our expertise, our influence and the power of our members and networks.

We remain committed to more and better cycling as a solution for a better future for all. A future where Europeans do not have to worry about the air they breathe in their cities, the safety, reliability and affordability of their mode of transport and the environment in which their children will grow up. Bicycles and cycling may seem humble in the grand scheme of things, but I am convinced they will play a big part in a brighter future for us all. That's why the ECF's mission of more and better cycling for all in Europe has never been more important.

The boom in cycling during the past years hasn't relented in 2022. Our successful advocacy has once again translated these gains into lasting strategic support from governments at all levels: new strategies, policy commitments, legislative initiatives and increased funding. The successful work of ECF and our members is delivering more and safer cycling for all.

Our ECF family is growing. We were delighted to welcome six new members to ECF and 12 cities and regions to our network of Cities and Regions for Cyclists. We were delighted to see so many of our members, old and new, come together in person at our AGM in Berlin.

The EuroVelo network celebrated its 25th anniversary and continued coordinating the development of this unique transnational cycle route network, in close cooperation with our partners.

Our Velo-city conference in Ljubljana was another successful edition of the world cycling conference, where 1300+ delegates and speakers from around the world gathered in the Slovenian capital to share their knowledge, to inspire one another and create new networks.

Our organisation continues on a good path of consolidation and growth. Despite recent inflation which had a big impact on our cost base in 2022, prudent financial management ensured ECF finances remain healthy and secure. We are also having success in attracting additional sources of funding, as ever more stakeholders are seeing the importance and impact of our work.

Our professional and passionate staff, skilfully led by our CEO Jill Warren, are key to our success. I would like to thank Jill and the entire staff wholeheartedly for their tireless efforts and their vital contributions to ECF's achievements over the past year. There's never been a better time to work for more and better cycling!

On behalf of the ECF board,



**Henk Swarttouw**  
ECF President

# 1 Advocacy: Towards a more strategic approach to cycling

Encouraged by the advocacy successes of recent years, in 2022 ECF called for a more strategic, holistic and joined-up approach to cycling, one which recognises it as a fully-fledged mode of transport and maximises its potential to address an ever wider range of challenges in Europe and beyond.

## IN A NUTSHELL



**€2.065 billion**

New figure to be invested in cycling as part of NextGenerationEU, an increase of €365 million



**Growing support**

11 countries sign EU Cycling Declaration, with EU decision makers at the highest levels calling for unified action to prioritise cycling



**400+**

Non-profits from around the world sign ECF and allies' open letter to governments at COP27



**150+**

Number of times ECF staff and board members took the stage at events to make the case for cycling



**14**

Number of European countries with cycling or similar strategies now in place



**61,000+ km**

Amount of cycling infrastructure in TEN-T urban nodes, estimated for the first time ever

## Delivering on ECF's mission and strategy

The European Cyclists' Federation continued to deliver on its mission to achieve more and better cycling for all in 2022, while harnessing the power of our members, networks, partners and the wider stakeholder community.

In addition to advocating for the gains made for cycling in past years to be entrenched in a more lasting and strategic way at all levels, we took advantage of these gains to set our sights and ambitions even higher. ECF achieved significant progress towards its long-held goal of the adoption of a joined-up EU Cycling Strategy, together with our industry partners.

Our work to highlight the importance of national cycling strategies, commitments and funding, and to share best practice across Europe, helped to catalyse further action and progress in numerous countries.

ECF took the voice of cyclists to COP27 to draw attention to the role that more cycling must play in addressing climate change, and we co-founded the Partnership for Active Travel and Health coalition to make a stronger case for walking and cycling on the global stage.

Against the backdrop of the shocking invasion of Ukraine, we promoted how cycling could help alleviate the humanitarian challenges and the energy crisis it provoked, influencing relevant policy approaches.

Uniting all our advocacy efforts is the belief that more cycling is essential to a sustainable and healthy future for all, and that cycling still has much more potential to transform our societies and quality of life. •

## ECF champions a more strategic approach to cycling

In 2022, in line with our 2030 strategy, we took advantage of every opportunity to call for a more strategic, holistic and joined-up approach to cycling by policy and decision makers. We have long called for such approaches, in which cycling is not only treated as a fully-fledged mode of transport, but is prioritised and funded in proportion to the wide range of societal, environmental, health and economic benefits it delivers. These efforts are increasingly bearing fruit.

In 2021, thanks in no small part to the advocacy efforts of ECF and its members, EU countries had earmarked €1.7 billion for cycling investments as part of their NextGenerationEU National Recovery and Resilience Plans (NRRPs). Advocacy efforts were aimed at ensuring these commitments were honoured and increased, and helped lead to a larger figure of €2.065 billion in 2022, as member states designated even more money towards cycling as part of their NRRPs. We continue to monitor developments to ensure this money is being spent wisely and effectively.

To achieve more and safer cycling, ECF has long championed the importance of establishing and following through on sound cycling strategies with clear targets, frameworks and sufficient resources to achieve them. To highlight this and catalyse further action, we started the year by releasing the report "The state of national cycling strategies in Europe". Covering 44 European countries, it was our first analysis of



national cycling strategies in many years. This benchmarking exercise has helped not only chart the countries that are leading in crafting these strategies, but also identified the gaps that remain to be filled.

We know that the report was read with interest by many national transport ministries. It had the desired effect of generating further awareness and interest, not only from our own members and networks, alongside industry, but most importantly from the more than 20 national governments that do not currently have a strategy. A number of them were even motivated to seek our advice on how to develop one. It has also inspired a parallel analysis of national walking strategies by the NGO Walk21.

Given the impact our work helped catalyse, we released an update to the report at the end of the year that charted the evolution of national strategies during 2022. This update revealed significant progress towards new and updated strategies, including in Italy, England, France and the Czech Republic.

Convinced of the value of such reports and their role in driving further action, we intend to publish annual updates to track progress on the development and implementation of national cycling strategies in Europe towards 2030. With the EU's National Energy and Climate Plans up for revision in 2023, the report also supports our call for systematically incorporating cycling measures in those plans. •



World Bicycle Day online event organised by ECF



## European Bicycle Declaration: more EU member states sign on

During 2022, more European countries pledged their support to enable and grow cycling. On World Bicycle Day, 3 June, the European Bicycle Declaration was unveiled. This initiative, led by Belgium, was announced by Georges Gilkinet, the country's Deputy Prime Minister, during a high level ECF webinar. At the heart of the initiative is a call to the European Commission to develop a "proper action plan at the EU level" to prioritise cycling.

From the six EU member states that had initially signed the declaration, by the close of the year the number had grown to 11. ECF's active promotion and support, including letters sent to national ministries, were instrumental in convincing additional countries to sign the declaration. For instance, Greece's signature was facilitated by ECF, and in December we hosted a very fruitful meeting with the Greek Deputy Minister for Infrastructure and Transport at ECF's offices to discuss the country's progress and priorities on cycling.

This growing appetite for national support as well as for a more coordinated European approach is encouraging. In the year ahead, ECF will continue to engage with governments to encourage their signing of the Declaration. ●



## New global coalition makes way for walking and cycling

In October, ECF helped launch the Partnership for Active Travel & Health (PATH) coalition as a founding member. PATH is a global coalition of NGOs calling on governments and cities to make a real commitment to walking and cycling as a key solution to climate, health and equity challenges. Supporting the pathway to a net-zero future, PATH promotes and provides expertise that makes the case for enabling more people to walk and cycle safely. This includes supporting and encouraging governments to incorporate walking and cycling strategies in their Nationally Determined Contributions, the mechanism by which countries outline their efforts to reach Paris Agreement climate goals.

On the day the launch was announced, so was PATH's report, Make way for walking and cycling. Contributing to the scientific and policy knowhow on active travel, the report arms us with arguments for greater investment in walking and cycling. By the end of 2022 the report had already been downloaded over 800 times from the PATH website.

PATH is coordinated by a core group consisting of the FIA Foundation – who are funding the coordination work – Walk21, ECF and the UN Environment Programme. The wider coalition includes major NGOs working in active mobility from around the globe. ●

## ECF at heart of EU Cycling Strategy lobbying

A longstanding demand of ECF and its closest allies is the establishment of an EU Cycling Strategy that would provide for a more holistic, joined up approach to grow cycling as a strategic priority. Critical progress was made towards this goal in 2022.

In June of this year, MEP Karima Delli, Chair of the EU Parliament Committee on Transport and Tourism (TRAN), announced at a cycling summit in Copenhagen preceding the Grand Départ of the 2022 Tour de France, that an EU Cycling Declaration would be fast-tracked. Executive Vice-President of the European Commission, Frans Timmermans, speaking at the same event, pledged his support for an EU cycling declaration and acknowledged that the EU has a role to play in formulating cycling policy and supporting measures to grow cycling in Europe.

Our ongoing engagement with Timmermans and his advisers since the start of the current Commission's term, helped secure his support to further grow cycling in Europe.

In close cooperation with our industry partners, ECF has been engaging with the European Parliament to help shape a resolution calling for a strong and effective EU Cycling Strategy. ECF will continue this important advocacy work in 2023. ●



Cycling summit in Copenhagen



ECF CEO Jill Warren speaking at COP27

## Taking the voice of cyclists to COP27

In November, ECF was present at the COP27 climate conference in Sharm El-Sheikh, Egypt.

In 2021, ECF took a campaign to the COP26 climate summit in Glasgow, calling on world leaders to enable more cycling as an essential part of decarbonising land transport. Our open letter, signed by 350 organisations, managed to secure a last-minute addition acknowledging the importance of a wider system transformation, including active mobility, in the COP26 transport declaration.

In 2022, as part of the PATH coalition, ECF promoted an open letter calling on world and city leaders to invest more in walking in cycling to tackle the climate emergency.

Over 400 organisations from 73 countries signed the PATH COP27 open letter. ECF CEO, Jill Warren, and Walk21 CEO, Bronwen Thornton, presented the letter at COP27 to representatives of the governments of Egypt, Ethiopia, the Netherlands and Portugal, and promoted its aims and ambitions in a wide range of events and meetings at the conference.

ECF's successful awareness-raising at the COP, and in other environmental forums in recent years, have doubtlessly contributed to a growing acknowledgement amongst European and global leaders that cycling must play a greater role in a just and sustainable transition. ●

## Cyclists stand with Ukraine



## War in Ukraine: Cycling to meet humanitarian needs and save energy

As Europe reeled from the war in Ukraine and the shattering of peace on our continent, in 2022 the continent has also had to contend with an energy crisis.

The war in Ukraine exposed Europe's reliance on Russian fossil fuel imports. As prices soared, the spotlight was put on sustainable mobility as part of an energy saving solution to cushion the impact of price rises.

To highlight solutions cycling can provide, ECF and our industry advocacy partners Cycling Industries Europe (CIE) and the Confederation of the European Bicycle Industry (CONEBI) published a joint manifesto containing eight recommendations on how the EU, national governments and individuals can use cycling to lessen dependence on fossil fuels and achieve significant fuel savings.

In late May, ECF also published the report The Smarter Route Towards Oil Independence, alongside the Clean Cities Campaign, CIE and CONEBI.

As governments moved to implement fuel tax cuts to soften the impact of price rises on citizens, this report focused on more sustainable policy levers that could be pulled.

While this energy crisis is currently seen through the lens of geopolitical events, energy efficiency will remain a critical topic as the transition from fossil fuels towards a sustainable future continues. This manifesto made an important contribution to the debate on energy saving, highlighting the importance of cycling, especially in urban areas, as a key measure to rapidly achieve REPowerEU and Save Energy goals. ●



Bicycle parking space in a building

## EPBD: Progress on ECF lobbying for better bike parking

ECF has long been engaging with EU decision makers to ensure that better bicycle parking is enshrined in the law. In December 2021 the Commission presented a recast proposal for the Energy Performance of Buildings Directive (EPBD) which will require all new and renovated residential buildings with more than three car parking spaces to have “at least two bicycle parking spaces per dwelling.” This proposal came after years of ECF lobbying on the subject, and its impact would mean in principle that almost every person moving into a new residential building would enjoy access to a bicycle parking space.

In a further ECF victory in late October 2022, EU member states gave their support to the proposal. This is a major step in the right direction. However, the member state position added a caveat that when a building is renovated, the rules will see as many spaces as appropriate installed. Given the space for opting out of installing bicycle parking that this language could introduce, our advocacy work will continue into 2023 on this file. ●

## TEN-T: fighting for cycling infrastructure across Europe

The revision of the Trans-European Transport Network (TEN-T) guidelines remained a hot topic for ECF advocacy in 2022. ECF calls for the integration of EuroVelo, the European cycle route network, and cycling infrastructure more generally into the wider TEN-T network – the EU flagship transport policy.

We have succeeded in achieving significant improvements to the file and were busy throughout the year meeting with MEPs and decision makers as part of a concerted advocacy effort. We took part in key events such as the ConnectingEurope Days in Lyon, and

a visit of the European Parliament to transportation infrastructure in northern France.

We have also influenced many of the positions of member states and the European Parliament in the TEN-T legislative draft texts in 2022. These include requirements for integrating cycling infrastructure into TEN-T road and rail projects, introducing a definition of EuroVelo to the draft, extending the definition of active modes to cover e-bikes, and ensuring health is included as an element in cost-benefit analyses that are performed before TEN-T projects are implemented. ●

ECF at the TEN-T days in Lyon



Winners of the inaugural ECF Awards in Ljubljana



## Successful launch of ECF awards

As part of our advocacy efforts, we believe it is essential to recognise and celebrate efforts and initiatives that help to grow cycling. In 2022, thanks to the kind support of sponsors, ECF launched the first annual ECF Awards in four categories to honour outstanding achievements for cycling. The categories, winners and sponsors of the 2022 awards were:

- Cycle-Friendly Employer Award: R+V Versicherung AG, sponsored by Jobrad
- Cycling Improvement Award: City of Paris, sponsored by Eco-counter
- Cycling Infrastructure Award: Dún Laoghaire–Rathdown County Council, sponsored by ARUP
- Road Safety Award: Brussels Capital Region, sponsored by Geveko Markings.

The award winners were unveiled during a ceremony at Ljubljana Castle during the Velo-city 2022 conference.

We look forward to selecting and announcing our 2023 winners at Velo-city in Leipzig. ●

## Cycling for the Climate – bold partnership with Meta

Addressing the challenge of climate change requires a sustainable shift across our societies. With the transport sector responsible for over a quarter of global climate emissions, it is clear that a shift to more cycling is an essential part of climate action. In 2022, ECF partnered with Meta, the parent company of Facebook and Instagram to run the Cycling for Climate social media campaign. The partnership was born out of ECF's successful COP advocacy in 2021 and generously supported by Meta.

As part of the campaign, inspiring social media posts were displayed to Facebook and Instagram users in Belgium in autumn and winter of this year – promoting more cycling through awareness raising and individual behaviour change. Initiatives like this help to drive change by leveraging the popular appeal of cycling. ●



## Projects that support our advocacy

### Safer Cycling Advocate Programme (SCAP)

Road safety remains a critical topic for cycling, not least due to safety concerns being one of the major barriers for people to take up cycling. Through the Safer Cycling Advocate Programme (SCAP), ECF works with partners to build capacity in promoting cycling safety.

ECF continued its work in 2022 on empowering civil society organisations and building their capacity to advocate for better road safety for cyclists.

To further raise awareness of more sustainable urban mobility options, in partnership with the Global Alliance of NGOs for Road Safety and on behalf of FedEx, cargo bike try-out schemes were launched in several European cities, in addition to three cities in Latin America: Rio de Janeiro, Bogotá and Mexico City.

The pilot consisted of introducing a small fleet of cargo bikes alongside consensus building activities with the local municipalities, facilitating knowledge exchange and raising awareness of the benefits of using cargo bikes. Working together with local civil society organisations proved to be a key opportunity to positively impact communities by promoting active mobility and alternatives for short trips.



Cycle logistics



### CCCB and a good year for cargo bikes

How we move goods and people across our urban spaces presents challenges to not only transportation networks, but the general quality of life in cities and towns across Europe. The logistics sector continues to grow, fuelled by the rise of e-commerce, and cities cannot accommodate more fossil fuelled delivery vehicles. This is where the cargo bike can be a game changer.

The City Changer Cargo Bike (CCCB) project came to a successful end in 2022. The project promoted cargo bike use among city authorities, businesses and citizens, demonstrating that cargo bikes can replace over 50% of urban transport trips. With 20 partners taking part in the project, 587 cargo bike try outs took place, four financial incentive schemes were implemented, 101 webinars were held, 189 local heroes took part, and three industry surveys were carried out. On top of this, the research partners of CCCB published seven peer reviewed scientific publications.

SAFE LMD project meeting at the ECF offices in Brussels



### Safe Last Mile Delivery (SAFE LMD)

2022 saw ECF become a partner in a new Erasmus+ project focusing on safe and green logistics for last mile delivery. As online retail continues to grow, respective supply chains are evolving, contributing a significant rise in bike couriers and cargo bikes. The aim of SAFE LMD is to make last mile delivery safer and greener, by developing helpful teaching and learning materials that are tailored to the needs of bike couriers and integrating them into existing formal and non-formal educational offerings.

SAFE LMD aims to design a European curriculum for sustainable and secure last mile delivery based on digitally accessible and free Open Educational Resources, as well as developing and testing a pilot online course for self-learning for LMD cyclists, including recommendations for the further development of teaching and learning opportunities.

In November, ECF welcomed project partners from BGZ (Germany), University of Zagreb (Croatia), and the European Certification and Qualification Association (Austria) to our offices in Brussels for the project's first ever transnational meeting – with the remaining project partner, Exelia (Greece), joining remotely

### Cycling for development, growth and quality of life in European regions

It has been proven time and time again that cycling is one of the most effective tools to combat climate change and poor public health. This is what the EU CYCLE project aims to support.

2022 marked the end of the first phase for the EU CYCLE Project, which aims to improve the performance of four policy instruments addressed through interregional learning and regional action planning. Partners' relevant experiences in various topics such as regional cycling, cycling tourism, urban cycling, territorial cooperation, inter-modality and urban-rural connections, were jointly analysed and fed into the Interreg Europe Policy Learning Platform's database as well as four regional Action Plans. At the same time, with the aim of increasing the interest in developing cycling projects, together with the project partners ECF shared the collected good practices by producing a brochure as well as a promotional video.



BICIMUGI project partners at the French-Spanish border on EuroVelo 3



### Encouraging sustainable mobility in rural areas

After more than two years of work, the BICIMUGI project reached the finish line in 2022. The cross-border project aimed to develop cycling mobility for all in the rural areas situated along EuroVelo 3 – Pilgrims Route, in the French-Spanish transborder region.

Together with seven other project partners, ECF celebrated the project's many achievements at a closing ceremony, such as the development of hundreds of kilometres of dedicated cycle paths connecting rural villages to EuroVelo 3, the creation of educational tools to improve the promotion of cycling and cycle tourism,

cycling awareness workshops and development of cycling friendly services.

Cycling in rural areas can play a critical role in tackling car dependency, social exclusion and marginalisation. The project contributed towards making a positive and lasting impact in these rural areas. •



# ECF route to success in 2022

## January

- ECF and CIE extend cooperation agreement with new Memorandum of Understanding.
- ECF publishes first edition of "The state of national cycling strategies".

Leipzig wins bid to become Velo-city 2023 host city.

## February

## March

- Eight EU member states make clear references to EuroVelo in their national cycling strategies.
- EuroVelo 5 – Via Romea (Francigena) signs are unveiled in Brussels at high-level event.

## June

- Belgian transport minister, Georges Gilkinet announces that six EU countries signed a "European Bicycle Declaration" at ECF's World Bicycle Day 2022 webinar.
- Velo-city 2022 is hosted by Ljubljana, with inaugural ECF Awards taking place.

## June/July

EU Commission EVP Frans Timmermans and other high-level EU leaders pledge support for a pan-European cycling declaration before the Grand-Départ of the 2022 Tour de France.

EuroVelo unveils much-requested downloadable GPX tracks.

## August

## September

Italy implements new General Plan of Cycling Mobility after persistent efforts and coordination by ECF Member FIAB.

## October

ECF becomes a founding member of the Partnership for Active Travel and Health, launching new report and calling on governments to make a concrete commitment to walking and cycling.

## November

ECF attends COP27 to make the case on the global stage for more cycling in the fight against climate crisis.

## December

ECF publishes second edition of "The state of national cycling strategies", after the great success of first edition.

## May

- ECF AGM is hosted by ADFC in Berlin.
- ECF, CIE and CONEBI publish manifesto for how cycling can lessen dependence on fossil fuels.
- Ghent wins bid to host Velo-city 2024.

## 2 ECF Members: Progress made across Europe

Our ECF Members worked tirelessly in 2022 to make the case for cycling at national, regional and local levels, and achieved a number of important advocacy successes in the process. Members also led initiatives to make cycling – and bicycles – more accessible to those who could benefit from them. A selection of highlights is included below.

### IN A NUTSHELL



69

Full and Associate Members



43

Countries represented by ECF Members



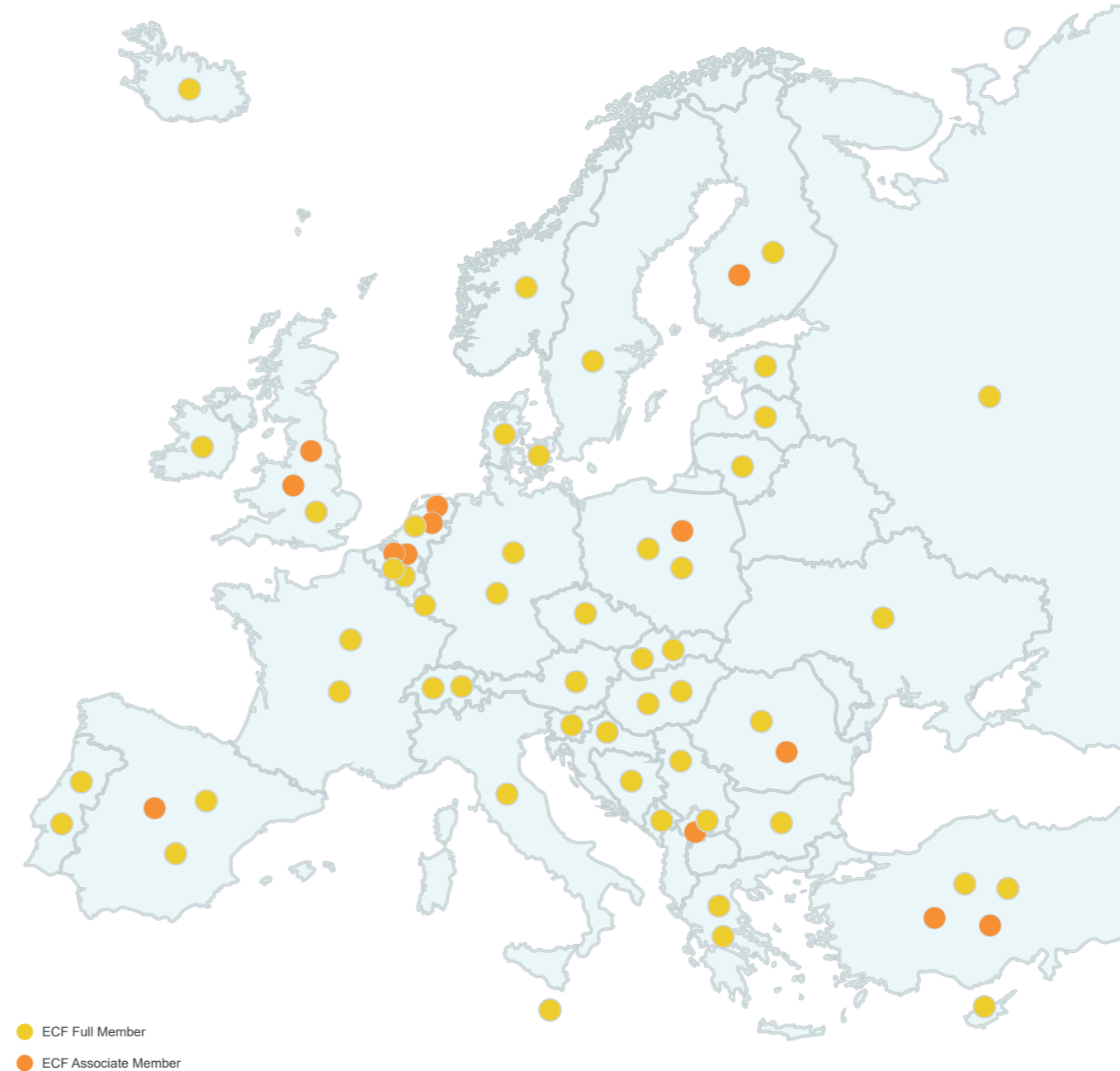
### Networking

In-person events at the AGM 2022 in Berlin and Velo-city 2022 Ljubljana



6

New ECF Members in 2022



### Welcoming new Members in 2022

In 2022, we saw the expansion of the ECF cycling family. We were delighted to welcome six new member organisations: Cycling UK (UK), Biciklo.me (Montenegro), Marakli t'Biciklave (Kosovo), and Tüm Bisiklet Dernekleri Federasyonu - TUBIDEF

(Turkey) as full members. Additionally, the Polish Union of Active Mobility - PUMA (Poland) and the Cycling & Health Tech Industry R&D Center (Taiwan) joined us as Associate members. ●

ECF Annual General Meeting in Berlin



## AGM22: ECF family reunited after years of remote meetings

2022 marked an important edition of the ECF Annual General Meeting (AGM). After two years of online, long distance AGMs, we were reunited with our members in Berlin on 6 and 7 May. Expertly hosted by German member ADFC, the event was a great success, with participants appreciating the opportunity to meet in person once again, this time in the German capital. ●

## Bikes for Ukraine

2022 was a year of great progress for ECF Members, with significant achievements towards more and better cycling on the local and national level.

Our Ukrainian member U-Cycle, together with local NGOs, launched the #BikesForUkraine campaign to collect bikes from around the world. The bikes are meant to facilitate access and improve the mobility of Ukrainian volunteers who strive to provide critically important public services and humanitarian aid.

The campaign has received widespread popular and institutional support, including the European

Commission's Directorate-General for Mobility & Transport (DG MOVE).

Our Danish member, the Danish Cyclists Federation initiated a similar solidarity initiative for Ukrainian refugees arriving in the country, in collaboration with the Danish Ministry of Transport, called "Give a bicycle/ Giv en cykel". ●



## Better laws for better cycling

**Portugal** became the first country to reduce VAT rates (to the lowest possible rate of 6%) for the supply, rental and repair of bicycles, including e-bikes, effective 1 January 2023. This is a major advocacy success for ECF's Portuguese members MUBi and FPCUB, together with the national bicycle industry association ABIMOTA. During the past three years, ECF advocated successfully for member states to be given the ability to lower VAT rates for the sale and repair of bicycles.

From March 2022, car advertising in **France** has had to encourage the use of cycling and other sustainable transport, as well as include the government-authorised climate-friendly messaging #SeDéplacerMoinsPolluer (#MovingPollutingLess). ECF's French member, Fédération Française des Usagers de la Bicyclette (FUB), welcomed this development. It has been leading calls for an advertising ban on polluting vehicles, and a tax on advertising to finance walking

Cyclists in Lisbon along the Tagus



Cyclist in Rome



and cycling campaigns, since 2009. France also saw the launch of an ambitious second edition of the national cycling strategy in September, with planned investments of €250 million for 2023 alone, and strong support from the government for the White Paper on the integrated development of the French cycling economy.

**Italy** became the latest European country to adopt a national cycling strategy, with the persistent effort and hard work of ECF Italian member FIAB paying off. The published document aims to improve long-term planning and strengthen urban and interurban cycling mobility systems with a focus on cycling tourism. It specifies a series of objectives including the safety of cyclists, signage, and shared space between different road users.

In **the Netherlands** the national government has made available €7.5 billion for mobility infrastructure around new housing developments across the country. More than 10% was allotted to cycling measures, marking an unprecedented breakthrough for national investment in cycling infrastructure. This is a great success for ECF Dutch member Fietsersbond and the Tour de Force coalition.

In **the UK**, after more than a decade of campaigning by ECF member Cycling UK, the Highway Code was updated for England, Scotland and Wales. The aim of the changes was to make people more aware of pedestrians, cyclists and horse riders, and ultimately better protect these vulnerable road users. The rule change stands to benefit all road users. ●

Cyclists in the streets of Paris



# 3 ECF networks: The power of community

From city officials and women in cycling, to cycle-friendly employers and a booming cycling industry, ECF brings together a growing global community that is more diverse and powerful than ever in working to unleash the full potential of cycling.

## IN A NUTSHELL



**50,000,000+**

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



**12**

New CRC members in 2022



**16**

Countries in the Cycle-Friendly Employer Certification Consortium



**400+**

Certified Cycle-Friendly employers

## Cities & Regions for Cyclists: Putting cycling at the heart of mobility policies

Our Cities & Regions for Cyclists (CRC) Network welcomed twelve new members this year, expanding the representation of local and regional administrations committed to cycling to well over 50 million citizens. The greater geographical coverage, as well as the diversity in size and stages of cycling development, reflects the continuing cycling boom underway on the continent. Some of the highlights include:

**Ghent** (Belgium), the host city of Velo-city 2024, is currently working on the implementation of neighbourhood mobility plans, that will ban most of the through traffic in the selected neighbourhoods with various measures.

**Rotterdam** (Netherlands) has seen a staggering increase of 45% in the number of cyclists between 2010 and 2020. The city's ambition is to build a city with great public spaces where walking and cycling is only logical, for a healthy, compact and inclusive city.

**Zagreb** (Croatia) has increasingly focused on cycling in recent years. The new administration is currently implementing several new cycle highways, 30 km/h zones and connecting existing lanes into a city network.

**Deinze** (Belgium) has been building a strong bicycle policy for several years, making it one of the frontrunners in Flanders; from a cycling zone in the city centre, new bicycle streets, a cycle

highway connecting it to Ghent, and a bicycle subsidy is already in place for residents.

**Gaziantep Metropolitan Municipality** (Turkey) joins us building on the momentum of its Gold Level Certification as the first Cycle-Friendly Employer in the country.

Similarly, **Rimini** (Italy) showcased a strong commitment to develop and enhance its cycling infrastructure and policy.

**Timis** (Romania), our first Romanian member, is looking to focus on cycle tourism and develop the EuroVelo 13 section going through the country. Along the same route, **Varaždin** (Croatia) joins in with great ambitions for its cycling developments, reflected in strategies like Grad su ljudi ("The City is People") and Živim zeleno ("I Live Green").

**Destination Westport and Westport Chamber of Commerce, in partnership with Mayo County Council** (Ireland), is also focusing on cycle tourism. The Cycle-Friendly Clew Bay initiative builds on ECF's CFE Certification to encourage cycle tourism and active travel among local businesses.



Three networks of cities/ regions will also join CRC in 2023! **Swedish Cycling Cities** (Sweden) works to raise awareness and leverage cycling to achieve environmental and health targets, by facilitating exchange and transfer among its own members.

**CIVINET Greece-Cyprus** (Greece/ Cyprus) is a national network of CIVITAS which works with its members offering technical support, and is also pioneering Sustainable Island Mobility Plans (SIMP), for which it is drafting a practitioner briefing.

**Club des Villes et Territoires Cyclables et Marchables** (France) is a network of communities, cities and metropolitan areas which works with its members to accelerate the development of cycling policy and infrastructure on the national level. ●





## Updates from the Cycle-Friendly Employer Consortium

**Fietzersbond** (Belgium) has awarded the European Parliament with Bronze Level CFE Certification. With a wide range of cycling services and a consistent cycling policy, the European Parliament becomes the first European institution to receive certification, a significant achievement, and a testament to its commitment to ensuring more cycling in Europe.

**Fietzersbond** (Netherlands) Fietzersbond has awarded the Dutch Police a Gold Level Certification. With more than 60,000 employees, the Dutch Police force is the largest employer in the Netherlands.

**Cycling Solutions** (Ireland) has awarded the Irish Department of Transport with Gold Level Certification, making it the first government department to be certified, with several others achieving certification since. The certification follows the department's recent launch of the new National Sustainable Mobility Policy, which includes an action to promote the uptake of the CFE Certification in workplaces across Ireland.

Finally, our Polish CFE members **City of Gdansk** and **PUMA** (Poland) hosted the 11th Active Mobility Congress, which has been the traditional occasion for awarding CFE Certifications in Poland. This year five employers have been recognised as cycle-friendly workplaces for over 1300 employees. ●

## New MoU ensures Cycling Industries Europe and ECF collaboration

Collaborating with our allies in the cycling industry remains a priority for ECF. In January 2022 we were delighted to sign a new Memorandum of Understanding between ECF and Cycling Industries Europe (CIE). This agreement extends our long-standing collaboration for a further three years. Signing the Memorandum, Henk Swarttouw said:

"ECF's collaboration with CIE proves that cycling advocacy can be particularly effective when the voices of cyclists and businesses are jointly making themselves heard to decision makers." ●

## Women in Cycling – the network grows

The Women in Cycling network continued to develop and grow during 2022, supporting the advancement of equality, diversity and more visibility for women across the sector.

Among the events the network took part in this year, Women in Cycling was present at Velo-city Ljubljana with a session 'Women in Cycling: Changing the game!'. A Women in Cycling Networking breakfast took place at the Eurobike fair in July. Rounding out the year, as part of a new series of webinars, the first 'Meet the Experts' event took place to showcase women experts in the sector and celebrate their achievements.

The community provides a growing platform to connect and support women across the sector. By the end of 2022, the membership of the network's LinkedIn group had reached over 1700 members. ●



Memorandum of Understanding signing between ECF and CIE

## Scientists for Cycling: Connecting researchers with policymakers and advocates

Nine researchers joined ECF's Scientists for Cycling (S4C) network in 2022, a network that brings together researchers from different academic fields worldwide. All contribute to ECF's mission with their academic expertise.

The academic track at Velo-city 2022 Ljubljana attracted 78 abstracts, and preparations for the academic track at Velo-city 2023 in Leipzig, where we will focus even more on bringing together academics and practitioners, are in full swing.

At the same time, reflections are ongoing on how to further strengthen ECF's ties with the fast-growing community of academics who work on all facets of cycling. ●

# WOMEN IN CYCLING.

## ECF present at the biggest events and meetings

In 2022, ECF was visible and active in representing the interests of cyclists and taking advantage of opportunities to influence key decision makers at the most important events on the global conference calendar, often with prominent speaking slots.

These included events such as the COP27, the International Transport Forum, the World Urban Forum, Autonomy, Bloomberg CityLab, TUMI (Transformative Urban Mobility Initiative), EUROBIKE, the EU's Urban Mobility Days, the Tomorrow.Mobility World Congress, and a high level cycling summit in Copenhagen on the eve of the Grand Depart of the Tour de France, among many others. ●

## Growing the global cycling community

ECF continues to play a leading role in the World Cycling Alliance (WCA). In 2022, board member Sir Graham Watson was appointed President of the WCA. He takes over from Henk Swarttouw, who stepped down to concentrate on his role as ECF President.

We further developed our partnership with the World Tourism Organization (UNWTO) in 2022. The UN body participated in a cycle tourism session during Velo-city Ljubljana and gave a presentation during the 25 Years of EuroVelo celebratory event. Meanwhile, two in-person meetings took place, in Brussels and Madrid. ●



UNWTO's Director for Europe, Alessandra Priante, at the ECF office in Brussels

ECF CEO Jill Warren moderating a session at EUROBIKE



COP27 PATH campaign visual by ECF

# 4 EuroVelo: a 25th birthday and a bright future ahead

We reached an important milestone in 2022 for EuroVelo. After a quarter of a century, we celebrated the European Cycle Route Network's silver anniversary in style

## IN A NUTSHELL



**56,000+**

Kilometres of EuroVelo routes are developed and ready to cycle



**550+**

Participants registered for the 25 years of EuroVelo online event



**11%**

Increased traffic on EuroVelo routes from January to December 2022 compared to 2019



**40,500+**

GPX tracks downloads from end of July to December 2022

25 years of EuroVelo: a milestone to celebrate with special gifts



On 21 November 2022, ECF celebrated EuroVelo's 25th anniversary with an online event that brought cycling tourism into the spotlight. With over 550 registrations and a captivating programme of 15 brilliant speakers, the webinar showcased the tremendous growth of EuroVelo and cycling tourism over the years and was a platform for sharing ideas on accelerating the future development the European Cycle Route Network.

Earlier in the year, ECF had already commemorated this important milestone by releasing a GPX tracks download feature on EuroVelo.com. This had long been requested and after much hard work, we were delighted to offer this to the EuroVelo

and bicycle tourism community. The popularity of the tracks was immediately evident, with 40,500+ downloads of GPX tracks between the launch in July and the end of the year. The enormous challenge of providing GPX tracks for 90,000 km of cycle routes which are continuously evolving was made possible through successful collaboration with our network of National EuroVelo Coordination Centres.

Another gift for EuroVelo's birthday was the launch of the **#EuroVeloForYouth** campaign in the autumn. This programme encourages young people to plan cycling trips in the off-season, making use of attractive discounts in Swiss

and Portuguese youth hostels. This campaign was the result of a partnership between the European Federation of Youth Hostels (EUFED) and ECF, which we wish to continue and expand.

In 2022, we saw the network benefit from increasing interest in bicycle tourism. EuroVelo's social media engagement continued to grow. The hashtag #EuroVelo was increasingly used in social media posts in 2022, with over 11,000 and 42,000 posts on Facebook and Instagram respectively. •

## Better EuroVelo data collection

Following the launch of the new **EuroVelo Data Hub** resource in 2021, the EuroVelo Management Team continued to publish monitoring data on the growth of the network in 2022.

Network usage showed an increase of 11% of bike counts on EuroVelo routes from January to October 2022, and a 14% increase on weekends. This data is available to us thanks to our collaboration with EcoCounter.

The second edition of the EuroVelo Route Development Status Report was published in July 2022. An additional 2,500km of the network was built in 2022. Today, over 64% of EuroVelo is complete and ready to cycle.

Digital statistics for 2022 cannot be easily compared to 2021 given the new cookie consent regime implemented in February, which affected the year-on-year results we were able to track. However, we saw very positive trends on click throughs from Google, 22.5% compared to 2021, and social media, with 16% on Facebook and 27% on Instagram. •



EuroVelo Schematic Diagram (2023)



EuroVelo 5 launch event in Brussels

## Supporting the development of EuroVelo routes

ECF continued to work with national and regional partners to further develop and promote certain routes at the transnational level through the framework of **Long-Term Management Agreements (LTMA)**. These included LTMA for EuroVelo 1 – Atlantic Coast Route, EuroVelo 8 – Mediterranean Route, EuroVelo 15 – Rhine Cycle Route and EuroVelo 19 – Meuse Cycle Route. The LTMA for EuroVelo 19 was renewed in 2022 for a further three years.

EuroVelo continues to benefit from EU funding, and we participated in the final meetings of two projects in 2022: **BICIMUGI** and **ECO-CICLE**. An extension of the **AtlanticOnBike** project was granted for one year in June 2022, focusing on the EuroVelo 1 – Atlantic Coast Route.

We also benefitted from a seed money grant with a view to preparing a project application for EuroVelo 10 – Baltic

Sea Cycle Route in 2023. At the end of 2022 we received the good news that a project application for EuroVelo 13 – Iron Curtain Trail, in which ECF is a project partner, was successful and will start in 2023. ●



EuroVelo 8 in Croatia © Ivan Sardi/CNTB

## Strengthening the network's governance

The largest-ever edition of the **EuroVelo General Meeting (EVGM)**, the annual meeting of the National EuroVelo Coordination Centres (NECCs), took place on 13 June in Ljubljana, in the margins of the Velocity conference. Over 50 participants attended in person or online.

Three new EuroVelo Council members were elected at the EVGM: Christian Weinberger, Pinar Pinzuti and Spiros Papageorgiou. A National EuroVelo Coordination Centre for Austria also joined the network. The EVGM was also an occasion to bid a fond farewell to Käthi Diethelm and Lukas Stadtherr who had been members of the EuroVelo Council since it was established in 2007, with Käthi serving as chair since its founding.

It was also the last EVGM for Ed Lancaster, who we bid a fond farewell to as he stepped down as EuroVelo Director in 2022, after a successful 11 years with ECF. ●



EuroVelo General Meeting in Ljubljana

## Doing business with EuroVelo

The commercial side of EuroVelo was further developed in 2022 thanks to the new **Business Opportunities manual**. This helped boost awareness of the possibilities to advertise on the EuroVelo platforms. By the end of December, 76 providers had placed bookable offers on EuroVelo.com. During the year we were pleased to see that donations to EuroVelo from the general public also increased. ●



EuroVelo 15 in the Netherlands



# 5 **Velo-city: Ljubljana** hosts the world cycling summit

In June, Velo-city 2022 Ljubljana welcomed the global cycling community to one of Europe's most liveable cities. Since its prioritisation of cyclists and pedestrians in the city centre over a decade ago, a visit to the Slovenian capital has become a must for all bicycle lovers – and we were proud to bring Velo-city to Ljubljana to make that happen!

## IN A NUTSHELL



**1,300+**  
Participants in attendance



**300+**  
Speakers at Velo-city 2022 Ljubljana



**60+**  
Nationalities represented at Velo-city 2022 Ljubljana



**95%**  
Participants who said they will attend a Velo-city conference again



**53**  
Exhibitors at Velo-city 2022 Ljubljana



**+7,000**  
Participants in the Velo-city bike parade



Velo-city 2022 Ljubljana bike parade

Jan Gehl at the opening ceremony



## Velo-city 2022 Ljubljana

On 14-17 June, just nine months after its previous edition, the world cycling summit returned, this time to the beautiful city of Ljubljana. Once again, ECF convened the global cycling community under one roof, allowing stakeholders from a variety of different sectors to meet, share knowledge and accelerate the growth of cycling in countries all over the world.

Much like its predecessor, Velo-city 2022 Ljubljana proved to be a roaring success, providing scores of inspirational, insightful and thoroughly enjoyable moments over the course of four days. Built upon the theme "Cycling the Change", this edition focused on the transformative power of the bicycle, showcasing the many ways in which cycling is key to building a better, more sustainable future for all.

2022's edition brought together approximately 1,300 participants, with 53 exhibitors and over 300 speakers present to exchange good practices, partake in expert field visits, and network and socialise with fellow cycling advocates and enthusiasts.

The conference not only brought great benefits to all participants, but also to the city itself. Velo-citizens got to familiarise themselves with Ljubljana as a cycling-friendly city, while activities such as the bicycle parade, public concert, thematic exhibitions and promotional activities throughout the city encouraged active participation from the local community.

City streets and buildings in the vicinity of the venue were branded with conference symbols and images, such as butterflies, flags, wheels, and, of course, bicycles. Citizens and visitors alike could be seen singing and dancing to the Velo-city anthem "Change is strange" – a song that was written especially for the conference.

In recognition of its success, the event received the Conventa 2022 Best Event award in the B2C category. A 13-member expert jury chose Velo-city 2022 Ljubljana, highlighting in particular the broad reach and the purpose of the event for promoting cycling in cities and contributing to positive long-term effects, such as better quality of life and mitigating the effects of climate change.



ECF Awards ceremony

All in all, the positive energy that was present throughout the event was succinctly encapsulated by legendary Danish architect and pioneer of liveable cities, Jan Gehl, who asserted during the opening plenary, "Can bicycle activism save the world? Yes, I've seen it done and I've seen wonderful results for the world."

Velo-city 2022 Ljubljana certainly lived up to these iconic words, proving once again to be the foundation for the ever-growing cycling revolution. ●

## Next stop: Leipzig

Next up is another city renowned for its impressive urban transformation and commitment to cycling, the magnificent city of Leipzig. Taking place on 9-12 May 2023, we are already excited for what is shaping up to be another truly momentous occasion. With 66 sessions, 7 plenaries, and a stacked line-up of inspiring keynote speakers and guests, the Velo-city 2023 Leipzig programme is already packed with exciting topics based on this year's theme, "Leading the Transition."

We can't wait to see you there! ●

## 6 ECF outreach and communications

ECF's outreach efforts in 2022 helped place cycling at the core of public debates in Europe and worldwide, online and offline, amplifying our advocacy work and helping to ensure the voice of cyclists was heard.

### IN A NUTSHELL



### Website

- **88** professional articles published across ECF websites
- **435,668** ECF.com pageviews (8.17% increase from 2021)



### Social media

- **1,303** posts across all ECF accounts
- **2,043,000+** total impressions
- **73,500+** total followers
- **10,500+** new followers in 2022



### Newsletter and press

- **45** newsletters
- **7200+** ECF newsletter contacts
- **245+** ECF mentions in the press
- **Appearance in high-level media** including Euronews, the Financial Times, Forbes, Le Monde, POLITICO, The New York Times



### Events

- **6** public events hosted or co-hosted by ECF
- **157** speaking slots at major events
- **4,100+** participants and viewers
- **300+** high-level speakers at ECF events



# 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.

## IN A NUTSHELL



### European Commission

ECF gratefully acknowledges financial support from the European Commission which funded part of our work in 2021: EASME LIFE+ NGO Program; Horizon2020; Interreg; Erasmus.



### Cycling Industries Europe

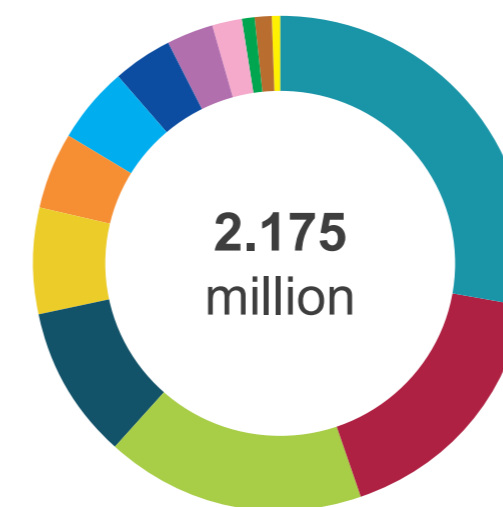
We are also grateful for financial support from Cycling Industries Europe, which provides important co-funding for our advocacy projects and related projects and activities.



### Memberships and fees

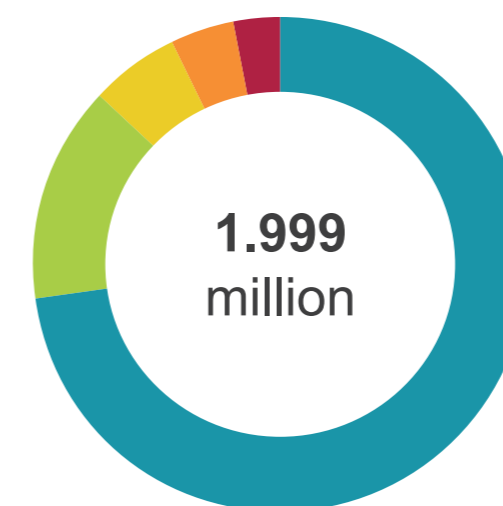
ECF gratefully acknowledges support from our ECF Full and Associate Members, from members of the Cities & Regions for Cyclists Network, National EuroVelo Coordination Centres and Coordinators and from Velo-city host cities. We also gratefully acknowledge support from new contributors in 2022, including FIA Foundation, Happy Streets Foundation and others who have partnered with ECF for the first time.

## 2022 income



- 28% CIE donation
- 17% CINEA Grant
- 17% Various EU projects
- 10% Membership fees
- 7% Velo-city
- 5% Subcontracting
- 5% Cities & Regions for Cyclists
- 4% EuroVelo
- 3% Philanthropic donations
- 2% Sponsorships and Commercial Agreements
- 1% Cycling Friendly Employers Consortium
- 1% Adjustments from previous years
- 0.4% Miscellaneous

## 2022 expenditures



- 73% Staff Salaries and Charges
- 14% Office (Rent, utilities, etc.)
- 6% External providers (Accountancy, social secretariat, legal advice, etc.)
- 4% Travel (Staff and Board)
- 3% Other Charges (VAT charges + misc)



ECF teambuilding day in Deinzee

## In 2022, the ECF Board was composed of:

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

## ECF was served by the following staff members:

Philip Amaral, Michael Brennan\*, Aleksander Buczyński, Caroline Cerfontaine, Froso Christofides, Jessica Casagrande\*, Agathe Daudibon, Cian Delaney, Thomas Delrive\*, Eleanor Denneman\*, Alexandra Fournier\*, Nolwen Graver\*, Florence Grégoire, Holger Haubold, Fabian Küster, Ed Lancaster\*, Goran Lepen, Ben Luoma, Tari Majuru, Omer Malak, Eva Malovrh, Marta Orihuel, Lilia Raicu, Alex Rankin, Ivan Ratkovic, Anna-Karina Reibold, Maria Scandurra, Jill Warren, Ceri Woolsgrove. ●

## ECF was supported by the following interns:

Ermioni Chatzimichail, Dalila Ferrari, Alicia Funes, Sophie Hofbauer, Lauriane Irien, Niccolo Minotti, Noa Muste, Polina Peredera, Chiara Sammito, Valeria Simonte, Matej Zganec. ●

\* 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 60 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

### Publisher

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

### Authors

Jill Warren  
Michael Brennan  
Cian Delaney

### Editors

Michael Brennan  
Cian Delaney  
Omer Malak

### Design

Omer Malak

### With contributions from

Henk Swarttouw (Introduction)  
Philip Amaral (Advocacy)  
Fabian Küster (Advocacy)  
Froso Christofides (Members and networks)  
Agathe Daudibon (EuroVelo)  
Eva Malovrh (Velo-city)  
Tari Majuru (Finance and staff)  
Lilia Raicu (Finance and staff)

© European Cyclists' Federation, March 2023

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 Cycling Industries Europe

## European Cyclists' Federation

Mundo-Madou  
Avenue des Arts 7-8  
1210 Brussels, Belgium  
[office@ecf.com](mailto:office@ecf.com)