



Annual Report 2021



ECF gratefully acknowledges financial support from the European Commission



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

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EUROPEAN CYCLISTS' FEDERATION

European Cyclists' Federation

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More
and better
cycling for all

Introduction

Despite the pandemic, 2021 was a remarkably good year for ECF, with cycling levels booming around Europe, political support for cycling growing across the world and major cycling events such as Velo-city 2021 Lisboa returning to our lives.

For Europeans, 2021 was the last year of peace before our continent was revisited by the horrors of war. For most of the year, we worked from home, with our societies still in the grip of the COVID-19 pandemic, under the growing climate crisis and perhaps, with hindsight, the looming shadow of war.

Nevertheless, **2021 was a remarkably good year** for ECF advocacy and for cyclists in Europe and beyond. We see change happening all around us. The advent of the e-bike, the rapid rise of cycle logistics and the growth of cycling tourism are all part of the acceleration in cycling levels in urban and rural areas alike. Cities and local governments around the world are working to stimulate and facilitate active mobility and cycling – for more sustainable urban transport, for reduced traffic congestion, for improved public health and for the quality of life of their citizens.

In December, the European Commission radically committed itself to cycling, declaring **active mobility a priority in urban mobility** alongside public transport, effectively the Commission's strongest commitment to cycling to date. This is what ECF's strategy and advocacy have long been calling for, and we are proud of this achievement. Meanwhile, all over Europe, funds from the EU's Recovery and Resilience Facility flow towards investments in active mobility.

Another key achievement in 2021 was the recognition at the **COP26 climate conference in Glasgow** that a sustainable future for road transport will require wider system transformation, including support for active travel – a result that came on the back of a global pro-cycling campaign led by ECF with our members and 350 organisations worldwide, as well as the very visible presence of hundreds of cycling activists in Glasgow.

Many of us were fortunate to finally meet in person again at **Velo-city 2021 Lisboa** and at the **EuroVelo & Cycling Tourism Conference** in Barcelona, two unforgettable events successfully held between waves of the pandemic.

Prudent management of ECF yielded a solid financial surplus in 2021 and helped rebuild our reserves, which had been severely diminished in 2019 and 2020. We renewed our cooperation agreement with Cycling Industries Europe and applied successfully for a new LIFE+ operating grant from the EU. However, the necessity to grow and diversify our income streams remains.

Staff retention levels remained high throughout 2021. In January, ECF returned to having one CEO, Jill Warren, and Philip Amaral joined as our new Policy and Development Director in May. The ECF Board saw a substantial renewal with the election of a new President and five new Board Members.

Together with Jill and the entire staff, we will continue to work for an even stronger ECF and for **more and better cycling for all in Europe**. We hope that peace will soon be restored to our continent.

On behalf of the ECF Board,



Henk Swarttouw
ECF President

1. Advocacy: A momentous year for cycling

2021 was a momentous year for ECF and for cycling. As the COVID-19 pandemic rolled on for its second year and the European cycling boom continued, ECF continued to take advantage of a range of engagement opportunities for our advocacy work and contributed to major gains for cycling.

IN A NUTSHELL



€1.7 billion

Earmarked for cycling investments in EU member states' National Recovery and Resilience Plans



350

Organisations from all over the world signed ECF's open letter to governments at COP26



Prioritised

Cycling is to be prioritised in the mobility mix, according to the EU's new Urban Mobility Framework



2,600+

Kilometres of cycling measures announced in Europe since the start of the COVID-19 pandemic



~300

Tax-incentive and purchase-premium schemes for cycling currently exist in Europe



Recognition

Cycling has been recognised in international climate diplomacy as a solution to the climate crisis

A big year for cycling advocacy

2021 was a momentous year for cycling. At the European level, it became the year when the need to **prioritise cycling in the mobility mix** was truly acknowledged and, in some places, even enshrined in law. At the global level, it became the year that cycling was **recognised** in international climate diplomacy as a powerful tool to combat the climate crisis.

These results, in Europe and on the global stage, represent major steps towards realising more of cycling's potential. Along with a range of other milestones in cycling advocacy in 2021, ECF played an instrumental role in growing the cycling boom of 2020 even further.

Cycling to be prioritised in Europe

True to our strategy, ECF has long advocated for safe cycling not only to be recognised as a fully-fledged, mainstream mode of transport but to be unequivocally **prioritised** alongside walking, public transport and shared mobility services, over individual motorised transport.

Such prioritisation should lead to more investment in cycling as a desirable transport mode that brings a whole range of positive societal impacts. ECF's advocacy for prioritising cycling was heard at the highest levels of EU policymaking.

In December 2021, European Commission Executive Vice-President Frans Timmermans and Transport Commissioner Adina Vălean presented the "Efficient and Green Mobility"

package. It is effectively the Commission's strongest commitment to cycling to date.

The new European Urban Mobility Framework (UMF), which is part of the package, sets a clear direction for the future of urban mobility in Europe, a future that provides people with access to an equitable mix of transport modes, with a **priority** placed on active modes and public transport.



In line with the advocacy demands of ECF, our stakeholders and allies, the UMF recognises that a sustainable future for road transport will require wider system transformation and that a “clear priority should be placed at national and local level on the development of public transport, walking and **cycling**, as well as connected, shared mobility services.”

“The new Urban Mobility Framework specifies in detail how cities are going to increase zero-emission public transport, roll out more and better infrastructure for walking and cycling, and green the cars,” declared Timmermans.

Cycling achieves global recognition at COP26

There is no conceivable way to achieve the UN Sustainable Development Goals, the European Green Deal or climate-neutral cities without significantly more cycling.

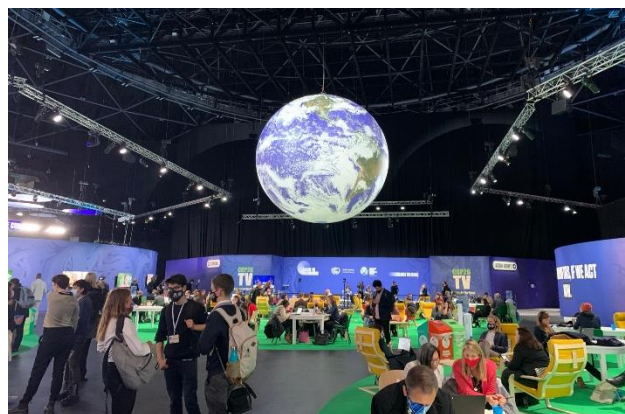
Worldwide, transportation is responsible for 24% of direct CO₂ emissions from fuel combustion, and these numbers are not decreasing. Yet despite the global boom in cycling, the electrification of motor vehicles has dominated public discourse on reducing transport emissions in recent years – including in the preparations for the COP26 in Glasgow, the highly anticipated global conference on climate change.

In response to the draft COP26 Transport Declaration's near-exclusive focus on electric vehicles, ECF launched a global campaign and an open letter to governments at

COP26, calling on them to significantly boost cycling levels in order to reduce emissions and reach global climate goals quickly and effectively. ECF's pro-cycling coalition grew to include no less than 350 organisations from all over the world, including our members, ITDP, PeopleForBikes, UCI, UITP, World Cycling Alliance and Greenpeace.

Henk Swarttouw and Jill Warren travelled to Glasgow where they met with ministers, government officials and activists, gave interviews in media such as BBC Scotland, Sky News and Forbes and, together with key allies and backed by the strength of the pro-cycling campaign, helped achieve a last-minute recognition of active travel and public transport in the official COP26 Transport Declaration.

While this achievement is still a far cry from what's needed to reach global climate goals, it's a significant recognition in international diplomacy of the importance of cycling that will be built upon at COP27.



Cycling becomes mainstream in COVID-19 recovery plans

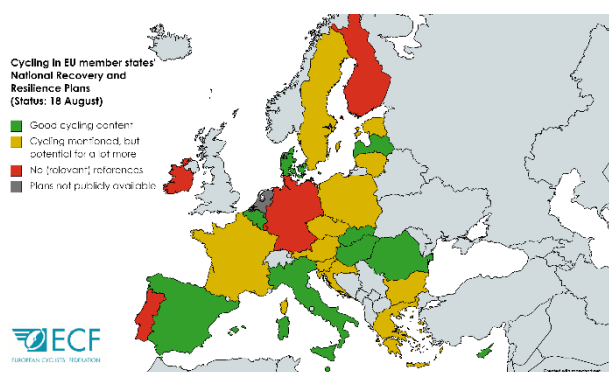
The EU's historic €750 billion NextGenerationEU recovery fund represents a major opportunity for member states to seize upon the enormous recovery potential of cycling to boost green economic growth and jobs.

Throughout 2021, ECF and its members actively advocated for national governments to include cycling investments in their National Recovery and Resilience Plans, something European Commission Executive Vice-President Frans Timmermans in 2020 declared a “no-brainer and no-regret” investment.

The first ECF analysis of member states' draft plans in April 2021 showed that there was significant room for

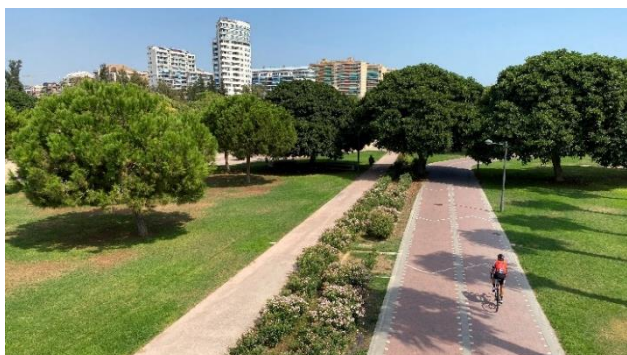
improvement as far as cycling goes. ECF waged an extensive advocacy campaign with its members at the national level and partners in the cycling industry which helped encourage further investments.

By August, the final plans of almost all member states included cycling investments, with a total of €1.7 billion earmarked for cycling infrastructure, safety, tourism and promotion, a result that confirmed the importance of more cycling for Europe's sustainable economic recovery.



New regulation means more EU Structural Funds for cycling

In June 2021, after more than three years of negotiations, the European Parliament and the Council of the EU agreed a new funding regulation for the 2021-27 Multiannual Financial Framework (MFF), the EU's seven-year budget cycle. The regulation concerns the two EU Structural Funds that are traditionally the primary sources of EU investments for cycling projects: the European Regional Development Fund (ERDF) and the Cohesion Fund (CF).



The new regulation will demand that cities and regions direct more of their investment towards sustainable mobility, a major opportunity for cities and regions to obtain more funding for cycling infrastructure. This bodes well for ECF's

goal of €6 billion in EU funding for cycling in the 2021-2027 budget cycle – the minimum needed to trigger real modal shift in Europe towards more cycling.

Creating fiscal and financial advantages for cycling

Since 2018, ECF and its partner organisations in the bicycle industry have advocated for new rules to allow **reduced VAT rates** on the sale of bicycles and e-bikes as a way to make them even more affordable and accessible for consumers in the EU. And in December, the Council of the EU reached an agreement that will allow member states to apply reduced VAT rates on the sale, rental and repair of bicycles, including e-bikes. A result of compelling joint advocacy, this agreement has the potential to further boost the European cycling boom.

Austria Type of bicycle: E-Cargo bike Target group: All groups Amount per bicycle: € 1000	Austria Type of bicycle: Cargo bike Target group: All groups Amount per bicycle: € 1000	Belgium Type of bicycle: All bikes Target group: All groups Amount per bicycle: none
Croatia Type of bicycle: Pedelec 25 Target group: Businesses/Associations Amount per bicycle: HRK 4,995	Cyprus Type of bicycle: Conventional Bike Target group: Individuals Amount per bicycle: € 200	Denmark Type of bicycle: All bikes Target group: Individuals Amount per bicycle: None
Finland Type of bicycle: Pedelec 25 Target group: Individuals Amount per bicycle: € 1,000	France Type of bicycle: Pedelec 25 Target group: Individuals Amount per bicycle: € 200	France Type of bicycle: Pedelec 25 Target group: Individuals Amount per bicycle: €200

Meanwhile, in May, ECF launched the hugely popular **"Money for bikes"** tool, an online platform that helps businesses, public entities and cycling advocates identify fiscal and financial incentives for cycling at the national, regional and local level. This first-ever European-wide overview of almost 300 tax-incentive and purchase-premium schemes for cycling has proven to be a valuable tool for our stakeholders, helping them to understand what is available and what more can be advocated for.

Finally, to help policymakers plan and budget for cycling infrastructure, ECF published a factsheet on the costs of cycling infrastructure, from simple cycle tracks in easy terrain to cycle highways and bridges over major roads or rivers. This invaluable resource makes it easier for policymakers across Europe to estimate the funding needed for various cycling investments in a given area.

E-bikes are excluded from mandatory insurance provisions

After years of joint advocacy by ECF and partner organisations in the bicycle industry, the European Parliament and the Council finally reached a provisional agreement in June to exclude e-bikes from mandatory motor vehicle insurance.



This result was a 180-degree turnaround from the European Commission's initial proposal to include all EPACs and pedelecs in the Motor Insurance Directive (MID), which would have created a major barrier to their continued uptake. Mandatory insurance for e-bike users would have made e-bikes less attractive, created confusion amongst member states as to how to implement the MID legislation and undermined the stable regulatory framework that has made the EU a world leader in e-bike use.

"This is an important recognition by the EU's two decision-making bodies that power-assisted bicycles are an essential tool to make our mobility system more sustainable and that e-bikes should have the same advantages as traditional bicycles," said ECF's Ceri Woolsgrove.

Bicycle parking spaces to become mandatory in many buildings

Cycling is soon set to become even more practical and attractive for everyday mobility for millions of people across the EU.

After years of ECF lobbying for mandatory bicycle parking in buildings, the Commission presented a recast proposal for the Energy Performance of Buildings Directive (EPBD) in December that 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." The proposal also suggests that bicycle parking should be made mandatory in other kinds of buildings, both new and existing, all of which is great news for cyclists.

This achievement is a direct result of ECF advocacy, with many of our long-standing recommendations on how to make cycling an easier everyday choice reflected in the proposal.

In 2021, the Commission also published new guidelines for the Energy Efficiency First (EE1st) principle which assert that modal shift towards cycling as well as mandatory bicycle parking and e-bike charging points in building codes are effective ways to reduce energy consumption. As the guiding principle for energy-related decisions in the EU, this reference to cycling in the EE1st will give a further boost to Europe's cycling boom.



Making roads safer for cyclists

In 2021, the European Commission reported around 3,900 fewer road deaths across the EU in 2020 compared to the year before. Despite this progress, the report paints a chilling picture in which motorised transport continues to be hugely overrepresented in fatal crashes across all user groups. People, especially pedestrians and cyclists, are simply much more likely to die in crashes that include a car.

To improve road safety for cyclists, ECF continues to work for more and better cycling infrastructure to provide not only the safety needed to increase the modal share of cycling significantly but also a way to overcome the barriers that too often stand in the way of people taking up cycling.

Notably, ECF presented a position paper on road safety to Members of the European Parliament (MEPs), including to Elena Kountoura, the rapporteur of a European Parliament

own initiative report on road safety. As a result, the final EP report included many of ECF's recommendations, including that member states should acknowledge modal shift as an important tool for reducing danger on roads and that the Commission should recommend safe speed limits such as a maximum default of 30 km/h in certain areas.

As ECF continues to advocate for better cycling conditions, this own initiative report underlines the important supporters that cyclists have in the European Parliament.



The Pan-European Master Plan for Cycling Promotion

Since its inception in 2014, ECF actively contributed to the development of the Pan-European Master Plan for Cycling Promotion, a supranational document whose purpose is to acknowledge the growing importance of cycling in transport systems and to give guidance at a national level on how to support cycling through central government policies.

After a two-year delay caused by the pandemic, the master plan was finally adopted as part of the Transport, Health and Environment Pan-European Programme (THE PEP) Vienna Declaration in May 2021, with 54 signatory countries – including all 27 EU member states – now politically bound to adopt a national cycling strategy by 2030.

National cycling strategies are multi-year plans that lay out a global vision for the coordination of policies, objectives and actions for cycling. In early 2022, ECF published a first analysis of the state of such strategies in Europe which shows that only 13 countries currently have one in place.

Working closely with our members, ECF will track progress on the development, implementation and effectiveness of national cycling strategies across Europe to ensure that governments develop their plans in time for the 2030 goal.

Cyclists still love trains

Following up on 2020's advocacy success with the recast EU Rail Passengers' Rights and Obligations Regulation, which mandates dedicated spaces for assembled bicycles on all new and refurbished trains, in July 2021 ECF released "Cyclists love trains: An analysis of the bicycle friendliness of European railway operators."

Results

Overall ranking



Coinciding with the European Year of Rail, this timely report ranks 69 train companies according to bicycle friendliness, aiming to inspire and guide industry and policymakers in identifying ways to improve the combination of two of the most sustainable modes of transport: bicycles and trains.

The report was launched at a high-level event moderated by journalist Laura Laker, with speakers such as MEP Anna Deparnay-Grunenberg and Belgian Deputy Prime Minister and Mobility Minister Georges Gilkinet, who said:

"I'm delighted to see this kind of meeting, which puts cycling and rail back at the heart of mobility policies in Belgium and throughout Europe. (...) We have set ourselves the task of meeting the expectations of everyday cyclists. And our answer is clear: trains love cyclists too."



In September, seeing an ideal opportunity to promote multimodal travel, CEO Jill Warren joined the European Commission's Connecting Europe Express from Zurich to Bern, bringing her bicycle on board, to meet with other high-level travellers such as Commission officials, Swiss Transport Minister Simonetta Sommaruga and Swiss Federal Railways CEO Vincent Ducrot.



Benelux Bike Declaration

In an exciting development, Denmark signed the Benelux Bike Declaration at a Council of the EU meeting in June. A joint initiative by Belgium, the Netherlands and Luxembourg, launched with the support of ECF, the political declaration promotes cycling as part of European COVID-19 recovery plans and the European Green Deal.



Projects that support our advocacy

Safer Cycling Advocate Programme (SCAP)

A perceived lack of safety is often what keeps people from taking up cycling. Through the Safer Cycling Advocate Programme (SCAP), ECF has worked to empower civil

society organisations and build their capacity to advocate for better road safety for cyclists.

In 2021, in partnership with the Global Alliance of NGOs for Road Safety and on behalf of FedEx, ECF began phase three of SCAP, which has expanded from the initial three Balkan countries to a total of nine, including the Latin American countries of Brazil, Colombia and Mexico.

In 2021, ECF organised four workshops on how to run successful advocacy campaigns for safer cycling and road conditions for vulnerable road users. ECF also implemented or prepared cargo bike try-out schemes in several countries to raise awareness of more sustainable urban mobility options.



More physical activity, less sedentary lifestyles

Physical inactivity is often attributed to busy work lives as individuals struggle to find personal time to dedicate to exercise. To help tackle this widespread issue, ECF participated in the Healthy Employee, Mobile and Active (HEMA) project, which promotes activity within the workplace as a way to address sedentary lifestyles.

In 2021, ECF helped organise the HEMA project's final conference, which included an insightful presentation by ECF Policy and Development Director Philip Amaral on how cycling can play a key role in increasing physical activity in Europe, not only as a means of commuting but also for combatting the physical inactivity of teleworking.



Redistributing road space for more liveable cities

Who are our cities' streets designed for? Shouldn't they be for all of us? As mobility patterns change while lifestyles and technologies evolve, streets must be adapted to people's demands for greener, more liveable and less polluted cities.

To support this transformation, ECF has been a partner of the Multimodal Optimisation of Road space in Europe (MORE) project, which used information gathered by pilot programmes in Budapest, Constanța, Lisbon, London and Malmö to develop tools to model traffic flows and road-user behaviour, co-create road design together with residents and assess which options work best. An inspirational video produced by ECF showcases how urban main roads can be transformed to better accommodate different road users.



Cargo bikes as a solution to the problems created by the rise of e-commerce

In recent years, the world's cities have begun to face a wide range of complex challenges related to traffic volumes and urban mobility. The rise in e-commerce has led to greater numbers of large delivery vehicles within urban centres and increased congestion and pollution, issues that will only worsen as e-commerce continues to grow. Thankfully, cycle logistics have a huge potential for tackling these challenges.

The *City Changer Cargo Bike* (CCCB) project promotes the usage of cargo bikes among cities, businesses and citizens, supporting concrete measures that offer more sustainable logistics operations, improve public spaces, engage citizens and reduce traffic congestion.

As part of CCCB, ECF is co-hosting a total of 100 webinars with project partners to promote the uptake of cargo bikes for uses that range from everyday family errands to running successful businesses and efficient logistics operations. In 2021, ECF and project partners held 76 webinars in five

different languages, and cargo bike purchasing schemes feature in ECF's new fiscal and financial incentives tracker.



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

As the experiences of many European regions show, the implementation of ambitious cycling policies is one of the best responses to the twin challenges of climate change and poor public health that the world is currently facing.

To decarbonise transport, improve the quality of cycling projects and raise the modal share of cycling in certain EU regions, ECF has participated in the EU CYCLE project, which builds the capacity of regional authorities to improve how they seek and use EU funds for cycling investments.

Throughout 2021, ECF and project partners organised virtual study visits and collected best practices for regional action plans, focusing notably on urban-rural connections, intermodality and territorial cooperation. An important milestone was the publication during Velo-city 2021 Lisboa of the "Integrated Cycling Planning Guide," an invaluable tool for stakeholders seeking to attract EU funds for cycling.



Promoting European cycling tourism in natural areas

Cycling tourism has grown exponentially over the past decade and today represents a strategic priority for many territories in Europe. To promote cycling as a sustainable mode of transport and tourism in natural areas and national parks, the ECO-CICLE project aims to improve the regional

development policies and operational programmes of the EU, with the project's final event taking place in Barcelona in October during the EuroVelo & Cycling Tourism Conference.

Making cycling in rural areas more accessible

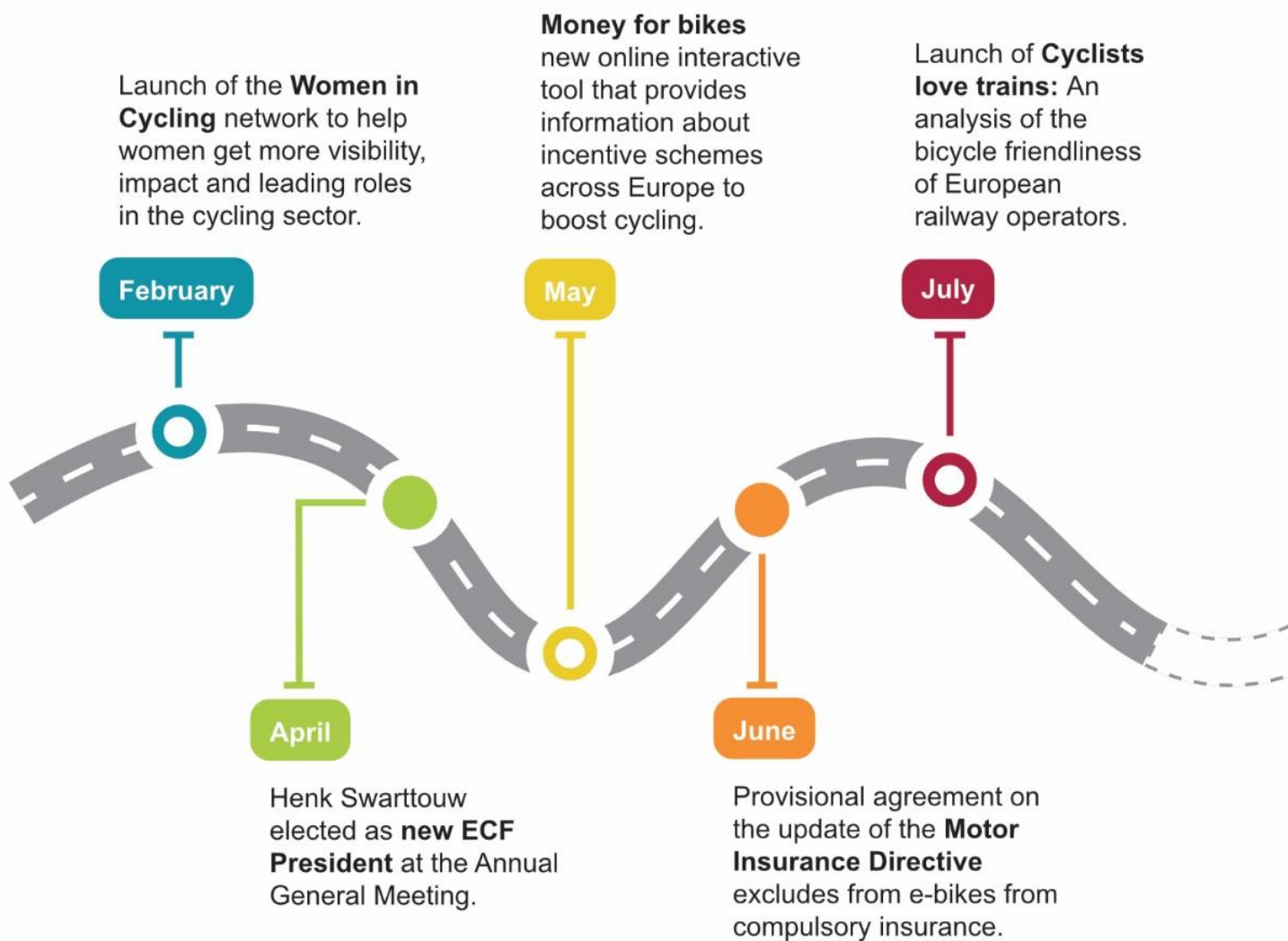
For many people in rural areas, especially women, children, young people, elderly people and persons with reduced mobility, the dependency on private cars can contribute to social exclusion and marginalisation.

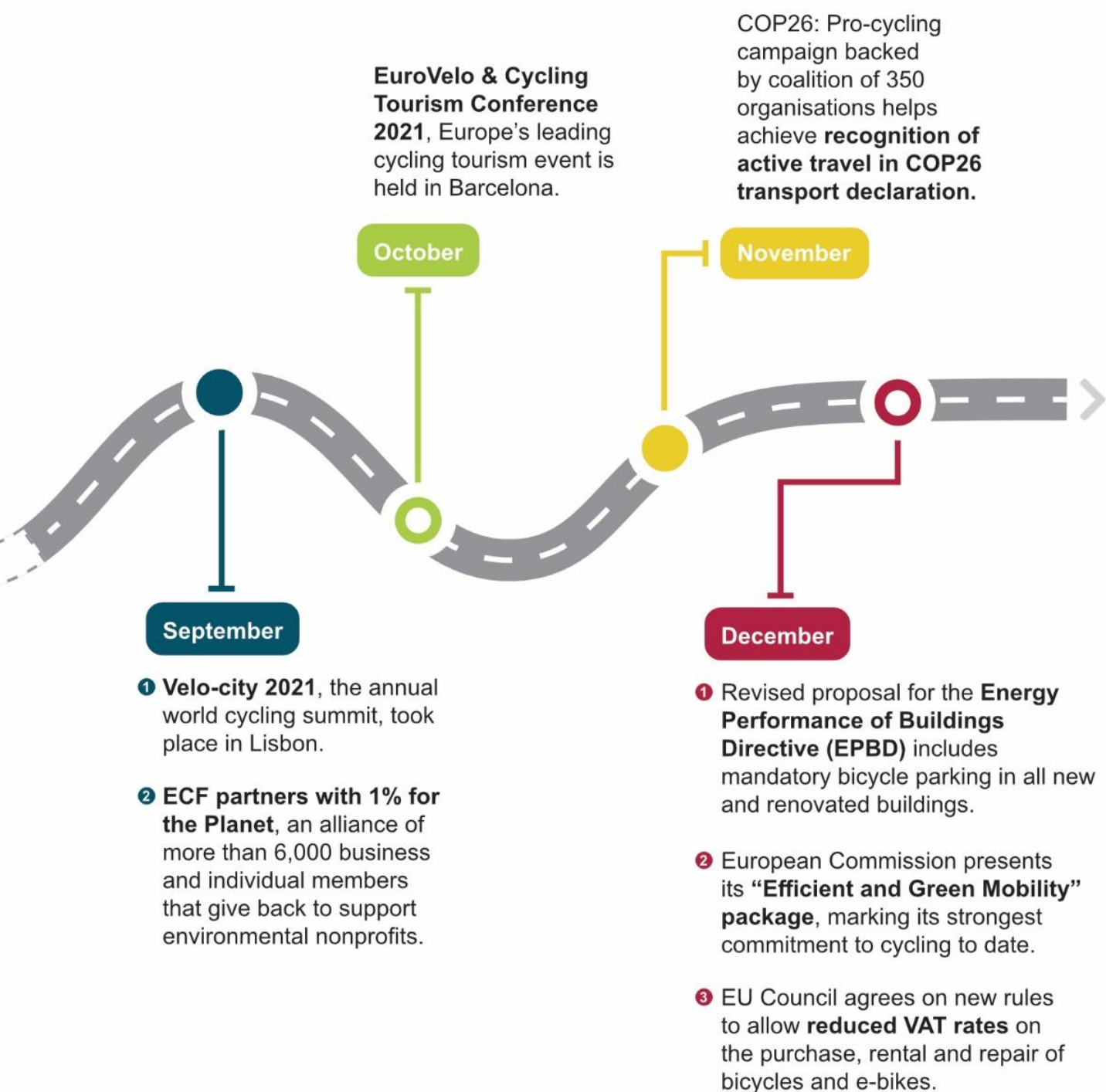
To combat transport poverty and encourage sustainable mobility in rural areas, the cross-border BICIMUGI project aims to raise awareness about cycling and develop a cycle route backbone across the Pyreneans between the regions of Navarra in Spain and Pyrénées-Atlantiques in France.

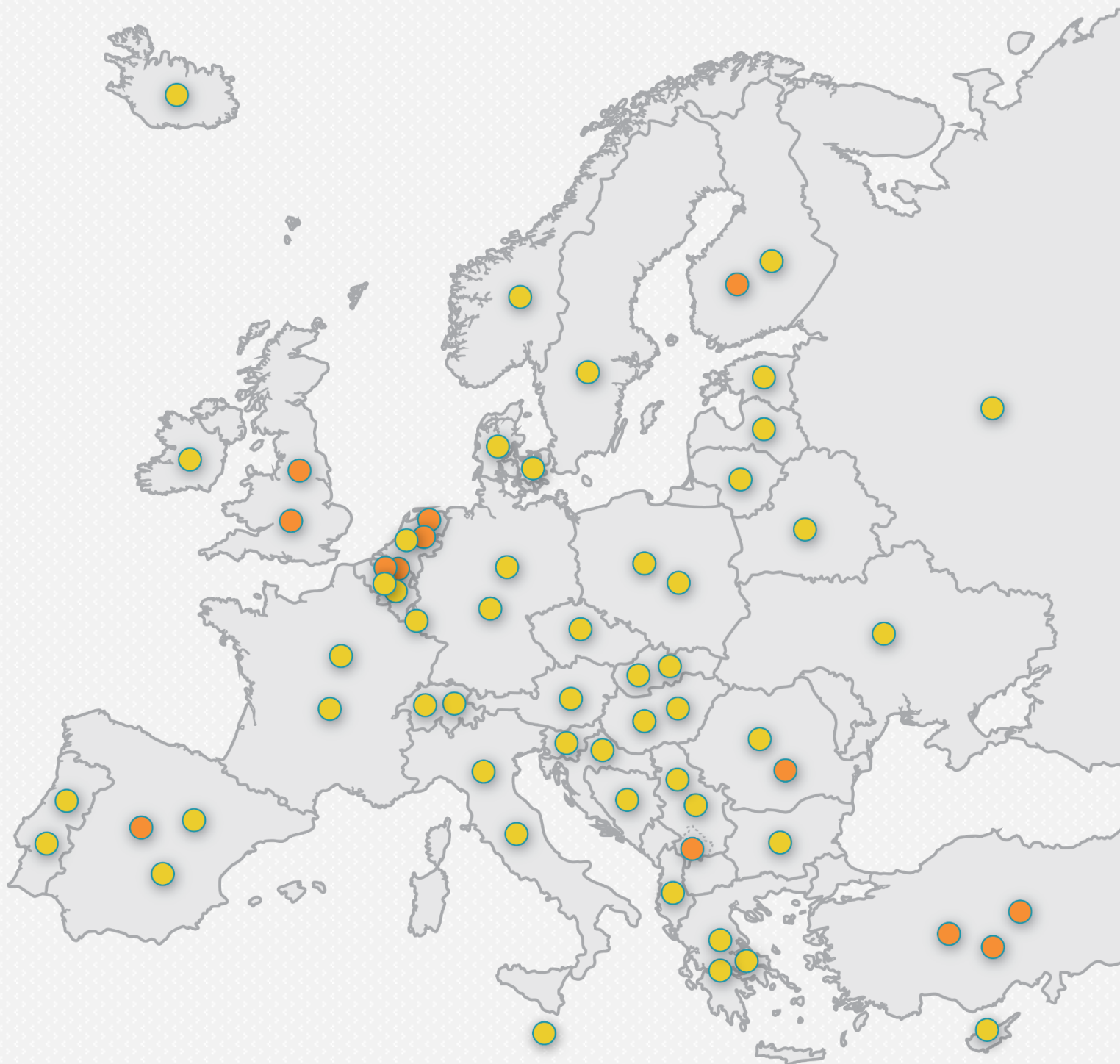
This route will be part of EuroVelo 3 – Pilgrims Route and include cycling loops that link the main EuroVelo corridor to rural villages for the benefit of locals and tourists alike. BICIMUGI also featured at the EuroVelo & Cycling Tourism Conference, which welcomed over 350 participants.



ECF route to success in 2021







ECF Full Member



ECF Associate Member

2. ECF Members: A year of success stories

With many new opportunities to accelerate the shift towards more active and sustainable travel, 2021 was also a big year for ECF's members, who collectively continued to gain momentum and political clout, bringing cyclists and the cycling movements into the heart of local, regional and national budgets and policies.

IN A NUTSHELL



69

Full and Associate Members



45

Countries represented by ECF Members



Networking

In-person event for ECF Members at Velo-city 2021 Lisboa



5

New ECF Members in 2021

New ECF Members in 2021

2021 saw no less than five organisations join the ECF family! A warm welcome to **Dutch Cycling Embassy** (Netherlands), **Hellenic Urban Cycling Federation** (Greece), **Turkey Tourism Promotion and Development Agency**, **Polish Association of Cycling Instructors** and **Kosovo Advocacy and Development Centre**.

More investments in cycling

Ireland: A cohesive and well-executed advocacy strategy by **Cyclist.ie** resulted in the Irish National Transport Authority announcing a €240 million investment in cycling and walking for 2021, a staggering €130 million increase from 2020.

Romania: The **Romanian Cyclists' Federation** scored a big advocacy victory when the Romanian government decided to earmark more than €120 million for EuroVelo and cycling

infrastructure in its COVID-19 National Recovery and Resilience Plan.

Serbia: With almost 40,000 regular cyclists out of a population of 290,000, the cycling city of Novi Sad is set to become the first in Serbia to provide incentives for the purchase of bicycles, a brilliant advocacy result for the **Novi Sad Cycling Initiative**.



Better laws for better cycling

France: After pressure from **FUB**, France introduced an innovative scrappage scheme that will provide owners of old, polluting cars with a grant of up to €2,500 for the purchase of electric bicycles when scrapping their vehicle.

Italy: Years of awareness-raising efforts by **FIAB** paid off in a big way in 2021 when the Italian government introduced road law reforms that will make it easier for cities to provide coherent, safe, direct and comfortable cycling infrastructure.



Spain: In 2021, Spain adopted its first-ever national cycling strategy, something that **ConBici** had advocated and worked hard for together with local authorities since 2004.

Scotland: At the **Cycling Scotland** conference, keynote speaker Patrick Harvie, Minister for Active Travel, outlined plans to increase spending on active travel in 2024-25 to at least £320 million – or 10% of Scotland's transport budget.

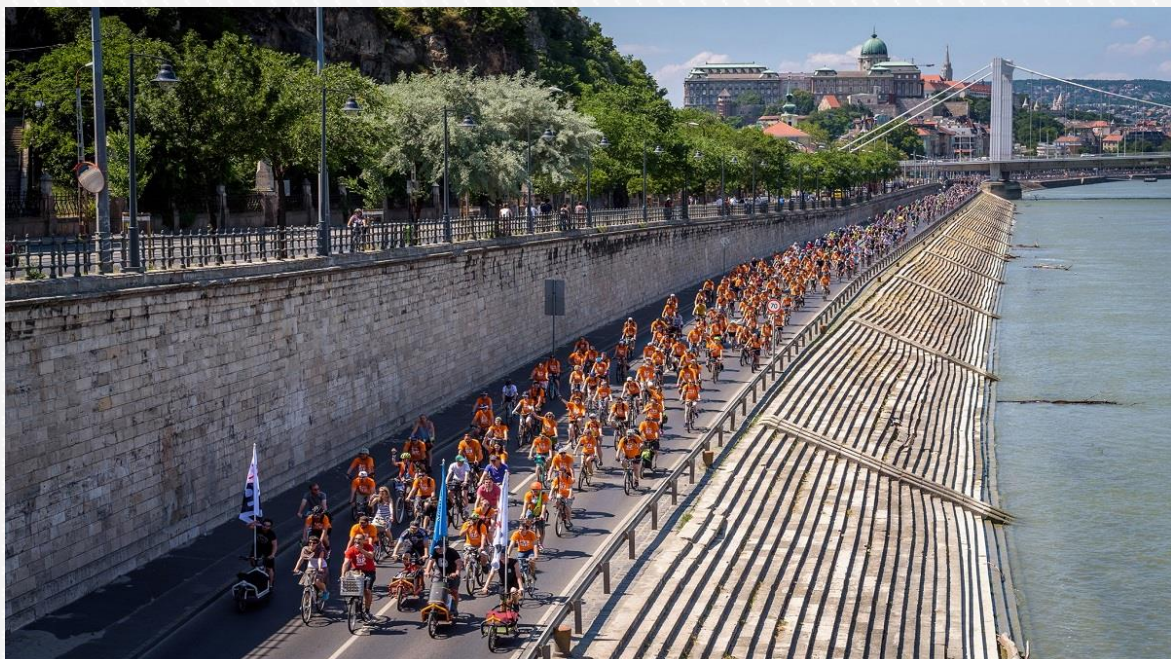
Mobilising cyclists across the continent

Germany: A week before the German federal elections in September, Kidical Mass demonstrations in over 130 cities and towns across Germany were held with support from **ADFC** to demand safe streets for all.



Hungary: After a year and a half of cancelled events due to COVID-19, the **Hungarian Cyclists' Club** managed to organise its annual I Bike Budapest cycling event, bringing together 15,000 cyclists under the summer sun.

Switzerland: The 2021 edition of **Pro Velo Switzerland's** popular Bike to Work campaign saw 12,000 more participants than in 2020, with a total of 15.6 million km cycled, a distance equivalent to 40 trips to the moon!



3. ECF networks: The rise of the global cycling 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 towards realising the full potential of cycling.

IN A NUTSHELL



40,000,000+

People represented in the Cities & Regions for Cyclists (CRC) network



5

New CRC members in 2021



14

Countries in the Cycle-Friendly Employer Certification Consortium



270+

Members in the Scientists for Cycling network

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

In 2021, ECF proudly welcomed **Oslo** (Norway), **Bizkaia Region** (Spain), **Capital Region of Denmark**, **Izmir Metropolitan Municipality** (Turkey) and the **Gibraltar Ministry of Transport** (UK) to our Cities & Regions for Cyclists (CRC) network, which now counts over 40 members across more than 20 countries, each committed to improving cycling at the local or regional level.

ECF's CRC network brings together local and regional administrations from Europe and beyond to exchange knowledge, solutions and strategies for the promotion of cycling as well as to inspire and be inspired. To better meet the challenge of reshaping cities and regions for the benefit of their inhabitants, the network puts cycling at the heart of urban planning to trigger and support a change in political thinking.

In **Oslo**, cycling increased by 77% between 2014 and 2020, the result of significant investments in bicycle infrastructure,

road maintenance and a successful bike-sharing scheme – all part of a strategy that aims for a cycling modal share of 16% by 2025.



To its south, the **Capital Region of Denmark** plans to extend its network of cycle superhighways and increase the number of commuter bike rides and kilometres cycled by 20% by 2030.

As part of its transportation master plan, **Izmir Metropolitan Municipality** will extend its network of bicycle routes to a total of 453 km by 2030 while increasing the rate of “bicycle use in transportation” from today's 0.5% to 1.5%.

Region of Bizkaia's transport budget for 2022 allocated no less than €1.45 million to initiatives relating to sustainable mobility – a 93% increase from the previous year – including €700,000 for BizkaiBizi, the public bike-sharing system.

Gibraltar Ministry of Transport welcomed the government's new National Mitigation & Adaptation Plan, which includes targets to decarbonise the transport sector, notably through increased investments for cycling and sustainable mobility.

The CFE certification: Praising Europe's cycle-friendly companies

ECF's **Cycle-Friendly Employer** (CFE) certification is a European standard for recognising the companies that make cycling to work more accessible for their employees. Established in 2017, the certification is currently being implemented in 14 countries, with well over 300 employers across Europe already certified as cycle-friendly, a number that is growing fast.

In Germany, **ADFC** successfully certified the country's 150th company as cycle-friendly, bringing the number of employees in Germany who work in a certified cycle-friendly company to over 190,000.

In Turkey, **ENVERÇEVKO** awarded the Gaziantep Metropolitan Municipality Transportation Department with a Gold Certification, making it the country's first-ever certified cycle-friendly employer.

In Italy, **FIAB** certified Europe's first cycle-friendly airport: the Milan Bergamo Airport.



**CYCLE FRIENDLY
EMPLOYER
CERTIFICATION**

Cycling Industries Europe: The voice of cycling businesses

In 2021, ECF and Cycling Industries Europe (CIE) agreed to extend their collaboration through 2024, providing ECF with crucial funding for our work. The two organisations will also continue to cooperate on joint advocacy and events with a view to realising cycling's full potential, as the voice of cyclists and of cycling businesses, respectively.



Women in Cycling

More than 1,000 people registered for the launch event of Women in Cycling in February 2021, a new network aimed at helping women get more visibility, impact and leading roles in the cycling sector. An initiative by ECF, Cycling Industries Europe, Velokonzept, Mobycon and CONEBI, the network also featured at a panel discussion co-moderated by Jill Warren at Eurobike 2021. The role of women in achieving more cycling was also the topic of "Not Another Gender Session," an inspiring event at Velo-city 2021 Lisboa that saw ten female speakers take the stage together.

"If you want to solve a problem, you need to have as many views as possible represented. If we want to have a good cycling policy, we need to include the views of women," said Brussels Mobility Minister **Elke Van den Brandt** in Lisbon.

**WOMEN IN
CYCLING.**

Scientists for Cycling: Connecting researchers with policymakers and advocates

11 researchers joined ECF's Scientists for Cycling (S4C) network in 2021, a network that brings together researchers from different academic fields worldwide who all contribute to ECF's mission of enabling more and better cycling for all.

The academic track at Velo-city 2021 Lisboa, organised together with the University of Lisbon, attracted an impressive 114 abstracts, and preparations for the academic track at Velo-city 2022 Ljubljana are in full swing. Members of the ECF Board and the S4C Advisory Board also participated in the 5th Annual Meeting of the Cycling Research Board in Copenhagen, starting a reflection on how to further strengthen ECF's ties with the fast-growing community of academics who work on cycling.

Celebrating Cycling Cities: Sharing Europe's best practices

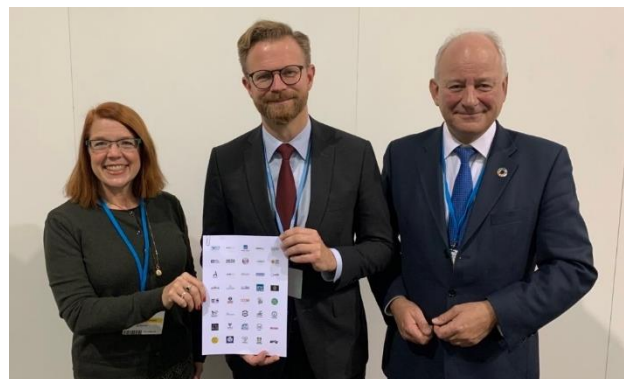
Over 1,300 people had registered when ECF and Dutch Cycling Embassy hosted, as part of EU Green Week 2021, a two-hour, high-level event during which mayors and officials from cities, EU institutions and the Netherlands met online to discuss the role of urban cycling in shaping better mobility systems and tackling the climate crisis.

"The bike is our secret weapon against so many of the problems we are facing," said Stientje van Veldhoven, then Dutch State Secretary for Infrastructure and Water Management, while Matthew Baldwin, DG MOVE Deputy Director-General, underlined the importance of cycling for achieving 100 climate-neutral cities in the EU by 2030.



Growing the global cycling community

ECF continues to play a leading role in the **World Cycling Alliance (WCA)**, which in 2021 elected Henk Swarttouw as its President for a three-year term, and ECF led a global pro-cycling campaign for COP26 that brought together cycling associations from all over the world in a joint call for governments to boost cycling levels to reach climate goals.



Underscoring the growing importance of cycling worldwide, ECF and the UN World Tourism Organization signed a Memorandum of Understanding to collaborate on promoting active and sustainable travel, and ECF became a new nonprofit partner of 1% for the Planet, an international alliance of businesses and individuals that donate to environmental nonprofits.

ECF also represented cyclists in prominent global groups and events such as COP26, International Transport Forum, MobiliseYourCity, MOVE 2021, the POLIS Conference, SLOCAT, Sustainable Mobility for All (SuM4All), the second United Nations Global Sustainable Transport Conference, the World Bank/WRI Transforming Transportation 2021 conference and many more.



4. EuroVelo: The unstoppable rise of cycling tourism

With over 51,500 km of EuroVelo routes now developed, booming traffic on routes as well as online, a brand-new EuroVelo Data Hub and the largest-ever EuroVelo & Cycling Tourism Conference, 2021 was as significant a year for EuroVelo as it was for cycling.

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51,500+

Kilometres of EuroVelo routes are developed and ready to cycle



350+

Participants at the EuroVelo & Cycling Tourism Conference 2021



14%

Increase in weekend traffic in 2021 on EuroVelo cycle routes



2,100,000

Visits to the EuroVelo website in 2021

The EuroVelo & Cycling Tourism Conference in Barcelona

In October, over 350 professionals from all over Europe's burgeoning cycling tourism sector met for the fifth edition of the EuroVelo & Cycling Tourism Conference in Barcelona.

The first EuroVelo conference since 2018 and the largest and most well-attended to date, this edition featured more than 50 speakers across nine sessions, eight technical visits, an exhibition and several memorable social events.



Despite the pandemic's impact on the tourism industry, the number of cycle tourists in Europe has continuously increased since early 2020, and the conference provided an opportunity to explore how the cycling tourism sector can take the lead in helping tourism recover after COVID-19 and, more broadly, how it can play an important role in addressing some of the biggest challenges facing society today, including climate change, biodiversity loss and poor connectivity and economic development in rural areas.

Better EuroVelo data collection

Gathering data for monitoring and evaluation is crucial for the development of cycle route networks. Thanks to our new collaboration with Eco-Counter since February 2021, we can now more effectively monitor traffic on the EuroVelo network, an important tool to better understand and compare the use of different EuroVelo routes over time.

The inaugural EuroVelo Barometer was published during Velo-city 2021 Lisboa, and an end-of-year analysis of January-October showed a general growth of 5% on the network compared with 2019, including a 14% increase on weekends, which suggests that much of this growth is connected to tourism and leisure use.

In another first, 2021 saw the publication of a EuroVelo Routes Development Status report, a vital work that will help us track progress in the development of the network over the coming years. We have also continued to track EuroVelo's growing digital reach: an analysis from February 2021 showed a record-breaking 21.5% increase in website visitors in 2020. All these insights and data are now accessible online on the brand-new EuroVelo Data Hub.

#MoreCyclingTourism campaign

In a summer campaign, EuroVelo promoted the benefits of cycling tourism in reducing the negative impacts of travel and how #MoreCyclingTourism can have a positive impact on destinations by helping restore ecosystems, boost local economies and foster vibrant communities – all while being an unforgettable way to discover new places.

As well as targeting tourism destinations, the campaign asked followers on social media to help inspire other potential cycling tourists by sharing their opinion on why there should be #MoreCyclingTourism. In five months, the hashtag was seen over 800,000 times on social media!

Supporting the development of EuroVelo routes

Apart from coordinating the development of EuroVelo at the European level, ECF also works with national and regional partners to develop some routes at the transnational level.

In 2021, two such Long-Term Management Agreements (LTMA) were set up for EuroVelo 1 – Atlantic Coast Route and EuroVelo 8 – Mediterranean Route, both of which build on successful partnerships in former EU projects, adding to the two LTMA that already exist for EuroVelo 15 – Rhine Cycle Route and EuroVelo 19 – Meuse Cycle Route.

Although each LTMA has different priorities, they typically include activities related to infrastructure, public transport, services, communications and monitoring, and raise the profile of these specific routes to international markets. Routes that are developed through an established LTMA generally see significant growth in web traffic and users.



Strengthening the network's governance

The first-ever full EuroVelo General Meeting (EVGM) was held in Barcelona in October. Due to COVID-19 restrictions, the event was organised in a hybrid format, enabling the participation on all but one National EuroVelo Coordination Centre and Coordinator (NECC/Cs) in person or online. With 44 participants, this is EuroVelo's most well-attended annual meeting to date.

Three new EuroVelo Council members were elected – Marie Secrétant, Jesper Pørksen and Frank Hofmann – and a National EuroVelo Coordination Centre for Greece joined the network, the first to be approved directly by the EVGM through the process outlined in the new EuroVelo Governance. We also bid a fond farewell to Jens Erik Larsen and Phil Insall, who were recognised for their extraordinary contribution to the development of cycling in Europe.

Doing business with EuroVelo

2021 saw plenty of developments, including the publication of a new version of the EuroVelo Business Opportunities guide, expanded and fully updated. Discover the variety of ways businesses in the cycling tourism sector can be promoted alongside the world's largest cycle route network!

5. Velo-city: The world cycling summit comes to Lisbon

In September, Velo-city 2021 Lisboa brought the global cycling community to the banks of the Tagus for four unforgettable days of top-level plenaries, stimulating sessions, a stunning exhibition space and over 330 speakers. Next stop: Velo-city 2022 Ljubljana!

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1,000+

In-person participants at Velo-city 2021 Lisboa and 300+ online



330+

Speakers at Velo-city 2021 Lisboa



55

Nationalities represented at Velo-city 2021 Lisboa



94%

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



47

Exhibitors at Velo-city 2021 Lisboa



54,000+

Total visits to the Velo-city 2021 Lisboa website

Velo-city 2021 Lisboa

On 6-9 September, the world cycling summit returned after a one-year hiatus caused by the pandemic, bringing the global cycling community to the banks of the Tagus in the Portuguese capital. And what a return it was.

Velo-city 2021 Lisboa turned out to be nothing less than a truly momentous, inspirational event which underlined the enormous opportunities that exist for cycling today. Held in a hybrid format, the four-day conference brought together over 1,300 cycling advocates, policymakers, city officials, industry leaders, researchers and journalists around the theme of “Cycle Diversity” to meet, debate and shape the future of cycling across the world.

Hailed as a major success, with speakers praising the content and execution of the event, Velo-city 2021 Lisboa

played an important role in strengthening and energising the global cycling community at a crucial time.

“The cycling revolution is on the way, and it’s going to become stronger, I can promise that,” declared Frans Timmermans, European Commission Executive Vice-President, in his speech at the world cycling summit.

Next stop: Ljubljana

Velo-city is making its way to Ljubljana, the beautiful, cycle-friendly capital of Slovenia, on 14-17 June 2022 after having been postponed in 2020 due to COVID-19. With 55 sessions, 7 plenaries, numerous social events and legendary architect Jan Gehl as keynote speaker, **Velo-city 2022 Ljubljana** is filled to the brim with exciting content around the theme of “Cycling the Change.”



6. ECF outreach and communications

With the return of in-person events and a boom in media coverage, ECF's outreach efforts in 2021 helped place cycling at the core of public debates in Europe and worldwide, online and offline, amplifying our advocacy work and ensuring the voice of cyclists are heard.

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Website

- **223** professional articles published across ECF websites
- **402,762** ECF.com pageviews (3.7% increase from 2020)



Social media

- **1,330** posts across all ECF accounts
- **5,500,000+** total impressions
- **64,000** total followers
- **7,000** new followers in 2021



Newsletter and press

- **35** newsletters
- **6600+** ECF newsletter contacts
- **600+** ECF mentions in the press



Events

- **21** public events hosted or co-hosted by ECF
- **11,000+** participants & viewers
- **300+** high-level speakers

7. Finance and staff organisation

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

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European Commission

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



Cycling Industries Europe

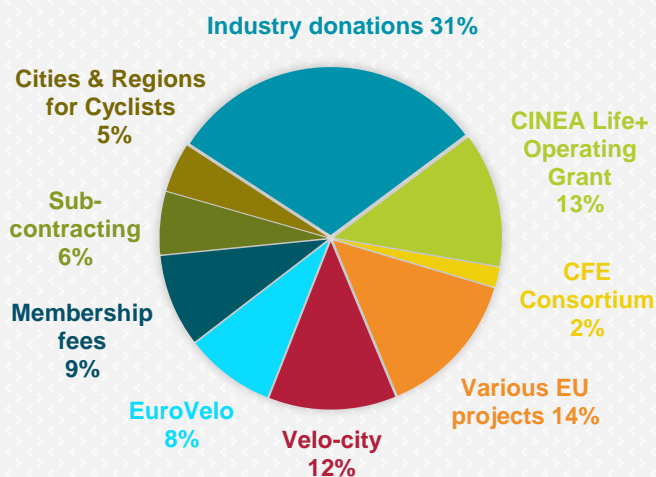
We are also grateful for financial support from Cycling Industries Europe, which provides important co-funding for our advocacy projects and related projects and activities.



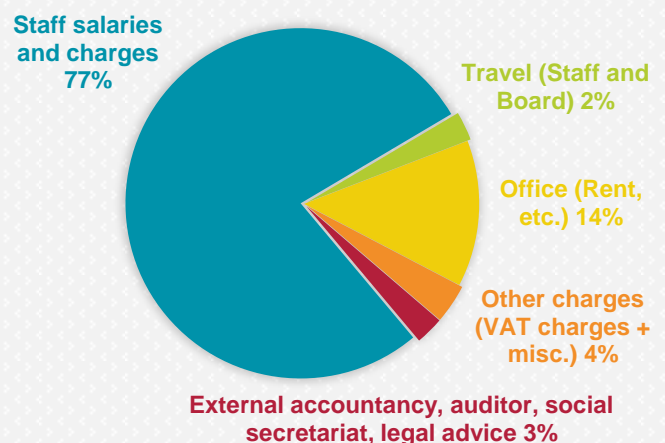
Memberships and fees

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.

2021 sources of income



2021 expenditures



Staff and Interns

In 2021, the ECF Board was composed of:

Francesco Baroncini*, Sidsel Birk Hjuler, Raluca Fiser*, Christophe Najdovski*, Luigi Passamonti*, Lars Strömgren, Henk Swarttouw, Camille Thomé, Judit Tóth*, Damien Ó Tuama*, Alessandro Tursi*, Jan Vermeulen*, Sir Graham Watson*.

*part of the year.

ECF was served by the following staff members:

Philip Amaral*, Aleksander Buczyński, Caroline Cerfontaine, Froso Christofides, Cian Delaney*, Thomas Delrive*, Ernst Fahrenkrug*, Nolwen Graver*, Florence Grégoire, Holger Haubold, Fabian Küster, Ed Lancaster, Goran Lepen, Ben Luoma*, Tari Majuru*, Omer Malak, Eva Malovrh, Marta Orihuel*, Niccolò Panozzo*, Lilia Raicu, Alex

Rankin, Ivan Ratkovic*, Anna-Karina Reibold, Jill Warren, Ceri Woolsgrove.

*part of the year.

ECF was supported by the following interns:

Caoilte Bashford, Charles Carnegie, Elena Colli, Cian Delaney, Eleanor Denneman, Marton Gellert, Nolwen Graver, Jonathan Hirschhäuser, Chiara Innocenti, Lauriane Irien, Ben Luoma, Luisa Miguel, Niccolò Minotti, Anna Reyneri Di Lagnasco, Adèle Saingenest, Maria Scandurra, Valeria Simonte, Antonia Tornow, Matej Žganec.

European Cyclists' Federation asbl

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