



Transnational Route Evaluation Report

EuroVelo 10 – Baltic Sea Cycle Route



January 2026

European Cyclists' Federation, Belgium

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

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South Baltic

Co-funded by
the European Union





Table of contents

Table of contents	1
1. Introduction	8
2. Organisation	9
3. Itinerary	10
4. Methodological explanation	12
5. Transnational summary	14
6. Sweden	17
1 Background	17
2 Organisation	17
3 Brief methodological explanations	17
4 Overview of the sections	18
5 Infrastructure.....	18
5.1 Existing route infrastructure.....	18
5.2 Infrastructure criteria met (except signage).....	19
5.3 Critical deficiencies.....	19
6 Services	24
6.1 Existing services.....	24
7 Marketing / Promotion.....	26
7.1 Existing promotional tools	26
7.2 Critical deficiencies.....	26
8 Organisation / Financing.....	26
8.1 Existing organisations for development and maintenance.....	26
8.2 Potential organisations for development and maintenance	27
8.3 Existing financial resources.....	27
9 Description of the route conditions by section.....	28
9.1 Daily sections 627-629, Malmö - Skanör - Trelleborg - Ystad	28
9.2 Daily section 628: from Skanör to Trelleborg.....	34
9.3 Daily section 622: from Trelleborg to Ystad	35
9.4 Daily section 616: from Kristianstad to Brösarp	37
9.5 Daily section 611: Smedby (Kalmar) - Mönsterås, 57 km.....	39
9.4 Daily section 612: Mönsterås - Oskarshamn, 28 km.....	41
9.5 Daily section 613: Oskarshamn – Figeholm, 52 km.....	43
9.5.2 Public transport connections	44
9.5.3 Critical issues	44
9.6 Daily section 614: Figeholm – Blankaholm, 35 km	45
9.7 Daily section 615: Blankaholm - Västervik, 51 km	47
9.8 Daily section 566: Nyköping - Vagnhärad, 55 km	49
9.9.2 Public transport connections.....	51



9.9.3	Critical issues	51
9.10	Daily section 489: Vagnhärad - Stockholm, 67 km	52
9.11	Daily section 623: Stockholm - Åkersberga, 42 km	56
9.12	Daily section 559: Åkersberga to Gavel, 51 km	59
9.13	Daily section 571: Armsjötorpet to Sundsvall, 42 km	62
9.14	Daily section 594: Sundsvall to Bergeforsen, 24 km	65
9.15	Daily section 491: from Åryd to Järnavik	67
9.16	Daily section 490: from Boddestorp to Ronneby	68
7.	Lithuania	70
1.	Overview of the daily sections surveyed	70
2.	Infrastructure.....	70
2.1	Existing route infrastructure.....	70
2.2	Infrastructure criteria met by both sections	70
2.3	Critical deficiencies.....	71
2.4	Recommendations:	72
3.	Services	73
3.1	Accommodation and catering.....	73
3.2	Bike services	73
3.3	Attractiveness	73
4.	Marketing / Promotion.....	73
5.	Transportation	74
6.	Description of the route conditions by section.....	75
6.1	Daily section Būtingė-Klaipėda.....	75
6.2	Daily section Klaipėda-Neringa municipality	77
7.	Summary for Lithuania.....	81
8.	Poland.....	81
	Part 1 – Pomerania	81
1.	Background.....	81
2.	Organisation.....	81
3.	Overview of the itinerary and daily sections	82
4	Infrastructure.....	83
4.1	Existing route infrastructure.....	83
4.2	Infrastructure criteria met by section	91
4.3	Critical deficiencies.....	93
5	Services	94
5.1	Existing services.....	94
5.2	Critical deficiencies.....	95
6	Marketing / Promotion.....	96
6.1	Existing promotional tools	96
6.2	Critical deficiencies.....	97



7	Organisation / Financing	98
7.1	Existing organisations for development and maintenance.....	98
7.2	Potential organisations for development and maintenance	98
7.3	Existing financial resources.....	98
8	Description of the route conditions by section.....	100
8.1	Daily section 1: Gdańsk, Poland – Gdynia.....	100
8.2	Daily section 2: Gdynia – Sławoszyno	102
8.3	Daily section 3: Sławoszyno - Łeba.....	102
8.4	Daily section 4: Mikoszewo - Gdańsk, Poland	106
8.5	Daily section 5: Elbląg - Mikoszewo	109
8.6	Daily section 6: Braniewo – Elbląg	112
8.7	Daily section 7: Rowy – Ustka.....	114
8.8	Daily section 8: Łeba – Rowy	118
9	Summary for the Pomerania region.....	121
Part 2 – West Pomerania.....		122
1.	Background.....	122
2	Organisation	123
3	Brief methodological explanations	123
4	Overview of the sections	123
5	Infrastructure.....	125
5.1	Existing route infrastructure overview	125
5.2	Traffic levels	126
5.3	Route access points	128
5.4	Signage	130
5.5	Infrastructure criteria met by section	130
5.6	Critical deficiencies.....	133
6	Services	135
6.1	Existing services.....	135
6.2	Critical deficiencies.....	138
7	Marketing / Promotion.....	139
7.1	Existing promotional tools	139
7.2	Critical deficiencies	140
8	Organisation / Financing.....	141
8.1	Existing organisations for development and maintenance.....	141
8.2	Potential organisations for development and maintenance	141
8.3	Existing financial resources.....	141
9	Description of the route conditions by section	142
9.1	Daily section 1: from Świnoujście to Dziwnówek	142
9.2	Daily section 2: from Dziwnówek to Kołobrzeg	145
9.3	Daily section 3: from Kołobrzeg to Mielno.....	145



9.4	Daily section 4: from Mielno to Darłowo	147
9.5	Daily section 5: from Darłowo to Ustka	153
10	Summary for West Pomerania	155
9.	Germany	156
	Organisation / Financing in Germany	156
	Part 1 – German Coast East: Rostock – Swinoujście.....	157
1	Overview of the sections	157
2	Infrastructure.....	158
2.1	Existing route infrastructure.....	158
2.2	Infrastructure criteria met by section	160
2.3	Critical deficiencies.....	161
3	Services	161
3.1	Existing services.....	161
3.2	Critical deficiencies.....	163
4	Marketing / Promotion.....	164
4.1	Existing promotional tools	164
4.3	Critical deficiencies.....	164
5	Description of the route conditions by section	165
5.1	Daily section 1: from Swinoujście to Wolgast.....	165
5.2	Daily section 2: from Wolgast to Greifswald.....	168
5.3	Daily section 3: from Greifswald to Rügen (Stralsund)	170
5.4	Daily section 4: from Stralsund to Zingst.....	173
5.5	Daily section 5: from Rostock to Zingst.....	176
	Part 2 – German Coast: Rügen island	179
1	Overview of the sections	179
	Route itinerary deviations.....	184
2	Infrastructure.....	185
2.1	Existing route infrastructure.....	185
2.2	Infrastructure criteria met by section	188
2.3	Critical deficiencies.....	188
3	Services	189
3.1	Existing services.....	189
3.2	Critical deficiencies.....	191
4	Marketing / Promotion.....	192
4.1	Existing promotional tools	192
4.2	Critical deficiencies.....	192
5	Description of the route conditions by section	193
5.1	Daily section 1: from Stralsund to Zingst	193
5.2	Daily section 2: from Zingst to Kap Arkona	201
5.3	Daily section 3: from Kap Arkona to Ostseebad Binz	222



5.4	Daily section 4: from Ostseebad Binz to Putbus	241
5.5	Daily section 5: from Putbus to Stralsund	259
6	Summary for the Rügen island loop	274
	Infrastructure and Cycling Experience	274
	Challenges.....	274
	Services and promotion.....	274
	Overall Impression.....	274
Part 3 – German Coast Mid: Rostock – Puttgarden		276
1	Overview of the Sections	276
	Daily Section 1: Rostock – Wismar	277
	Daily Section 2: Wismar – Travemünde	277
	Daily Section 3: Travemünde-Priwall – Neustadt in Holstein	278
	Daily Section 4: Neustadt in Holstein – Großenbrode.....	278
	Daily Section 5: Großenbrode – Puttgarden	279
2	Route itinerary deviations	279
3	Infrastructure	279
	3.1 Existing Route Infrastructure	279
	3.2 Signage	280
	3.3 Temporary Detours	280
	3.4 Public Transport Links.....	281
	3.5 Infrastructure Criteria by Section.....	281
	3.6 Critical deficiencies.....	281
4	Services	281
	4.1 Public Transport Access.....	281
	4.2 Accommodation.....	282
	4.3 Food, Drink, and Resting Areas	284
	4.4 Bike services	284
	4.5 Bookable offers	285
5	Marketing / Promotion.....	285
	5.1 Existing promotional tools.....	285
	5.2 Critical deficiencies.....	286
6	Description of the route conditions by section	287
	6.1 Rostock – Wismar	288
	6.2 Wismar – Travemünde-Priwall	294
	6.3 Travemünde-Priwall – Neustadt in Holstein	302
	6.4 Neustadt in Holstein – Großenbrode.....	307
	6.5 Großenbrode – Puttgarden	319
7	Summary for the German Coast Mid stretch: Rostock – Puttgarden	326
Part 4 – German Coast West: Padborg - Puttgarden		327
1	Overview of the sections.....	327



2	Route itinerary deviations	327
3	Infrastructure.....	330
3.1	Existing route infrastructure.....	330
3.2	Infrastructure criteria met by section	333
3.3	Critical deficiencies.....	333
4	Services	334
4.1	Existing services.....	334
4.2	Critical deficiencies.....	336
5	Marketing / Promotion.....	336
5.1	Existing promotional tools	336
5.2	Critical deficiencies.....	336
6	Description of the route conditions by section	338
6.1	Daily section 1: from Padborg (DK) to Kappeln (D)	338
6.2	Daily section 2: from Kappeln to Eckernförde	344
6.3	Daily section 3: from Eckernförde to Kiel	348
6.4	Daily section 4: from Kiel to Schönberger Strand	352
6.5	Daily section 5: from Schönberger Strand to Oldenburg (Holstein)	354
6.6	Daily section 6: from Oldenburg (Holstein) to Großenbrode	360
6.7	Daily section 7: from Großenbrode to Puttgarden	364
7	Summary for the German Coast – Western stretch: Padborg – Puttgarden	368
7. Denmark		369
1	General considerations.....	369
2	Overview of the sections	369
2	Infrastructure.....	370
2.1	Existing route infrastructure.....	370
2.2	Infrastructure criteria met by section	372
2.3	Critical deficiencies	372
3	Services	373
3.1	Existing services.....	373
3.2	Critical deficiencies.....	375
4	Marketing / Promotion.....	375
4.1	Existing promotional tools	375
4.3	Critical deficiencies.....	376
5	Organisation / Financing.....	376
5.1	Existing organisations for development and maintenance.....	376
5.2	Existing financial resources.....	376
6	Description of the route conditions by section	376
6.1	Daily section 1: from Nakskov (Tårs) to Rødbyhavn.....	376
6.1.1	Route infrastructure	377
6.1.2	Public transport connections.....	377



6.1.3	Critical issues	377
6.2	Daily section 2: from Rødbyhavn to Maribo	380
6.2.1	Route infrastructure	380
6.2.2	Public transport connections	380
6.2.3	Critical issues	380
6.3	Daily section 3: from Maribo to Nykøbing F.	382
6.3.1	Route infrastructure	382
6.3.2	Public transport connections	383
6.3.3	Critical issues	383
6.4	Daily section 4: from Nykøbing F. to Stubbekøbing	389
6.4.1	Route infrastructure	390
6.4.2	Public transport connections	390
6.4.3	Critical issues	390
6.5	Daily section 5: from Stubbekøbing to Vordingborg	391
6.5.1	Route infrastructure	392
6.5.2	Public transport connections	392
6.5.3	Critical issues	392
7	Summary for Denmark.....	393
8.	Conclusion	394



1. Introduction

The Transnational Route Evaluation Report of [EuroVelo 10 – Baltic Sea Cycle Route](#) in the South Baltic Area presents the findings of the on-field surveys that took place in five countries (Denmark, Germany, Poland, Lithuania, Sweden) between July 2024 and June 2025 using the [European Certification Standard](#) (ECS) methodology, in the framework of the [Baltic Biking Upgrade project](#) (BBU, Interreg South Baltic programme).

EuroVelo 10 – Baltic Sea Cycle Route is part of EuroVelo, the European cycle route network that cross and connect Europe over 90,000 km. The initiative is managed at the transnational level by the [European Cyclists' Federation \(ECF\)](#) in cooperation with [National EuroVelo Coordination Centres](#).

EuroVelo 10 – Baltic Sea Cycle Route is a historic route, part of the first twelve routes designated when the EuroVelo project was [officially launched in 1997](#). EuroVelo 10 is a circular route going around the Baltic Sea, currently covering over 9,000 kilometres across nine countries including Denmark, Sweden, Finland, Estonia, Latvia, Lithuania, Poland, and Germany.

The BBU project follows up and builds on the South Baltic Biking! (SBB!) project, co-funded by the Interreg South Baltic programme and realised in 2017-2019. ECS surveys were then already conducted in Mecklenburg-Vorpommern (Germany), West Pomerania and Pomerania (Poland) and Denmark in 2017-2018.

The purpose of this report is to provide an overview of the quality of the South Baltic section of EuroVelo 10 that has been surveyed, covering more than 2,600 km, and to identify its key strengths and weaknesses. This snapshot should serve as a basis to guide improvements and future investments with the aim to increase the route quality and attract more cyclists, which will benefit local and regional SMEs and the regional development as a whole.

This report will first explain the project's organisation (chapter 2), clarify the itinerary of the assessed route (chapter 3) and provide some methodological explanations (chapter 4), before summarising the key findings of the assessment for the surveyed route as a whole (chapter 5). The following chapters were written by the EuroVelo Route Inspectors who surveyed the route and provide a detailed overview on each of the regional and national surveys, i.e. Sweden, Lithuania, Poland, Germany and Denmark.

2. Organisation

This document has been developed in the framework of the Baltic Biking Upgrade (BBU) project and realised in 2023-2026. This project is co-financed by the Interreg South Baltic Programme.

This document was prepared with the support and feedback of the BBU project partners:

- [Pomorskie Tourist Board](#), Poland (Lead Partners)
- [Westpomerania Regional Tourism Organisation](#), Poland
- [Visit Lolland-Falster](#), Denmark
- Danish Cycling Tourism, [Dansk Cykelturisme](#), Denmark
- [Klaipeda Region Association](#), Lithuania
- [Region Blekinge](#), Sweden
- Swedish Cycling Advocacy Organisation, [Cykelfrämjandet](#), Sweden
- [City of Barth](#), Germany

The associated partners of the BBU project are:

- [Pomorskie Voivodeship](#), Poland
- [Zachodniopomorskie Voivodeship](#), Poland
- [Polish Tourism Organisation](#), Poland
- [Warmia and Masuria Tourist Board](#), Poland
- [Visit Denmark](#), Denmark
- [Finnish Cyclists' Federation](#) / [The Finnish Center for Cycling Tourism](#), Finland
- [Citybike Ltd.](#), Estonia
- [Vidzeme Tourism Organisation](#), Latvia
- [Larsson Bike](#), Denmark
- [Jan-Pol](#), Poland
- [JSC Baltic Bike Travel](#), Lithuania

The ECS surveys were coordinated at the transnational level by ECF with the project partners and this report is the result of a two-year process. ECF has developed the ECS methodology and its tools that were used to conduct the route quality assessments. For more information on this, see www.pro.EuroVelo.com.

As only trained and certified EuroVelo Route Inspectors can undertake ECS surveys, ECF first invited project partners to identify representatives that will perform the ECS surveys along EuroVelo 10 in their respective regions or countries. Already certified EuroVelo Route Inspectors were invited to join the ECS Refresher Course on 7 February 2024 and representatives not familiar with the methodology were invited to join the complete EuroVelo Route Inspectors training taking place in-person, in Brussels on 9-10 April 2024.

The second step was the organisation of the surveys in the five countries covered by the project: Sweden, Lithuania, Poland, Denmark, and Germany. This planning was organised in cooperation between the designated EuroVelo Route Inspectors, project partners and NECCs, when existing as in the case of Germany (ADFC). It allowed to identify the relevant stretch to survey and potential additional aspects to assess in coordination with the concerned authorities in order to make the best use possible of the surveys' results. ECF coordinated the preparation work to ensure that all



technical aspects were taken into account (accuracy of GPX tracks, structure of daily sections – see chapter 4 Methodological explanation for more information).

Between July 2024 and June 2025, ECS surveys took place in five different countries involving 12 EuroVelo Route Inspectors:

- Sweden: Sonja Perander, Henk Swarttouw, Hans Stoops, coordinated by Anna Lindén (Cykelfrämjandet, the Swedish Cycling Advocacy organisation)
- Lithuania: Paulius Bakutis (Lithuanian Cyclists Community)
- Denmark: Jesper Pørksen (Dansk Cykelturisme)
- Poland:
 - Wanda Nowotarska and Wojciech Grela (Marshal's Office of the Westpomeranian Region) for the West Pomerania region
 - Tomasz Legutko (Marshal's Office of the Pomeranian region) for the Pomerania region
- Germany: John Krogstrup, Marco Berends, Henk Swarttouw, coordinated by Jesper Pørksen (Dansk Cykelturisme)

Following the on-field work, additional desktop research was undertaken by EuroVelo Route Inspectors in order to assess the remaining aspects as online communication or public transport services. Then, the survey data was analysed, and EuroVelo Route Inspectors were required to prepare route evaluation reports of the surveyed stretches based on the ECS quality criteria. For Sweden, Nicole Carpman has supported this work in her position of data analyst at Cykelfrämjandet. In most cases, local public authorities as regions supported the work by providing additional insights.

Between May 2025 and December 2025, ECF reviewed those reports and offered recommendations for improvements based on its expertise on the methodology. An online feedback meeting with EuroVelo Route Inspectors from all countries was held on Monday 8 December 2025, to discuss the preparation of the Consolidated Route Evaluation Report for EuroVelo 10, to which all inspectors contributed through their regional or national reports.

Based on those route evaluation reports, ECF prepared this transnational route evaluation report integrating all regional chapters and drawing a general summary.

3. Itinerary

The surveyed itinerary of EuroVelo 10 – Baltic Sea Cycle Route can be visualised on the overview map below. The official GPX tracks for the entire route can be found on [EuroVelo.com](https://www.eurovelo.com) and are likely to evolve over time as the itinerary undergo improvements.

EuroVelo 10 is a circular route around the Baltic Sea currently connecting nine countries. In line with the Programme's application area, the surveys focused on countries and/or regions covered by the project along the South Baltic part of the route: Denmark (Lolland-Falster region), Germany, Poland (West Pomerania and Pomerania regions), Lithuania and Sweden (focus on Skåne and Blekinge regions in the framework of BBU).

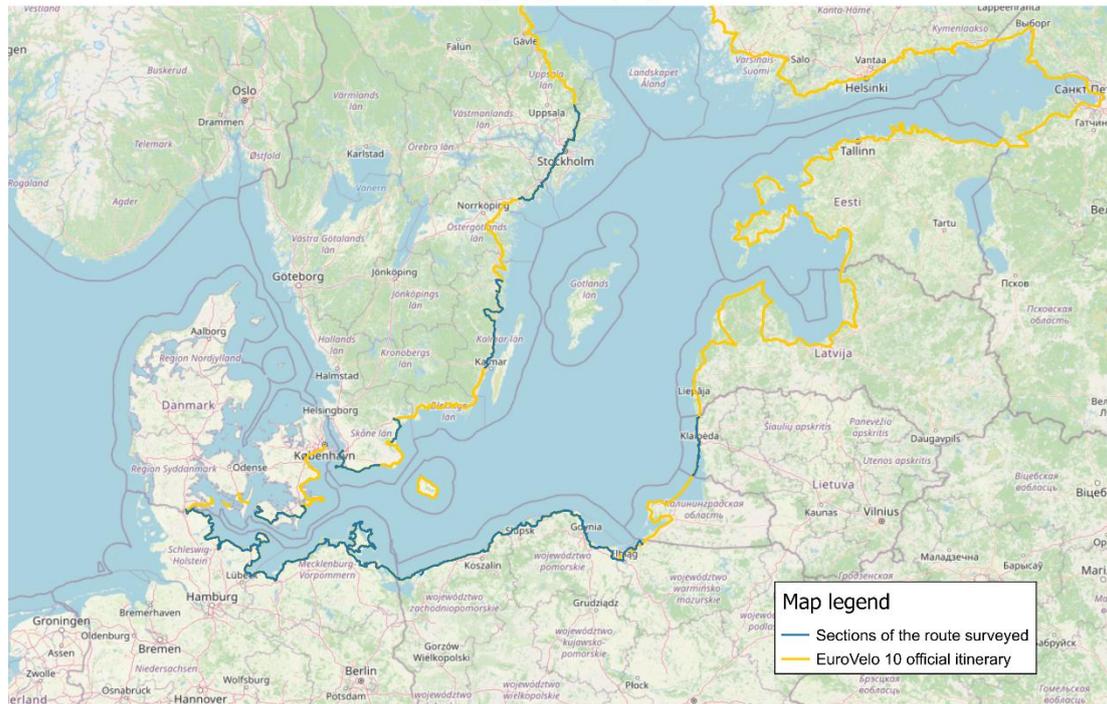


The total route included in the survey runs from Uppsala, north of Stockholm, until Klaipeda in Lithuania, with some discontinuities in Denmark and Sweden due to the regional focus related to the project, and numbers about 2,600 km. In Denmark, an alternative section (Stubbekøbing - Vordingborg) to the official EuroVelo 10 itinerary was surveyed and included in the report as the route was surveyed off-season during winter and the usual ferry connection between Stubbekøbing and Bogø was not operating.

Overview of ECS surveys in each country:

Country	Daily sections	Length	EuroVelo Route Inspectors	Survey start date	Survey end date
Sweden	15	680 km	Anna Lindén, Sonja Perander, Hans Stoops, Henk Swarttouw	July 2024	November 2024
Lithuania	2	102 km	Paulius Bakutis	October 2024	October 2024
Poland	13	585 km	Wanda Nowotarska, Wojciech Grela, Tomasz Legutko	July 2024	April 2025
Germany	22	1,085 km	Jesper Pørksen, Henk Swarttouw, John Krogstrup, Marco Berends	April 2025	June 2025
Denmark	5	185 km	Jesper Pørksen	November 2024	December 2024
TOTAL	57	2,637 km			

EuroVelo 10 - Baltic Sea Cycle Route surveyed with the ECS methodology in the frame of the Baltic Biking Upgrade project - 2024-2025



Note that in the framework of the Baltic Across Baltic project, additional surveys have been conducted in Estonia and Finland that are not being represented here. The results of these surveys are available on the BAB website for [Finland](#) and [Estonia](#).

The Swedish partners have prepared a common report to summarise the findings for the surveys conducted for both projects (focus on Skåne and Blekinge regions in Southern Sweden for BBU and focus on Stockholm region for BAB) and therefore, the full survey results are available in this report.

4. Methodological explanation

To ensure a consistent approach to route evaluation, the survey was carried out by representatives of the different project partners who have successfully completed the [EuroVelo Route Inspectors Training](#), in the framework of the BBU project.

ECS surveys were already conducted in 2017 in the framework of the BSB! project in Denmark, Germany and Poland. For the first time, a field survey has also taken place in the Southern part of Sweden and in Lithuania, and the whole itinerary in Germany was assessed as well.

The surveys were conducted using the European Certification Standard methodology and its tools developed by ECF. The ECS methodology describes in a systematic way different aspects of route quality:



- Infrastructure (continuity, route components, surface and width, gradients, attractiveness, signing and public transport);
- Services (accommodation, food, and specific services for cyclists);
- Promotion (web and printed materials, information on the route).

The on-field surveys have been complemented by desktop research most of the time, to collect or verify additional data. The European Certification Standard criteria were also applied to evaluate the survey findings, in a more or less uniform way depending on each EuroVelo Route Inspector. This consolidated report seeks to offer a general overview, although some areas remain insufficiently covered.

The standard defines three different criteria levels catering to the needs of three different user groups:

- Essential criteria: Catering to regular cycle tourists.
- Important criteria: Catering to occasional cycle tourists.
- Additional criteria: Catering to demanding cycle tourists (e.g. families with young children, cyclists with tandems, bike trailers, hand bikes, etc.)

If a certain set of the ECS criteria are met, a EuroVelo route can be eligible for Certification. This report should give a first impression of EuroVelo 10's potential to become a Certified EuroVelo route.

For the field work, the EuroVelo Route Inspectors collected data using the ECS survey app developed by ECF for this purpose. The basic unit of a survey is the daily section, representing a stretch of the route between 15 and 90 km in length that a cyclist could cover in one day, starting and ending at settlements, regional or national borders, or concentrations of services. On each daily section, they stopped each time the characteristics of the route changed, creating a new minor section and entering the data into the app. The data was then uploaded to the ECF server ("backend") and later analysed. The route inspectors also documented the field work with geolocated photographs.

After receiving all national and regional reports, ECF organised an online feedback meeting in December 2025 with representatives from all countries in order to share general feedback on the reports and common potential areas of improvement. Second versions of the reports were then shared with ECF. ECF took care of doing the final consolidation and reviewing for this Transnational EuroVelo 10 Evaluation Report. Therefore, the regional/national chapters appearing in this document may slightly differ from the original documents, upon agreement of their authors.

Graphs:

Note that the graphs included in this report originate from the Excel export tool developed by ECF in the framework of the ECS methodology. It was created in order to facilitate the inspectors' work in analysing their survey data and drawing conclusions regarding ECS criteria met. This Excel export includes derived data from the EuroVelo backend.

It includes:

- **"ECS level basic"** is an attribute derived from basic infrastructure criteria only, i.e. traffic category, surface quality and width. "ECS Basic" can be used for analysis when it comes to identifying the locations where the most basic infrastructure criteria are not being met.
- **"ECS level obstacle"** is an attribute derived from legal and physical obstacles (points), including dangerous crossings, in addition to the basic infrastructure criteria considered for ECS level basic – i.e. "ECS level obstacle" will return "none" if the ECS level basic criteria

are not met, even if the segment does not include any obstacles. “ECS level obstacle” can be used as the most accurate derived data for analysis when it comes to identifying the locations where infrastructure criteria, apart from signing, are not being met.

- “**ECS level signs**” is an attribute derived from signing (points). It considers the distance between confirmation signs and other types of signs, the presence of EuroVelo logo, missing or defective signs. It is calculated independently from “ECS level obstacle”.
- “**ECS level infrastructure**” takes the worst value between “ECS level obstacle” and “ECS level signs”. “ECS level infrastructure” considers all infrastructure parameters that can be automatically computed from survey data.
- “**Key issues**” are automatically derived from the segment parameters, highlighting what prevents the segment from meeting ECS essential or important criteria.

However, it should be noted that **these automated analyses alone are not enough to make final conclusions on ECS criteria met for all categories of criteria**. Indeed, some criteria categories require a qualitative analysis and cannot be automated computed, such as the continuity, public transport, attractiveness, gradients, services, bookable offers and marketing/promotion categories. Therefore, in most cases, additional analysis is required to fully conclude if a daily section or stretch of a route meets a certain level of ECS criteria.

5. Transnational summary

In this section, we intend to give a brief and preliminary summary of the key findings of the surveys.

Within less than one year, 2,637 km of EuroVelo 10 were surveyed - more than 600 km additional coverage compared to the ECS surveys carried out under the BSB! project in 2017. This broader assessment provides a much more comprehensive understanding of route quality, identifies remaining needs for improvement, and helps define investment priorities.

In 2017, evaluations were limited to Denmark, Poland, and the German region of Mecklenburg-Vorpommern. In contrast, under the current project, surveys covered two additional countries and the entire German route was assessed, including the Rügen island loop, while in Denmark the focus was solely on the Lolland–Falster region (around 350 km less than in 2017).

The surveyed stretch of EuroVelo 10 cannot be certified yet, according to ECF's European Certification Standard as it does not meet the essential criteria on its entire length, mainly due to missing EuroVelo signage, and a few sections badly rideable or with high/very high traffic. Some obstacles were also identified along the route, including important continuity issues and some dangerous and very dangerous crossings that would require safety improvements.

An impressive achievement is that EuroVelo 10 is now fully signed with EuroVelo signs in West Pomerania and Pomerania regions (Poland) and Denmark. It is still a work in progress in Lithuania as some signs were set up but they do not respect the [EuroVelo Transnational Signing Manual](#). There are no EuroVelo signs yet in Sweden and Germany, but national signage can be followed on the majority of the itinerary surveyed.

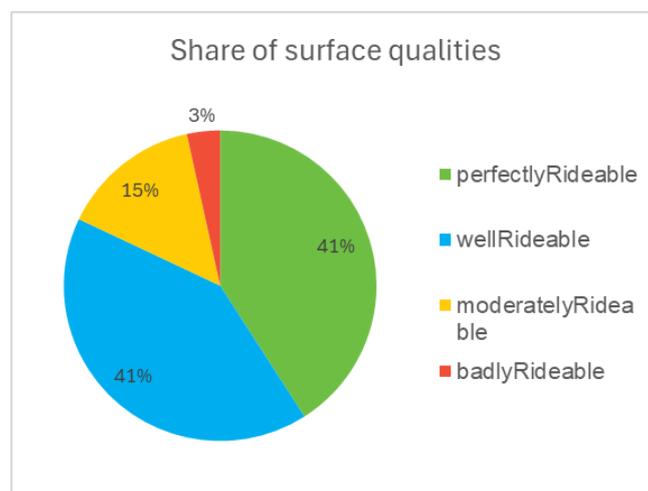
There are very positive takeaways as the surveyed route provides an excellent continuity overall with few serious obstacles that would oblige cyclists to dismount.

In terms of route component type, 53% of the surveyed route is traffic-free, 27% on very low traffic roads, 12% on low traffic roads – showing a positive evolution compared to the last survey (respectively less than 50% on “dedicated cycle paths, greenways or traffic-free roads” and 23% on very low traffic roads), when the length of the route covered was much less.

However, the high traffic stretches represent the main issue in Lithuania specifically.

47% of the surveyed route is on fully segregated route components (greenways, cycle and pedestrian path or cycle path).

Another highlight is the surface quality as 82% of the surveyed sections were consisting of either perfectly or well rideable surfaces (compared to 75% in 2017 for a lesser length). This is a considerable positive evolution and shows the high quality of EuroVelo 10 in the South Baltic Area.



In East Germany, a large challenge was the presence of cobblestones on long distances affecting badly the quality of surfaces encountered. On the Rügen island, a major infrastructure issue was the insufficient width of the route with narrow concrete blocks wheel tracks that cyclists have to navigate.



However, due to its coastal nature, the route features very few climbs. It is predominantly flat, with elevation changes generally around 50 m, with a maximum variation of 150 m which occurs only once along the surveyed route.

The main theme of the route – the Baltic Sea – is largely respected, as most sections follow the coastline and remain in close proximity to it. There are many cultural and natural attractions to be found along the route, museums, and even a few UNESCO sites as the Curonian Spit, the Malbork



Castle, the Sowiński National Park, the old harbour of Wismar, the Old Town of Lübeck, and the cities of Stralsund and Karlskrona.

Accommodation and food can be easily found in all surveyed regions, with a range of services labelled as cycling-friendly, meeting the specific needs of cyclists, that were the topic of a specific [report](#). The lack of services and public transport remains however a challenge in Sweden, even if the surveyed stretches are less impacted as they are located close to areas concentrating services.



6. Sweden

This national chapter was prepared by Anna Lindén, Sonja Perander, Hans Stoops, Henk Swarttouw for both Swedish project partners, Cykelfrämjandet and Blekinge Region. The report was finalised on 21 March 2025.

1 Background

Sweden has four stretches of EuroVelo routes running through the country: 3, 12, 7 and 10. All of them except EuroVelo 7 run partly on nationally certified cycle routes.

EuroVelo 10 follows for 99% nationally certified routes, Sydkustleden and Sydostleden, which are national routes recognized by Trafikverket, the Swedish national traffic agency, responsible for the certification.

EuroVelo 10 also runs partly on former cycles route developed by Cykelfrämjandet in 1997 - “Cykelspåret” from Ystad to Haparanda. There are signs here and there in varying condition and parts of the route needs rerouting. The big job is also to engage the regions from Stockholm northwards to commit to take responsibility of “their” section of route running through the region. This job has only just started.

Cykelfrämjandet is part of two EU projects covering EuroVelo 10: Baltic Biking Upgrade (BBU) and Bike Across the Baltic (BAB). They are focused on business development along the route (BBU, focus Skåne and Blekinge regions in Southern Sweden) and route inspections and development (BAB, focus Stockholm region).

As a part of both projects, a group of four route inspectors have inspected **630 km of route** along the 2500 km long EuroVelo 10 section in Sweden. We have collaborated with the regions in each section of route inspection.

2 Organisation

The initial route survey on which the route evaluation report is based has been carried out by organisation Cykelfrämjandet, the Swedish Cycling Advocacy organisation, which has 90 years’ experience of creating and promoting routes for people in all ages. Cykelfrämjandet is not National EuroVelo Coordinator for Sweden, mainly because of lack of funding and also lack of support from national road and traffic agencies. We still work together with a few selected regions (this is why we chose these specific areas for inspection).

Anna Lindén has coordinated the four inspectors – Hans Stoops, Henk Swarttouw, Sonja Perander and herself. Sonja Perander and Nicole Carpman (data analyst at Cykelfrämjandet) have worked on the diagrams. We have deployed partly different level of detail in the daily sections in this report, and due to limited resources (Anna works 20 percent), the report contains some discrepancies. It should be viewed as a first attempt and trial document before we take on the larger project of developing EuroVelo in Sweden.

This survey was the opportunity to practice inspecting, data analysis and putting reports together for future work with development of the EuroVelo routes in Sweden.

3 Brief methodological explanations

Cykelfrämjandet surveyed daily sections in Skåne, Blekinge, Kalmar, Södermanland, Stockholm and Sundsvall regions. Anna Lindén and Sonja Perander became certified route inspectors in April 2024, Anna



also took the refresher course in 2025, and Henk Swarttouw and Hans Stoops are certified inspectors from before. We all used the ECS methodology and as a complementary part of information, we used data from our national road safety database (NVDB) instead of fully relying on our own counting of vehicles at that specific day.

We have used a traffic safety map done by consultancy firm “Tyrens”. It can be viewed [in the link](#) – red sections are unsafe for cyclists according to our national road traffic database (NVDB), which sets the standard for the nationally certified routes in Sweden.

All four inspectors, trained by ECF, did the surveying work of the sections using the provided specific “ECS survey app”. On-field survey has been completed by office work to collect additional data.

The most extensive route descriptions are from Skåne. Anna’s inspections in Blekinge are excluded since there were too big mistake in the route draft done by region Blekinge – the route (that is another stretch compared to the official EuroVelo route) took Anna into a wild safari park where cycling is not allowed and there are wild boars.

4 Overview of the sections

A total of 682 km (15 daily sections) have been surveyed between July 5 and November 8, 2024.

Start location	Destination	Length (in km)	Surveying period
Malmö	Skanör	47	2024-11-15
Skanör	Trelleborg	31	2025-11-15
Trelleborg	Ystad	47	2024-10-23
Kristianstad	Brösarp	53	2024-09-17
Smedby	Mönsterås	57	2024-09-27
Mönsterås	Oscarshamn	28	2024-09-27
Oscarshamn	Figeholm	52	2024-09-28
Figeholm	Blankaholm	35	2024-09-28
Blankaholm	Västervik	51	2024-09-28
Nyköping	Vagnhärad	55	2024-08-26
Vagnhärad	Stockholm	67	2024-07-05
Stockholm	Åkersberga	42	2024-11-09
Åkersberga	Gavel	51	2023-08-23
Armsjötorpet	Sundsvall	42	2024-08-27
Sundsvall	Bergeforsen	24	2024-08-28

5 Infrastructure

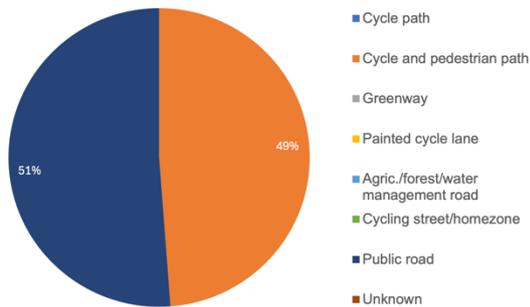
This chapter provides an overview of the infrastructure in general along the inspected parts of the route in Sweden. You can find more detailed information per section under heading 9.

5.1 Existing route infrastructure

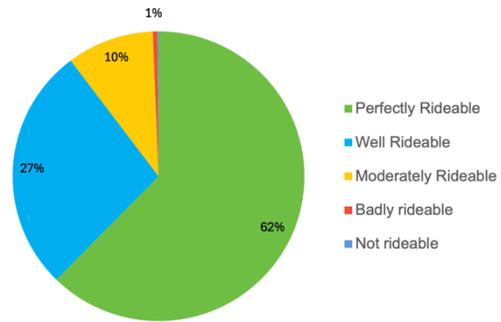
Please see diagrams below.



Share of route components



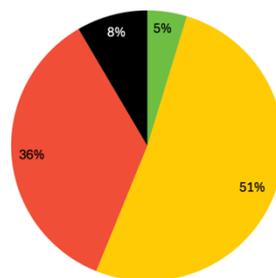
Share of surface qualities



5.2 Infrastructure criteria met (except signage)

Level of ECS infrastructure criteria met (except signage)

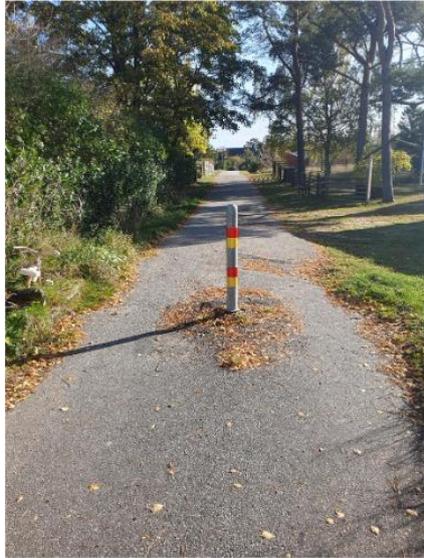
■ Essential ■ Additional ■ Important ■ None



5.3 Critical deficiencies

Malmö-Ystad, 115 km along Sydkustleden:

- Partly unrideable sand for a short stretch between Skanör and Falsterbo
- Unsafe bollard on Bulldogsvägen, Gislöv, Trelleborg
- Some – mostly quite short – but very narrow stretches between Trelleborg and Ystad
- Impossible right-turn between Kämpinge and Rängsand
- Missing sign in Malmö at the end of Östra Värvgatan, when it reaches the shore
- No EuroVelo signage



Unsafe bollard in Gislöv, Trelleborg



Busy road at Böste Läge, does not feel safe, rerouting possible?



Narrow chicane at Höllviksstrandvägen



Examples of narrow passages between Trelleborg and Ystad

Recommendations

- Invest in rest areas and water points
- Better roadside vegetation management where this severely reduces effective width (mostly between Trelleborg and Ystad).
- Widen or improve painted cycle lanes between Bunkeflostrand and Northern Klagshamn (too narrow and unsafe)
- Several stretches of insufficient width in and between Tygelsjö, Hököpinge and Vellinge
- Check width and improve accessibility of the wooden bridge between Skanör and Falsterbo
- Narrow sandy gravel path along the beach huts between Skanör and Falsterbo is very, very attractive, but unfortunately badly or not rideable. Can something be done? The only viable alternative seems to be an inland route, avoiding the beach altogether, but losing one of the most attractive stretches, beach huts and all.
- Many of the gravel trails through southern Falsterbo have (just) insufficient width
- Increase width of chicane at crossing of Höllvikstrandvägen in Höllviken
- Make right turn possible between Kämpinge and Rängsand
- Remove pole at eastern end of Taxvägen, Gislöv, Trelleborg. If not possible, install warning signs

- High traffic road at Böste Läge, see if rerouting possible through the village (Löjtnant Flinths väg – see map)
- Consider rerouting to beach-side cycle path between central Trelleborg and Kurland



Narrow painted bike lane at Gislövs Strandväg, Trelleborg



Narrow painted bikelane between Bunkeflostrand and Kämpinge



Best practice: off-center bollards



Impossible right turn between Kämpinge and Rängsand

6 Services

6.1 Existing services

Services from Malmö to Ystad, 115 km along Sydkustleden:

As the route winds to an important area for tourism, there is a good level of services available. However, the season is not so long, perhaps mid-May to late September, with a high season from 15 June to 15 August. Many services will close down or reduce their hours during the (relatively long) winter season, so it's always important to check opening dates and hours.

Bike repair, spare parts and bicycle hire are amply available in the major towns (Malmö, Trelleborg and Ystad), as well as in Höllviken and Skanör. In addition to the major towns, during the summer months there will also be bike hire available in tourist hotspots, such as Skanör/Falsterbo and Beddinge.

Secure bicycle parking is available at the main railway stations

Accommodation at different levels of comfort is year-round available in Malmö, Trelleborg and Ystad, but can be quite limited in between. However, during the summer months, the entire area comes to life with campgrounds, cabins, hostels and private rentals offering their services to visiting cyclists.



Accommodation and services at Sweden's southernmost point, Smygehuk

There are plenty of restaurants and cafes along the route, but the same applies as to accommodation. Many will be closed for parts of the year. In the towns there will be good availability year-round. In some of the smaller villages along the route there will be places that are open all year but perhaps offering a rather limited choice of pizza and kebab.

In summer you'll also find plenty of restaurants and cafés in the many marinas and small harbours that dot the Skåne coastline. Many of them focus on fresh local catch and produce, including smoked fish.

Groceries can be a challenge in rural Sweden, but this area is sufficiently densely populated to have a shop at least every ten kilometres. The opening hours are often surprisingly long, seven days / week.

There are very few if any water points or public toilets along the route. The same applies to rest areas. On the other hand, Sweden has the so called "Allemansrätten", which is a very generous right of public access to private and communal land. More information [here](#).

Summary for the stretch Malmö to Ystad:

Accommodation: the entire stretch meets the **important** criterion and probably the **additional** criterion.

Food & Water: the entire stretch meets the **additional** criterion.

Bike services: the entire stretch meets the **important** criterion.

Bookable offers: the entire stretch meets the **important** criterion (e.g. [here](#)).



Some very basic rest areas

7 Marketing / Promotion

7.1 Existing promotional tools

This section focuses on Sydkustleden, Malmö-Ystad, 115 km

This stretch of Sydkustleden is well promoted in Sweden. [Online](#) and in brochures and other printed materials available at tourist offices, hotels, campgrounds, cafes etc.

In spite of completely overlapping with EuroVelo 10 – the Baltic Sea Cycle Route, the Swedish promotion materials do not mention EuroVelo.

Acknowledging that Sydkustleden is part of EuroVelo 10 would come at no cost to the Sweden by Bike and other promotional efforts in favour of Sydkustleden, so this should be an easy win, and another step towards recognition of EuroVelo by the Swedish authorities.

7.2 Critical deficiencies

Recommendations

- Introduce EuroVelo signs
- Install (more) information panels
- Mention EuroVelo 10 on online materials promoting Sydkustleden to improve the recognition of EuroVelo by the Swedish authorities.

8 Organisation / Financing

8.1 Existing organisations for development and maintenance

Region Skåne manages the national cycle routes Sydkustleden and Sydostleden. Region Blekinge works on a draft for the stretch in Blekinge, Blekinge Coastal Route. The rest of the regions have no nationally certified routes or plans of such.

The key regional authorities associated with the route are – from south to north and only Skåne has a route in operation



- Skåne
- Blekinge
- Kalmar
- Södermanland
- Stockholm
- Uppsala
- Gävleborg
- Västernorrland
- Västerbotten
- Norrbotten

8.2 Potential organisations for development and maintenance

EuroVelo 10 runs through 10 regions in Sweden. Five of them are either contacted or active since they have nationally certified routes already. Cykelfrämjandet's vision is to coordinate EuroVelo 10 (and the other EuroVelo routes) and the regions can manage the sections running through their country, as a part of their work to develop cycle tourism in their region.

8.3 Existing financial resources

Cykelfrämjandet has grants from two EU projects to work with EuroVelo route development.

9 Description of the route conditions by section

9.1 Daily sections 627-629, Malmö - Skanör - Trelleborg - Ystad

These sections are presented in one piece. The main reason is that they go on a nationally certified cycle route and therefore has a certified high quality already

EuroVelo 10 - Baltic Sea Cycle Route between Malmö and Ystad follows the national Swedish route "[Sydkustleden](#)". The route is almost perfectly signed with national signs in both directions. It mostly follows the coastline on traffic free cycle paths and quiet back streets, including some country roads. The three surveyed sections are Malmö - Skanör (37km), Skanör - Trelleborg (31 km) and Trelleborg – Ystad (47 km), a total of 115 km.

This section starts/ends in Malmö, Sweden's third largest city. It passes through a number of coastal towns and villages, but has an overall rural, countryside vibe. These are generally quiet places, though in the (short) high summer season (mid-June to mid-August), the area will attract a lot of tourists.

As the route more or less follows a sandy coastline which is lined with beaches, it is almost entirely flat. The highest elevation is probably the bridgehead of Öresundsbridge. The Baltic coastline is never far away and the route has a clear maritime focus.



View of the Öresundbridge on a grey day

Itinerary changes

The one and only discrepancy between the signposted route and the GPX was for a 250m stretch on the southern side of Kämpinge, south-east of Höllviken.

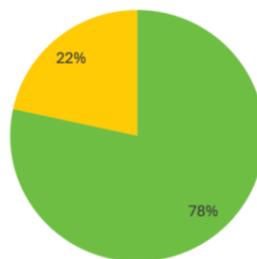
There is roadworks in Smygehamn between Trelleborg and Ystad, which should be finished by summer 2025.



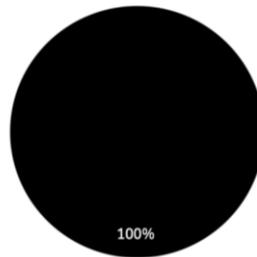
Roadworks in Smygehamn

Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



Level of ECS signage criteria met
 ■ additional ■ important ■ essential ■ none

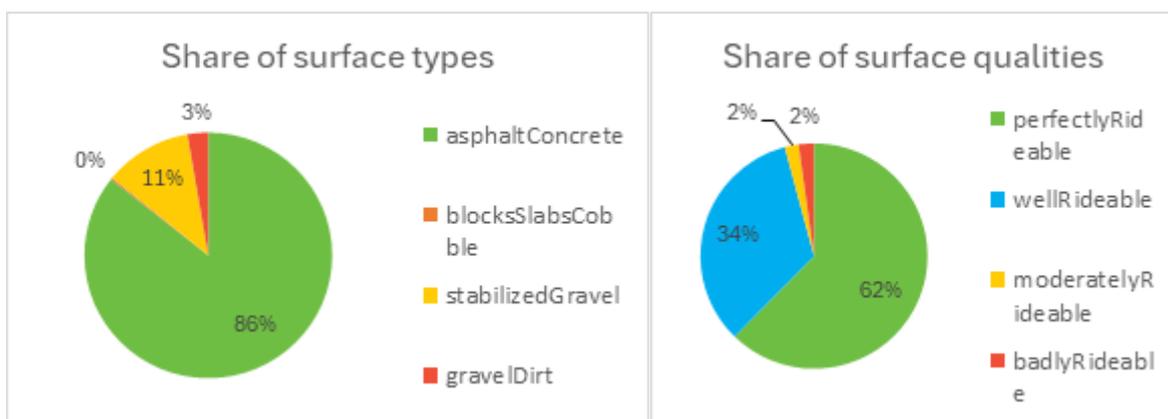


9.1.1 Route infrastructure

Most of Sydkustleden between Malmö and Ystad follows separate cycle paths, quiet residential streets and country roads with low volumes of traffic. Three quarters of this section consist of separate cycle paths. The cycle paths are almost always shared with pedestrians but given the low occupancy this should not lead to any conflicts.



More than 85% of the entire stretch is covered in generally smooth and well-maintained asphalt. Particularly in the Skanör/Falsterbo area there are quite a few forest ways on “stabilised gravel” which are generally (very) well rideable.



Parts of the ~ 2 km trail along the sand dunes between Skanör marina and Falsterbo village are the only stretches that are badly rideable and for some shorter stretches not rideable at all. This is caused by the presence of shifting wind-blown sand on the trail.

Except for this sandy bit, the entire route meets the essential criteria and the important criteria. Around 70% even meets the additional criteria, the main challenge being a number of narrow passages on the stretch between Trelleborg and Ystad, partly inherent in the road design, partly caused by inadequate vegetation management.

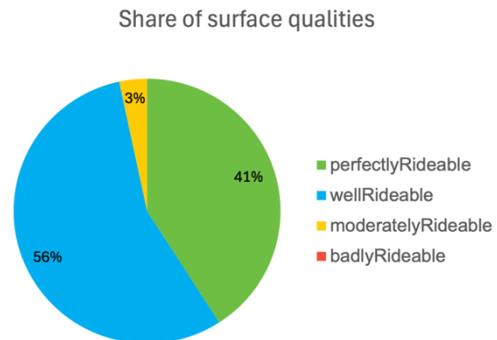
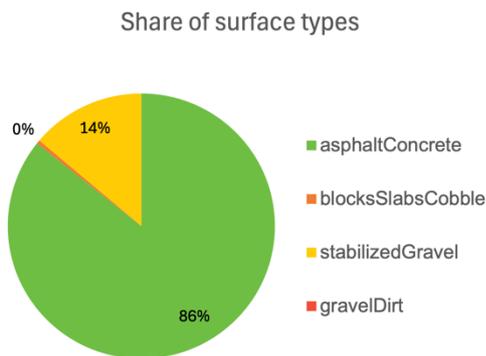
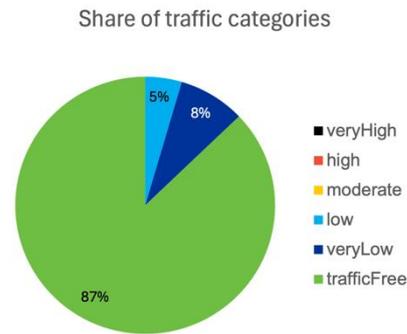
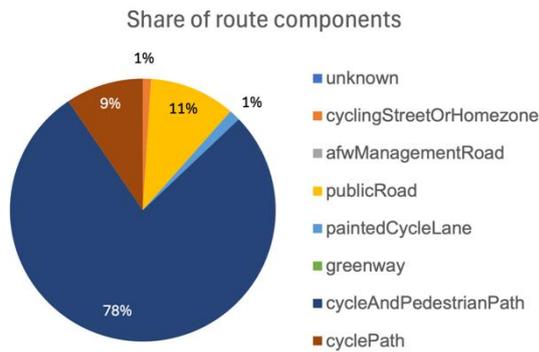
There are no EuroVelo signs in Sweden. The national signage for “Sydkustleden” was followed. The signs were consistently well-placed and unambiguous with very few exceptions. In some cases, the “Sydkustleden” signs are accompanied by older signs indicating direction and distance to the next town or village.



Route sign and information panel in Trelleborg

There are very few instances of missing signs or wrongly placed signs. In some rare cases signs seem to point in the wrong direction, possibly caused by vandalism.

There is a rather limited number of information boards along the route.



9.1.2 Public transport connections

Trains

There are excellent and accessible train stations in Malmö, Trelleborg and Ystad. Trelleborg and Ystad have frequent direct connections to Malmö by [Skånetrafiken](#). Traintickets are quite affordable when bought through the Skånetrafiken app (available for iPhone and Android, also in English). Bicycles can be taken on the trains for free. Transport of trikes and trailers (if they fit through the door and won't block access) is at the discretion of the train conductor.

Malmö has a direct train link to Copenhagen ("Öresundståg") via the bridge and tunnel across the straits separating Sweden and Denmark. In Sweden bikes travel for free on Öresundståg, but for the Danish stretch a bicycle ticket is required (to be obtained through the DSB-app). This changes regularly; up-to-date info [here](#).

Skånör and Falsterbo have no rail service. The closest regional railway stops are Östra Grevie and Västra Ingelstad, each about 25 km away. Skånör/Falsterbo is served by the SkåneExpressen coach service, but they will not take bicycles except during the summer. More information [here](#).

The major train stations and even many smaller ones offer secure bike parking and luggage storage. It's not allowed to park your bicycle inside the station or on the platform.

Take note: Swedish National Railways, "SJ" don't allow assembled bikes on trains. More information [here](#).

Ferries:

Ferry routes between southern Sweden and the continent change regularly. At the time of writing, **Ystad** had ferry connections to Danish island of Bornholm (also part of EuroVelo 10) and Poland (Swinoujscie).

Trelleborg had an even wider selection of ferry connections to Germany (Travemünde, Rostock), Poland



(Swinoujście) and Lithuania (Klaipėda), all on or close to EuroVelo 10. It is generally quite affordable to take a bicycle on the ferry, although the longer routes may require booking a cabin.

Buses:

Most smaller places along the route are served by Skånetrafikens regional busses.

It is possible to take bikes on regional (yellow) buses during summer and on weekends. Between June 15th and August 15th, you can bring your bicycle on board for free, subject to availability, on all days and at all times. At other times of the year, you can only bring your bicycle on Saturdays, Sundays, and public holidays from 4:00 AM to 11:00 PM.



The bicycle is hung at the back of the buses that have bicycle holders. No bicycles may be taken on board the bus. If the bike rack is full, you and your bike have to wait for the next bus. Keep in mind that you must be able to hang up your bike yourself as the driver will not be able to help. Electric bikes cannot be taken as they are too heavy to be hung on the buses' bike racks. Folding bicycles are counted as hand luggage if they are folded to the maximum during the journey and can be taken on board to put them under the seat or in front of you so they don't stick out.

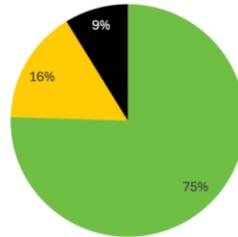
Bicycles are not allowed on local buses and trams.



9.2 Daily section 628: from Skanör to Trelleborg

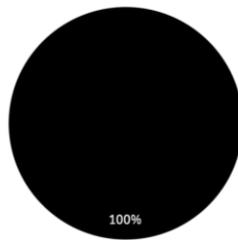
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



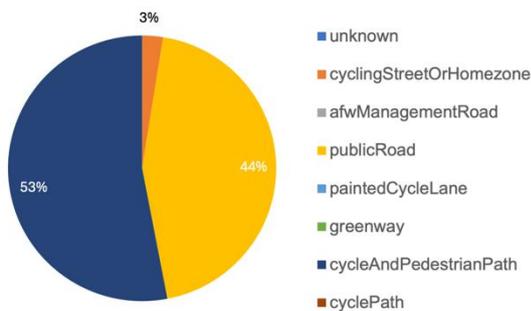
Level of ECS signage criteria met

■ additional ■ important ■ essential ■ none

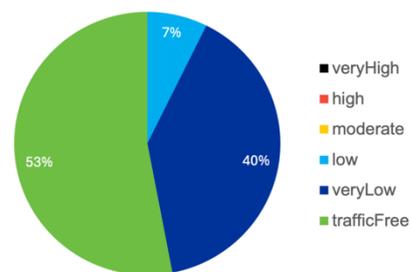


9.2.1 Route infrastructure

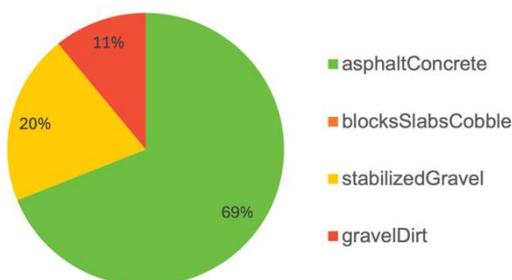
Share of route components



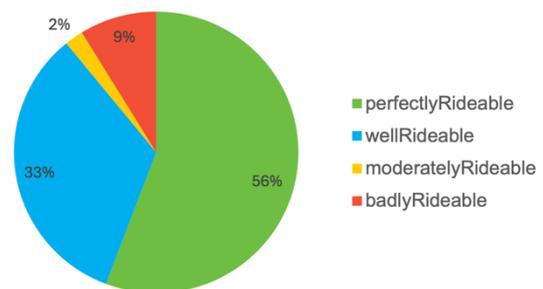
Share of traffic categories



Share of surface types



Share of surface qualities





9.2.2 Public transport connections

Please view chapter 9.1 for details

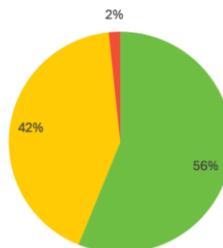
9.2.3 Critical issues

Please view chapter 9.1 for details

9.3 Daily section 622: from Trelleborg to Ystad

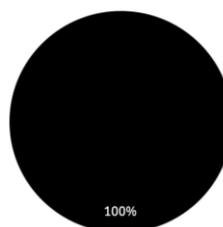
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



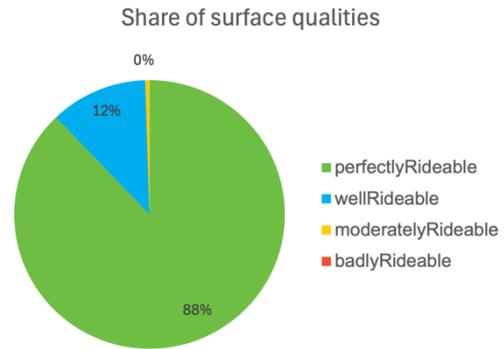
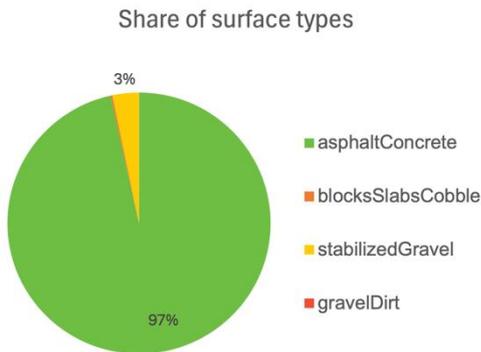
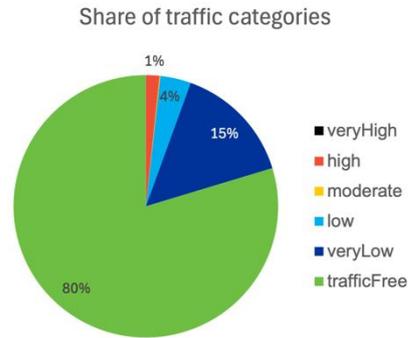
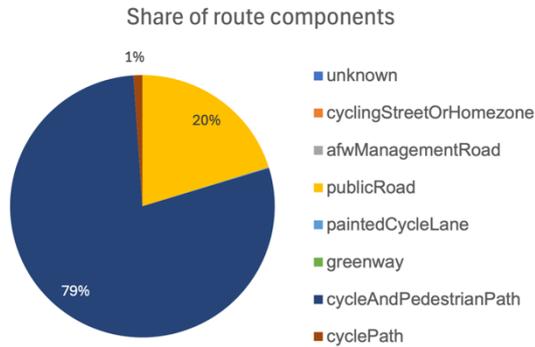
Level of ECS signage criteria met

■ additional ■ important ■ essential ■ none





9.3.1 Route infrastructure



9.3.2 Public transport connections

Please view chapter 9.1 for details

9.3.3 Critical issues

Please view chapter 9.1 for details

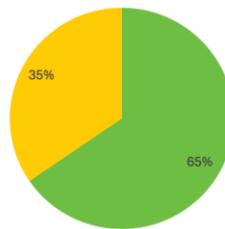


9.4 Daily section 616: from Kristianstad to Brösarp

Daily section 616 is 53 km long, starts in Kristianstad and ends in Brösarp. The section is a part of Sydostleden, which is a national cycling route in South of Sweden. The route leads from a city along rural and flat areas and ends with a long stretch along the coastline. A majority of the route consists of cycling and pedestrian paths and the sections along public roads have low levels of motorised traffic. The section was surveyed on 9 September 2024 by Sonja Perander.

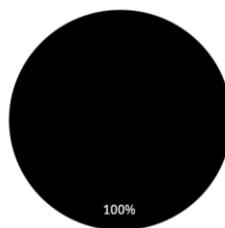
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



Level of ECS signage criteria met

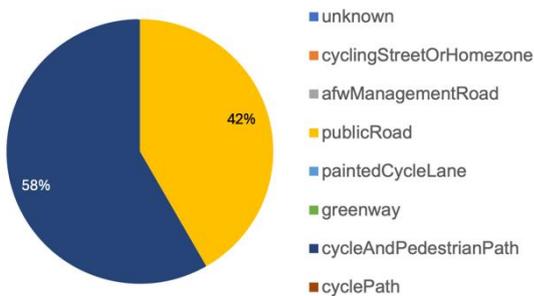
■ additional ■ important ■ essential ■ none



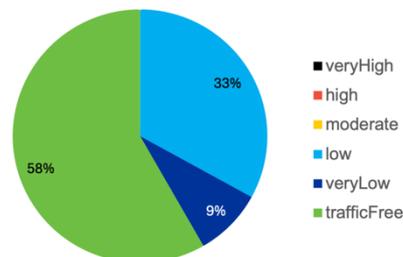
9.4.1 Route infrastructure

More than half of the daily section goes along cycle and pedestrian paths that are mainly well rideable. The other part of the surveyed distance consists of public roads with low or very low traffic volumes, where more than half of the distances are considered perfectly rideable. 75% of the daily section has a surface of asphalt or concrete, while 22% has a surface of stabilized gravel. The whole route has sufficient width for cycling, only 1,7 km is within the range 1-1,4m.

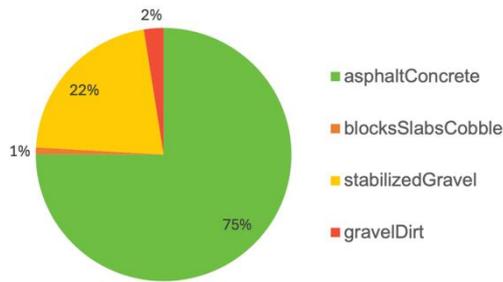
Share of route components



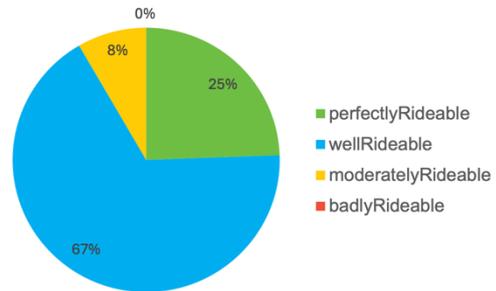
Share of traffic categories



Share of surface types



Share of surface qualities



9.4.2 Public transport connections

The daily section can be accessed by train from a central station in Kristianstad, with train departures several times an hour. Transportation of bikes is allowed on the trains with no extra charge. The next station is in Simrishamn, that is 68 km cycling distance from Kristianstad central station. There is also a regional bus with a stop in Brösarp that allows bikes in the weekends.

9.4.3 Critical issues

- At one point the route is cut off abruptly by a construction site, forcing the cyclist to dismount and carry the bicycle over railway tracks.
- At 5 points along the route chicanes or poles with less than 1,30 m in between are found, the smallest gap being 0,85 m.
- At one point the GPX doesn't match with the signed route and suggests a dangerous crossing over a high trafficked road.
- No EuroVelo signing along the whole route



Physical disruption forcing the cyclist to dismount and carry the bike over the railway.



A clearance of 0,85 meters that does not leave space for a bicycle with a trailer.

9.5 Daily section 611: Smedby (Kalmar) - Mönsterås, 57 km

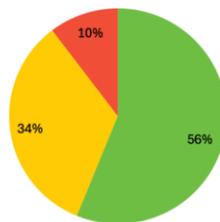
Daily section 611 leads from Smedby, 8 km west of the county’s main town Kalmar, to small town Mönsterås. It goes on country roads mainly on asphalt, goes inland, and also passes by cozy village Timmernabben by the sea.

The section was surveyed on September 27, 2024, by Hans Stoops.



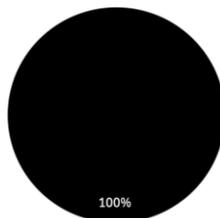
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



Level of ECS signage criteria met

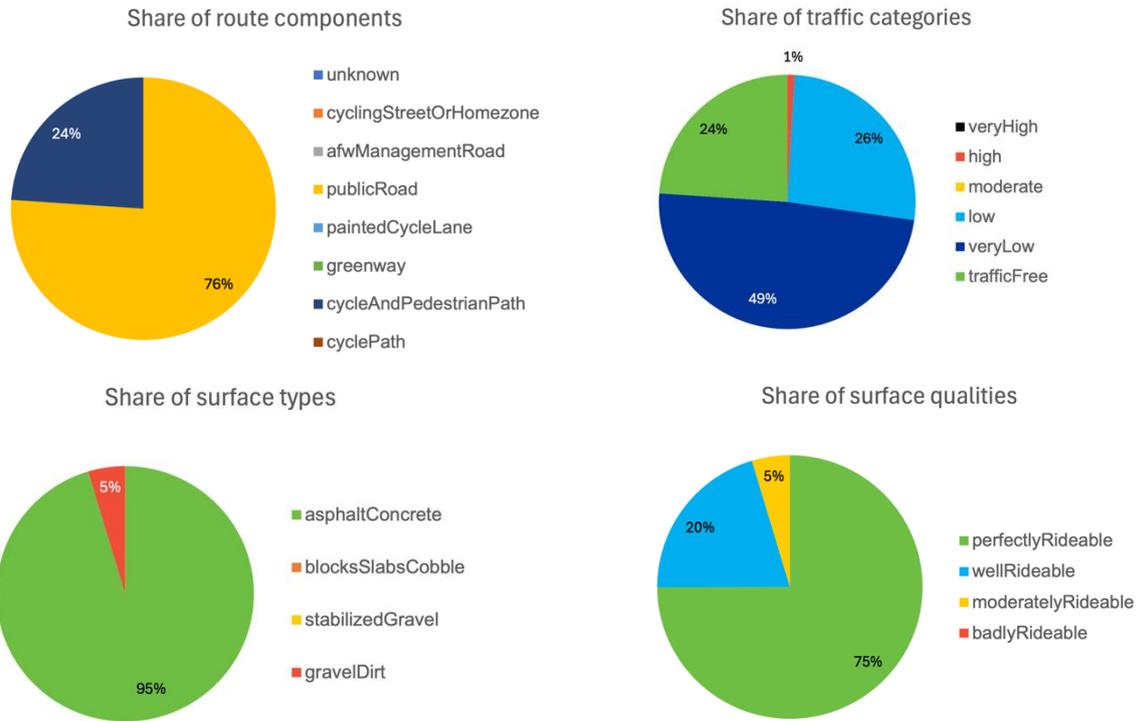
■ additional ■ important ■ essential ■ none





9.5.1 Route infrastructure

The daily section goes along public roads with a mix of packed gravel and asphalt.



9.5.2 Public transport connections

Kalmar, 8 km from where the route starts in Smedby, has a train connection with bike spaces (Öresundståg) to Malmö.

9.5.3 Critical issues

- A few dangerous crossings, of which one over the E22 close to Rockneby
- The route should go through main town Kalmar and hit the old “Railway route” that is turned into a local cycle route
- No EuroVelo signing along the whole route

9.4 Daily section 612: Mönsterås - Oskarshamn, 28 km

Daily section 612 leads from cozy town Mönsterås with its harbour and old central town, to Oskarshamn on quiet country roads. This daily section goes mainly on asphalt. Påskallavik by the sea just before Oskarshamn offers a nice rest area.

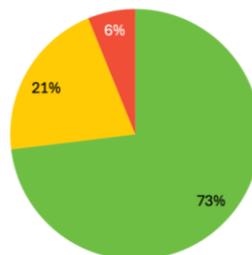
The section was surveyed on September 27, 2024, by Hans Stoops.



Påskallavik

Level of ECS infrastructure criteria met (except signage)

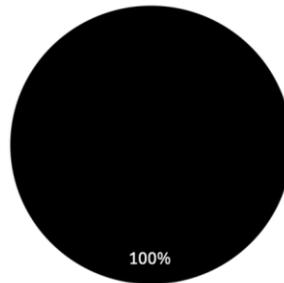
■ additional ■ important ■ essential ■ none





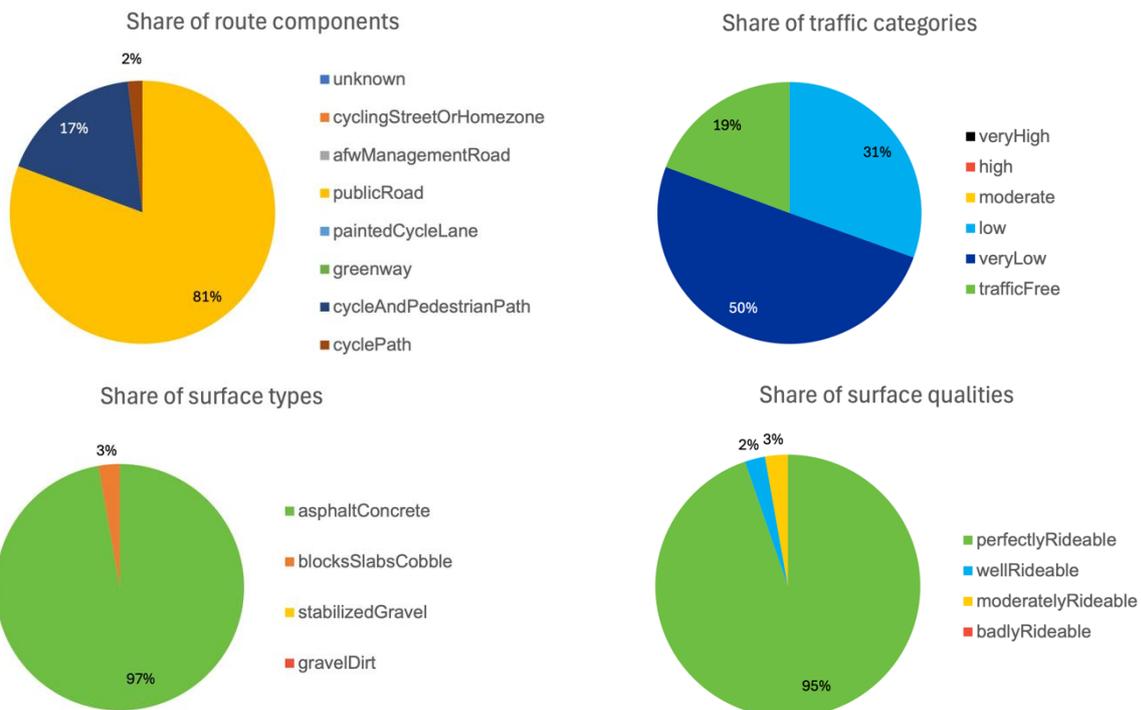
Level of ECS signage criteria met

■ additional ■ important ■ essential ■ none



9.4.1 Route infrastructure

The daily section goes along public roads with overall asphalt surface.



9.4.2 Public transport connections

There are no public transport connection with bike spaces along the route.

9.4.3 Critical issues

- The cycle and pedestrian paths getting into Oskarshamn are insufficient width
- Exiting Mönsterås, there is a very dangerous crossing over the motorway E22
- No EuroVelo signing along the whole route

9.5 Daily section 613: Oskarshamn – Figeholm, 52 km

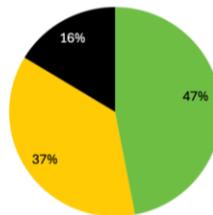
Daily section 613 leads from ferry town Oskarshamn, where you can catch a boat to Öland/Byxelkrok, to small coastal village Figeholm on quiet roads. The section goes on a mix of packed gravel and perfectly rideable public roads.

The section was surveyed on September 28, 2024, by Hans Stoops.



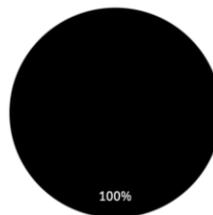
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



Level of ECS signage criteria met

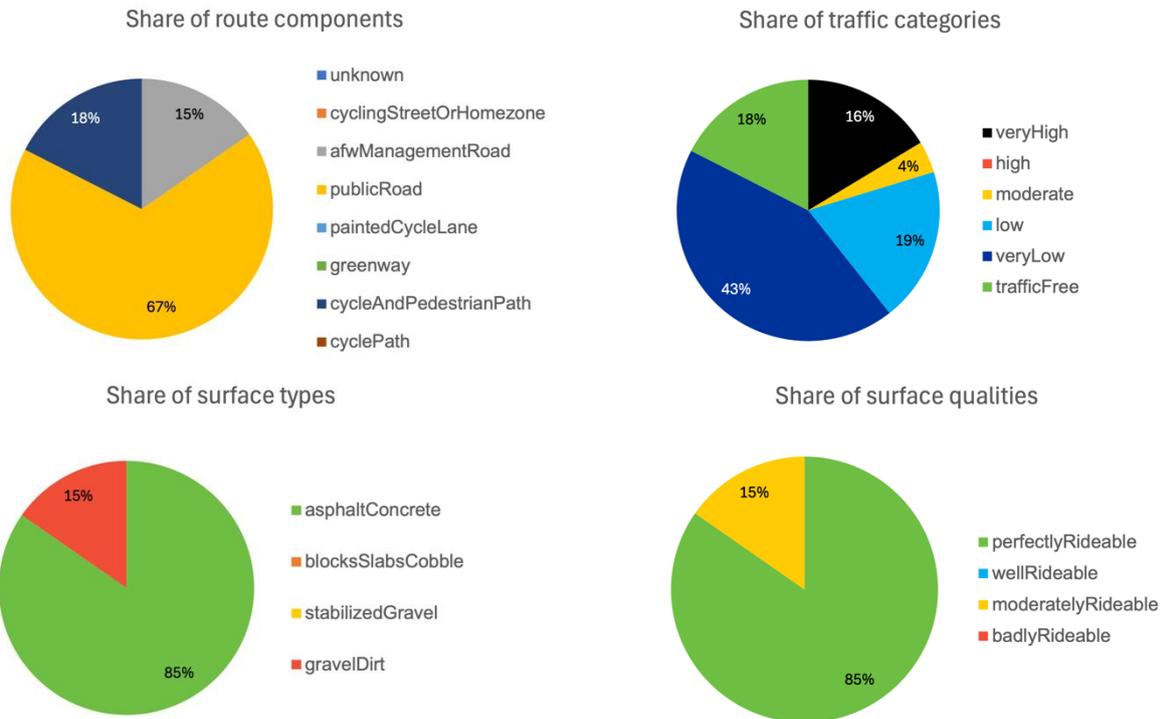
■ additional ■ important ■ essential ■ none





9.5.1 Route infrastructure

The daily section goes along public roads with a mix of packed gravel and asphalt. Mainly perfectly rideable and gravel generally means less motorised traffic.



9.5.2 Public transport connections

There are no public transport connection with bike spaces along the route.

9.5.3 Critical issues

No EuroVelo signing along the whole route

9.6 Daily section 614: Figeholm – Blankaholm, 35 km

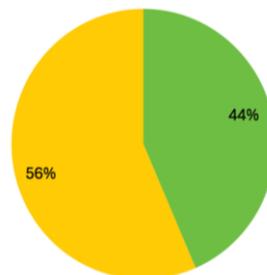
Daily section 614 leads from small coastal village Figeholm to small settlement Blankaholm on the water. This daily section goes on quiet public roads, with a mix of packed gravel and asphalt.

The section was surveyed on September 28, 2024, by Hans Stoops.



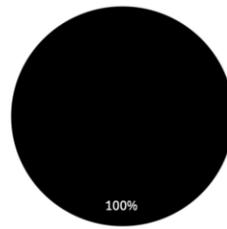
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none





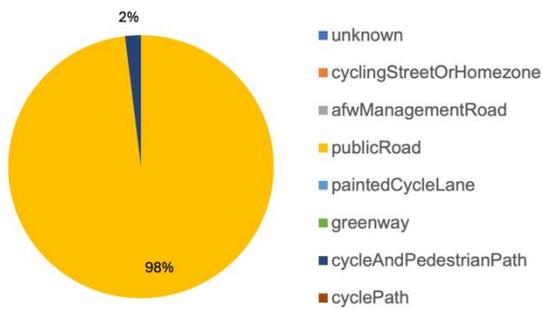
Level of ECS signage criteria met



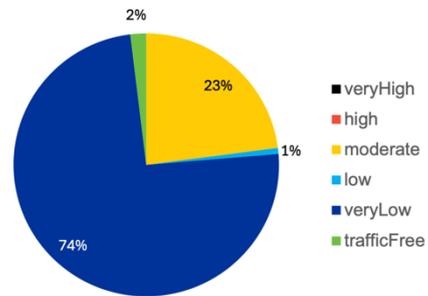
9.6.1 Route infrastructure

The daily section goes along public roads with a mix of packed gravel and asphalt.

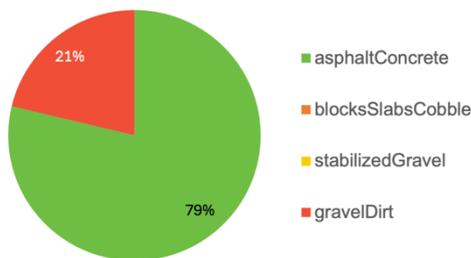
Share of route components



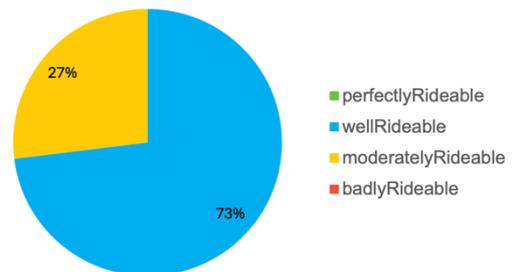
Share of traffic categories



Share of surface types



Share of surface qualities



9.6.2 Public transport connections

There are no public transport connection with bike spaces along the route.

9.6.3 Critical issues

- The road is a bit narrow just as the route exits Figeholm
- No EuroVelo signing along the whole route

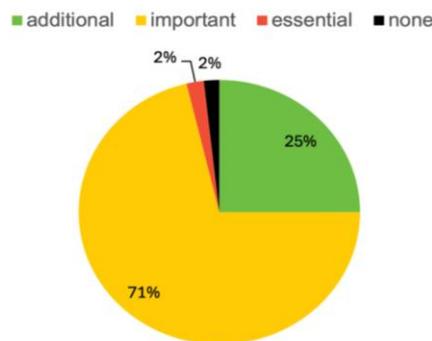
9.7 Daily section 615: Blankaholm - Västervik, 51 km

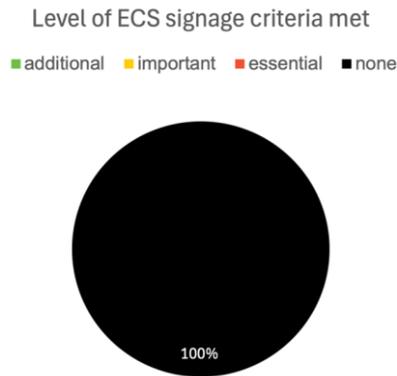
Daily section 615 leads from small settlement Blankaholm on gravel roads into tourist town Västervik. This daily section goes on mainly paved but also quite a bit of packed gravel roads. It goes mainly on public roads with low traffic and as you approach Västervik, on cycle and pedestrian paths. Coming in to Västervik, there are a few dangerous crossings and some parts of the cycle path is badly rideable.

The section was surveyed on September 28 2024 by Hans Stoops.



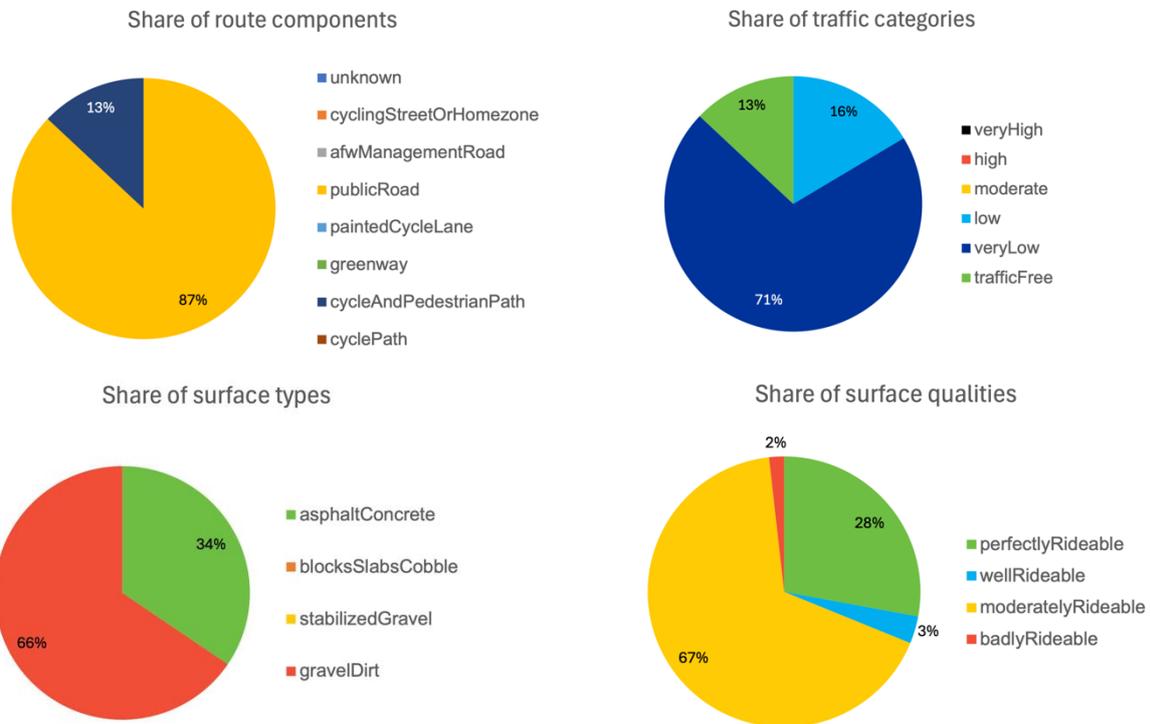
Level of ECS infrastructure criteria met (except signage)





9.7.1 Route infrastructure

The daily section goes along gravel roads, paved public roads and cycle and pedestrian paths.



9.7.2 Public transport connections

There are no public transport connections with bike spaces along this route.

9.7.3 Critical issues

- Badly rideable cycle path sections near Västervik
- A few dangerous crossings near Västervik
- No EuroVelo signing along the whole route

9.8 Daily section 566: Nyköping - Vagnhärad, 55 km

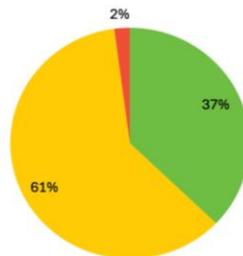
Daily section 566 leads from Nyköping, the region’s main town, to smaller town Vagnhärad. It goes mainly on perfectly rideable public roads. Just south of Vagnhärad, you have picturesque town Trosa which burts with life in the summer, and also nature reserve Stendörren by the Baltic Sea. This daily section is a mix of public roads, sometimes with high traffic, to more quiet cycle and pedestrian paths.

The section was surveyed on August 26 2024 by Hans Stoops.



Level of ECS infrastructure criteria met (except signage)

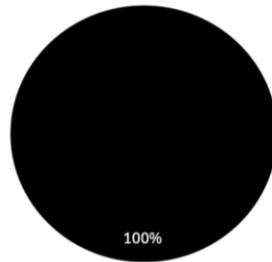
■ additional ■ important ■ essential ■ none





Level of ECS signage criteria met

■ additional ■ important ■ essential ■ none



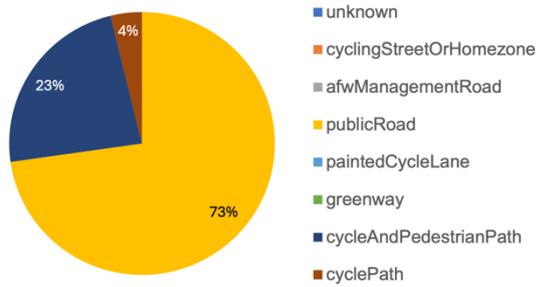
9.9.1 Route infrastructure

The entire part of the daily section goes along cycle and pedestrian paths and public roads that are well or perfectly rideable. There are some sections with more traffic and parts of the route could appear a bit monotonous.

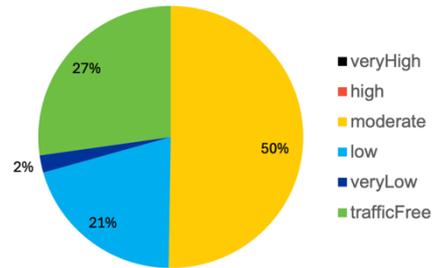




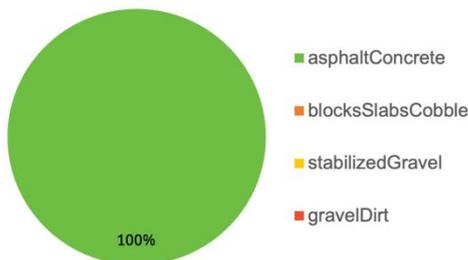
Share of route components



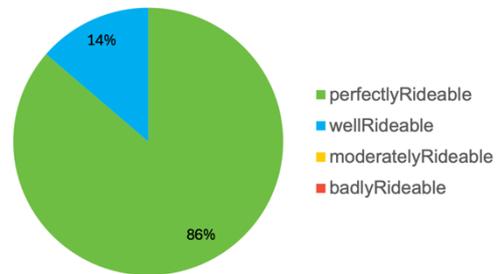
Share of traffic categories



Share of surface types



Share of surface qualities



9.9.2 Public transport connections

Both Nyköping and Vagnhärad have public transport connections with Mälartåg that have bike spaces free of charge.

9.9.3 Critical issues

- One dangerous crossing
- Insufficient services and monotony along parts of the route
- No EuroVelo signing along the whole route

9.10 Daily section 489: Vagnhärad - Stockholm, 67 km

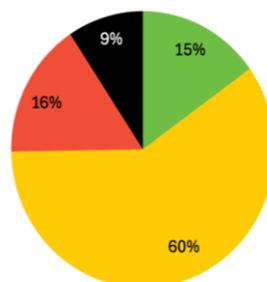
Daily section 489 leads from small town Vagnhärad into the capital Stockholm. This daily section goes on rather remote country roads, across the Skanssundet strait, along the waterfront and into the southern suburban parts of Stockholm. It contains a mix of public roads and cycle and pedestrian paths, the 25 km final kilometres into Stockholm there is constant traffic noise along the route even though the cycle path is good quality.

The section was surveyed on July 5 2024 by Anna Lindén.



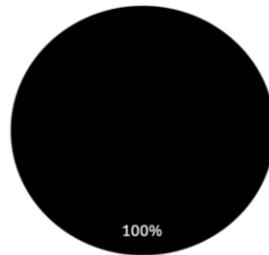
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



Level of ECS signage criteria met

■ additional ■ important ■ essential ■ none

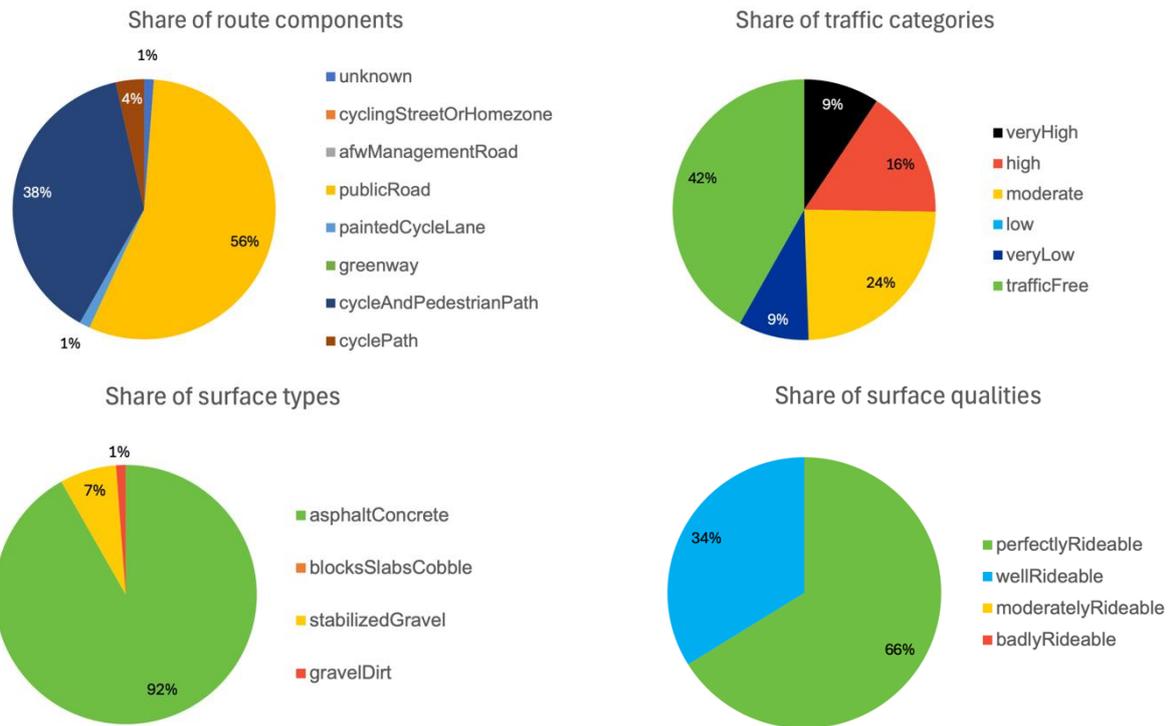


9.10.1 Route infrastructure

The daily section goes along cycle and pedestrian paths and public roads that are well or perfectly rideable. The final 25 km stretches into Stockholm have a lot of motorway noise even though the cycle paths are perfect or well rideable surface quality.



Diverse route



9.10.2 Public transport connections

Vagnhärad station, a few kilometres from the route start, has public transport, Mälartåg, that have bike spaces free of charge, to Stockholm central station. From the station, you can reach the route within a few kilometres of riding.

9.10.3 Critical issues

- The 25 km into Stockholm are rather traffic noisy even though the surface quality is good with a few roadworks
- Quite a few sections along this 25 km stretch need updating and rerouting since new roads and cycle paths have been built since this route was created
- Stockholm municipality should reconsider the entrance into the city and out of the city
- The daily section starts a few kilometres outside of Vagnhärad with a dangerous road crossing nearby, the municipality is aware of this
- No EuroVelo signing along the whole route



Stretch south of the city, dangerous and noisy



Decent quality cycle path with unattractive surrounding

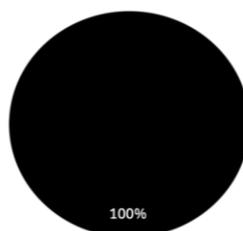
9.11 Daily section 623: Stockholm - Åkersberga, 42 km

Daily section 623 leads from Stockholm, the capital, to small town Åkersberga from where you enter the countryside of Roslagen. This daily section starts at the north foot of tall bridge Västerbron, in a spot called Västerbroplan, and continues in the west parts of the city past Karlberg castle and northwards into the villas of Djursholm. From there, it takes you on smaller gravel roads and cycle paths along the coast, passes by shopping complex Arninge where you can resupply, and onwards on bigger roads towards Åkersberga.

The section was surveyed on November 9 2024 by Anna Lindén.

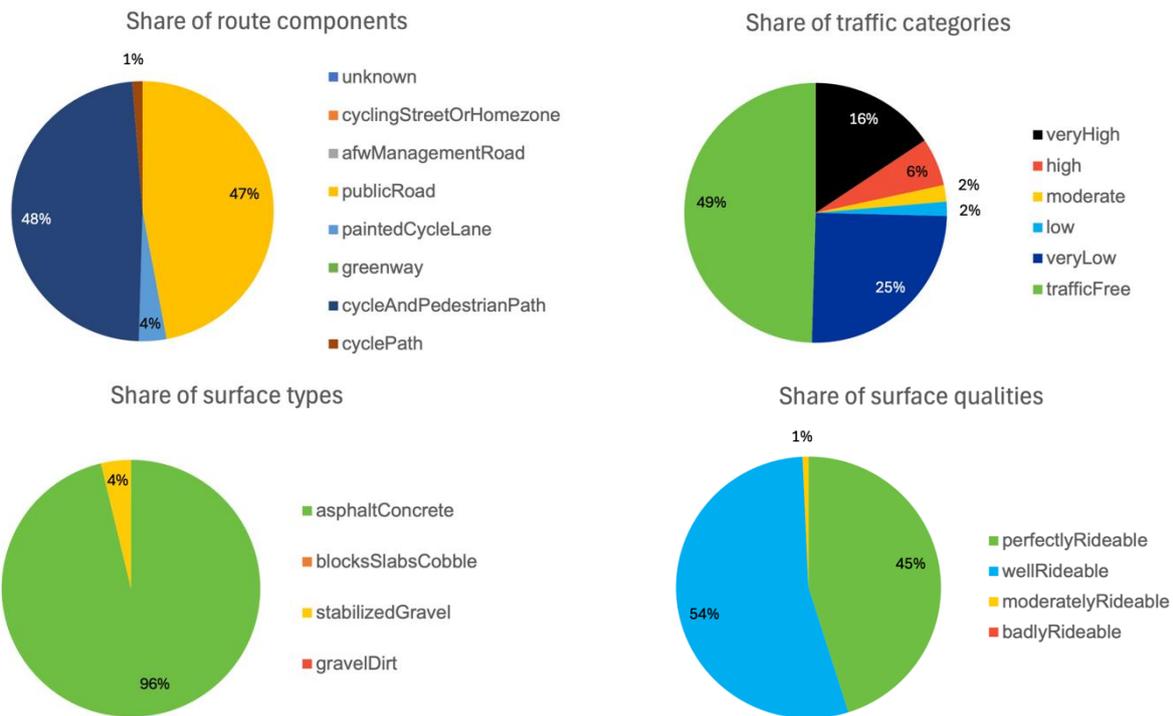


Level of ECS signage criteria met
■ additional ■ important ■ essential ■ none



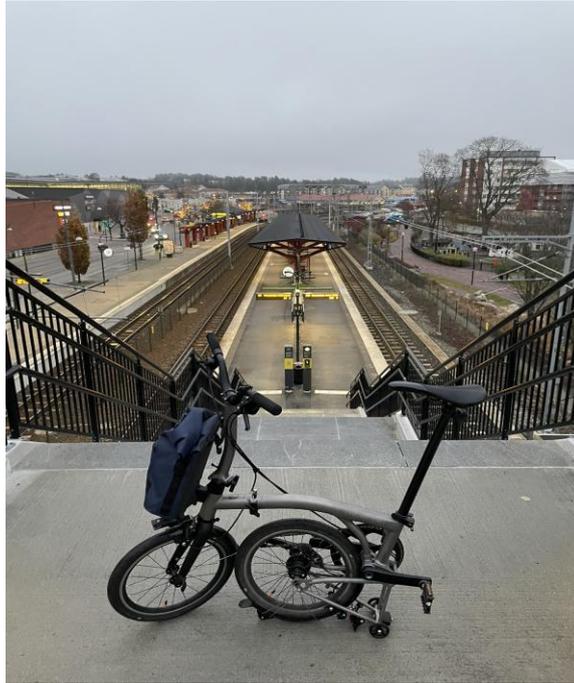
9.11.1 Route infrastructure

The entire part of the daily section goes along cycle and pedestrian paths and public roads that are well or perfectly rideable. There are some critical road construction works to the north of Karlbergs slott section, where the route exits Stockholm, which means the route needs rerouting entirely. There are also a few dangerous crossings and a chicane pole which makes the route a bit narrow.



9.11.2 Public transport connections

There are several public transport connections in Stockholm with operators that have bike spaces free of charge. These are Mälartåg which have six spaces per train and SL commuter trains (pendeltåg) where you can take your bike outside of rush hour, and not on Stockholm City commuter station and instead take it to Stockholm Odenplan station, exit Vanadisplan. Stockholm central station is 3 km from the starting point of this route.



Local trains running between Roslagen and Stockholm accept only folding bikes

9.11.3 Critical issues

- This part of EuroVelo 10 should be rerouted through Stockholm since there is a lot of construction work going on north of Karlberg castle with cycle paths being rearranged
- No EuroVelo signing along the whole route

9.12 Daily section 559: Åkersberga to Gavel, 51 km

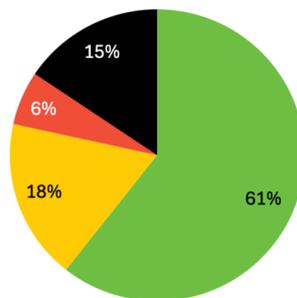
Daily section 559 leads from a small town of Åkersberga with resupply and services into the countryside of Roslagen. Roslagen offers many small, winding roads. This daily section consists of a mix of public roads, sometimes with high traffic, to more quiet cycle and pedestrian paths.

The section was surveyed on August 23 2024 by Anna Lindén.



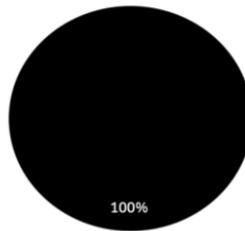
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



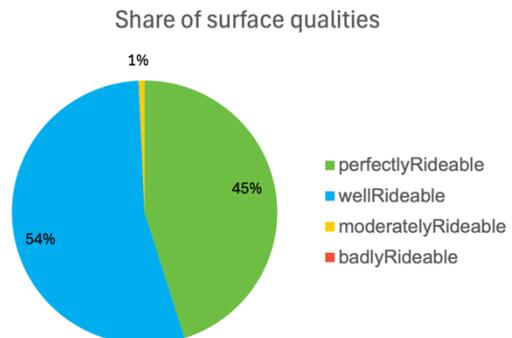
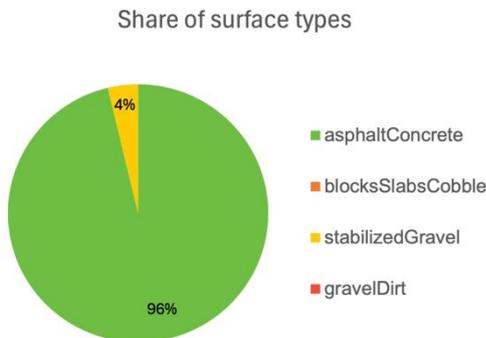
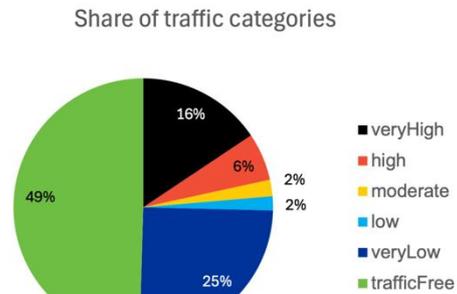
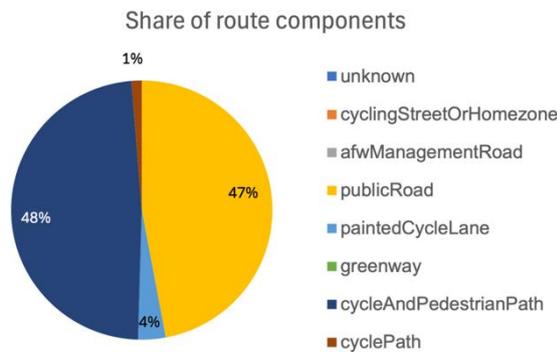


Level of ECS signage criteria met
■ additional ■ important ■ essential ■ none



9.12.1 Route infrastructure

The entire part of the daily section goes along cycle and pedestrian paths and public roads that are well or perfectly rideable. There are some sections with more traffic and parts of the route could be a bit monotonous.



9.12.2 Public transport connections

There are no public transport connections along this route that have bike spaces. If you have a folding bike, you can take it on the buses and local trains within the Stockholm public transit network, SL.

9.12.3 Critical issues

- There is quite a long hill along the route and the route can feel a bit monotonous
- Gavel doesn't make sense as an end point since it is only a crossing. Knutby makes more sense since it is a town
- No EuroVelo signing along the whole route



Well rideable surface and monotonous

9.13 Daily section 571: Armsjörtorget to Sundsvall, 42 km

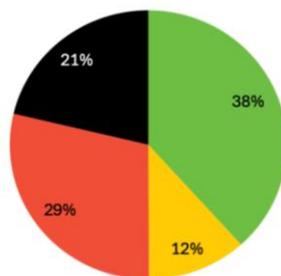
This daily section leads from a tiny settlement to the region’s main city. It takes you from remote areas on packed gravel and public roads to newly developed, wide cycle and pedestrian paths. It takes you through Galtström, which has old iron productions sites worth a visit. The route ends in Sundsvall, the main city of the region. The route has a mix of packed gravel roads, public roads and modern cycle and pedestrian paths. In towards the city, there is some motorway noise.

The section was surveyed on August 27 2024 by Anna Lindén.

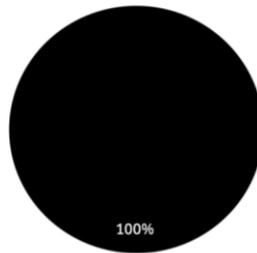


Surfaces at the start and finish of the daily section
 Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none



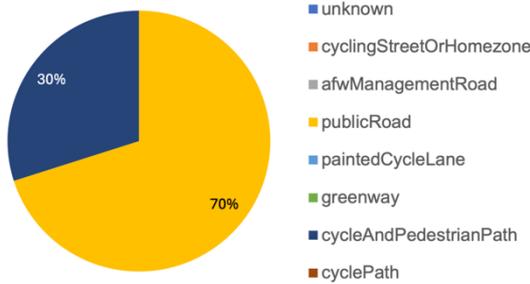
Level of ECS signage criteria met



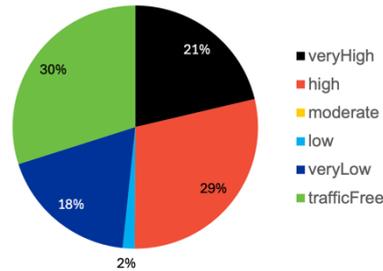
9.13.1 Route infrastructure

The main part of the daily section goes along public roads and cycle and pedestrian paths that are well or perfectly rideable. The first few kilometres offer some packed gravel, all with sufficient width.

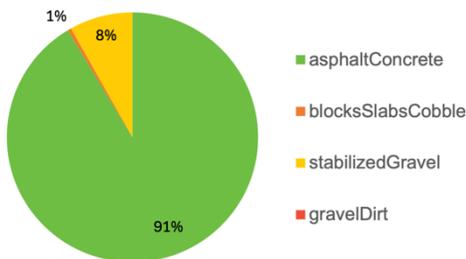
Share of route components



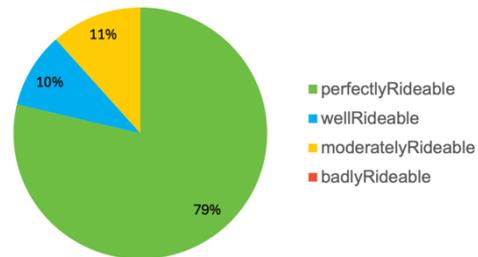
Share of traffic categories



Share of surface types



Share of surface qualities



9.13.2 Public transport connections

The daily section can be accessed by train from Njurundabommen (15 km from Armsjötorpet). The operator Norrtåg offer three bike spaces per train free of charge. Maximum weight of the bike is 30 kg because of the bike stand, so cyclists might need to take off panniers etc.

9.13.3 Critical issues

- Armsjötorpet is not a suitable starting point for a daily section because there is no natural connection there. The proper start point should be Sörfjärden 20 km south of Armsjötorpet, which you can reach from the train station Gnarp 11 km to the west. The additional 20 km is all packed gravel with few service points but passes by some settlements.



- The surface quality on the bridge at Kvissleby needs redoing
- No EuroVelo signing along the whole route



Cycle path across the bridge in Kvissleby



Starting point of this daily section should be in Sörfjärden, a coastal village you can reach 11 km from Gnarp (train station)

9.14 Daily section 594: Sundsvall to Bergeforsen, 24 km

This daily section starts in Sundsvall and ends in Bergeforsen. The route leads from a city, passes by a shopping mall areas and some industrial buildings and enters a more quiet, slightly historic part with views of old railway stations and associated buildings. It passes by Timrå with its many wood industries and ends in Bergeforsen with a magnificent view of river Indalsälven, one of the major rivers in Sweden. A majority of the route consists of cycling and pedestrian paths and the sections along public roads have low levels of motorised traffic.

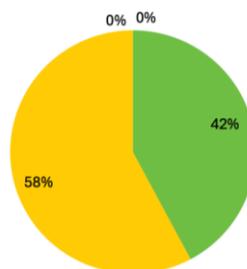
The section was surveyed on August 28 2024 by Anna Lindén.



View of old railway infrastructure north of Sundsvall

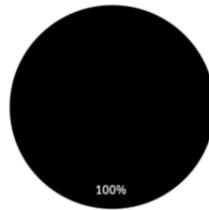
Level of ECS infrastructure criteria met (except signage)

■ additional ■ important ■ essential ■ none





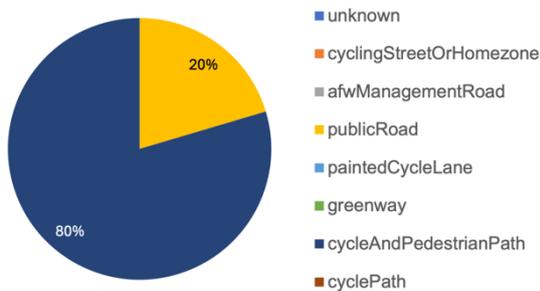
Level of ECS signage criteria met
 ■ additional ■ important ■ essential ■ none



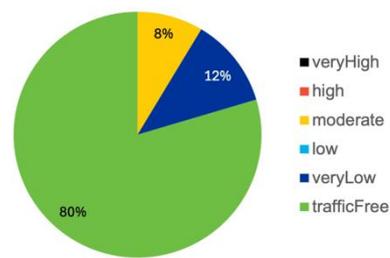
9.14.1 Route infrastructure

The main part of the daily section goes along cycle and pedestrian paths that are well or perfectly rideable. However, in the first stretch out of the city, there is some motorway noise. The public road stretches within the section contain low or very low traffic volumes and it is entirely paved surfaces with mainly sufficient width.

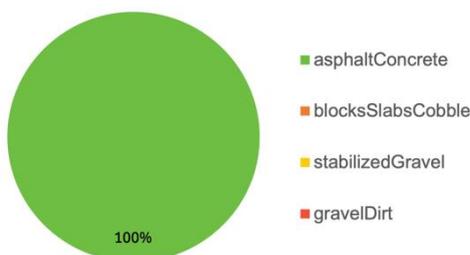
Share of route components



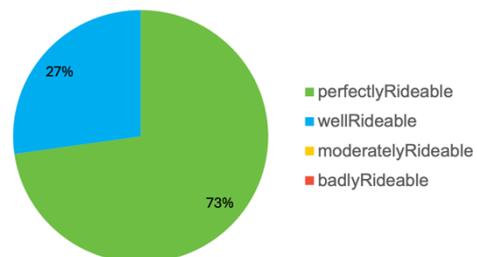
Share of traffic categories



Share of surface types



Share of surface qualities



9.14.2 Public transport connections

The daily section can be accessed by train from central station Sundsvall and a station in Timrå along the route (17 km from Sundsvall). The operator Norrtåg offer three bike spaces per train free of charge. Maximum weight of the bike is 30 kg because of the bike stand, so cyclists might need to take off panniers etc.

9.14.3 Critical issues

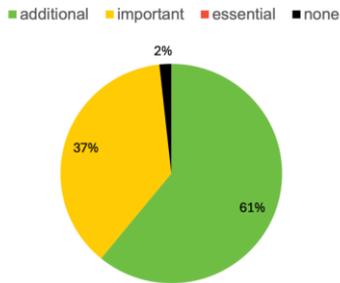
- A bit of disturbing motorway noise along the first few kilometres exiting Sundsvall
- No EuroVelo signing along the whole route



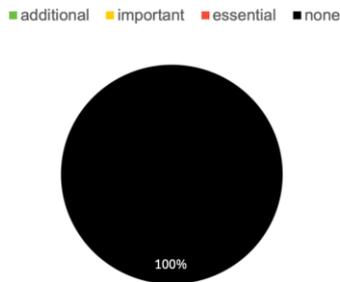
9.15 Daily section 491: from Åryd to Järnavik

This daily section was examined as an alternate stretch in dialogue with Blekinge region. It goes through some quiet back roads and onto packed gravel that is in need of maintenance in order to be well rideable.

Level of ECS infrastructure criteria met (except signage)

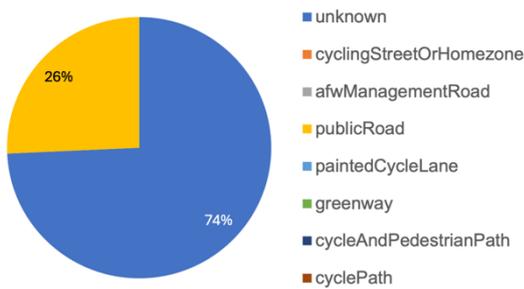


Level of ECS signage criteria met

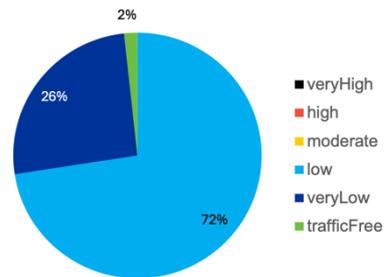


9.15.1 Route infrastructure

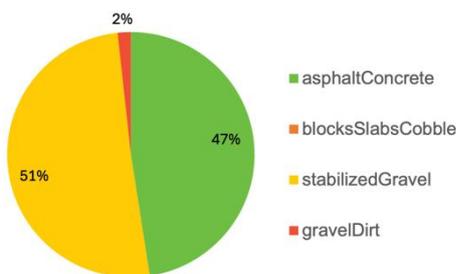
Share of route components



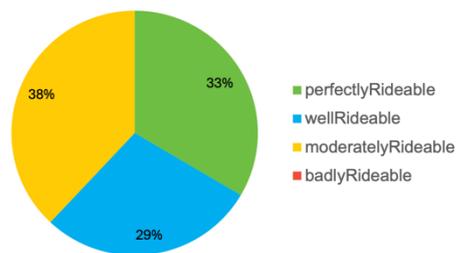
Share of traffic categories



Share of surface types



Share of surface qualities





9.15.2 Public transport connections

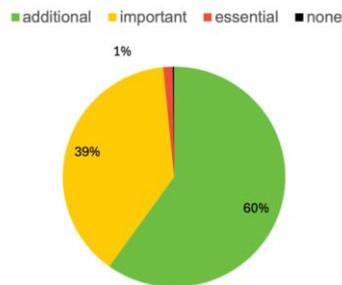
There is no public transport connection with bike spaces connecting to this daily section.

9.15.3 Critical issues

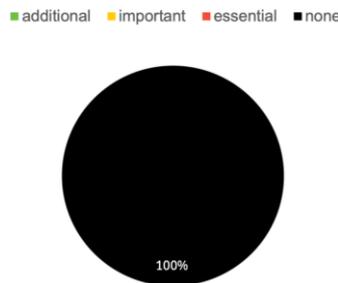
This alternate stretch is cozy and attractive in terms of low traffic and views, but the gravel is in bad shape.

9.16 Daily section 490: from Boddestorp to Ronneby

Level of ECS infrastructure criteria met (except signage)

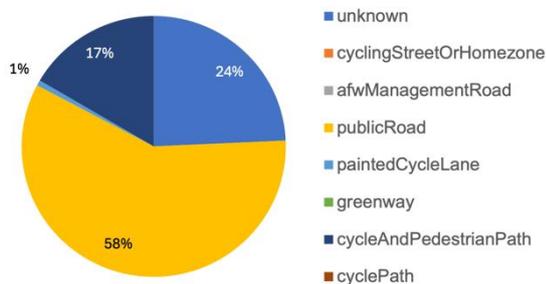


Level of ECS signage criteria met

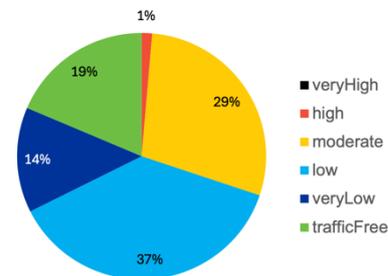


9.16.1 Route infrastructure

Share of route components

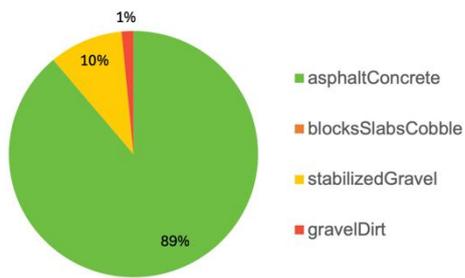


Share of traffic categories

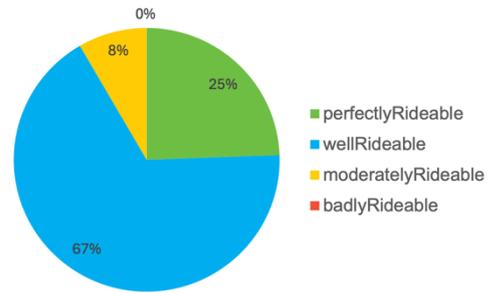




Share of surface types



Share of surface qualities



7. Lithuania

This regional chapter has been drafted by Paulius Bakutis, President of the Lithuanian Cyclists Community, for the Klaipeda Association project partner. The final reviewed report was finalised and shared on 8 December 2025.

1. Overview of the daily sections surveyed

These two daily sections have been checked:

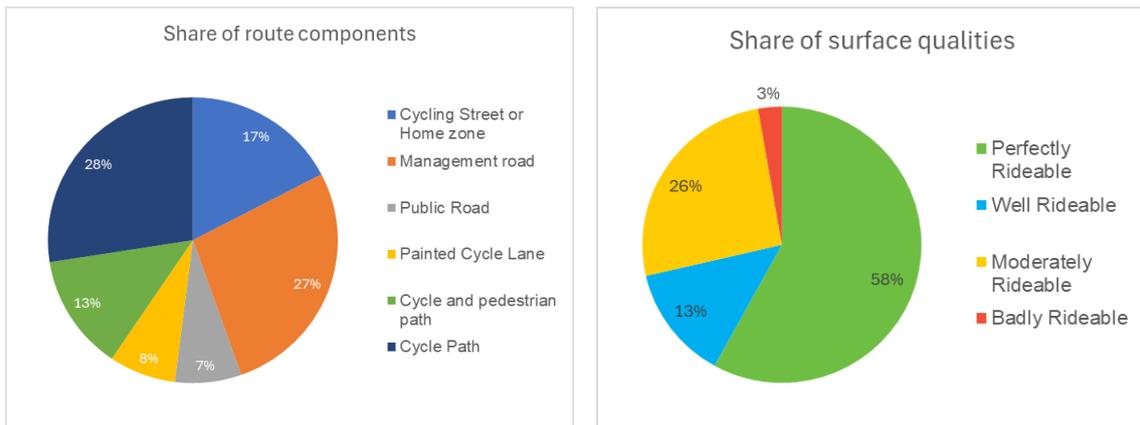
2.1. Būtingė → Klaipėda, length: 45 km

2.2. Klaipėda → Neringa municipality, length: 58 km

They make up Lithuania's EuroVelo 10 full distance.

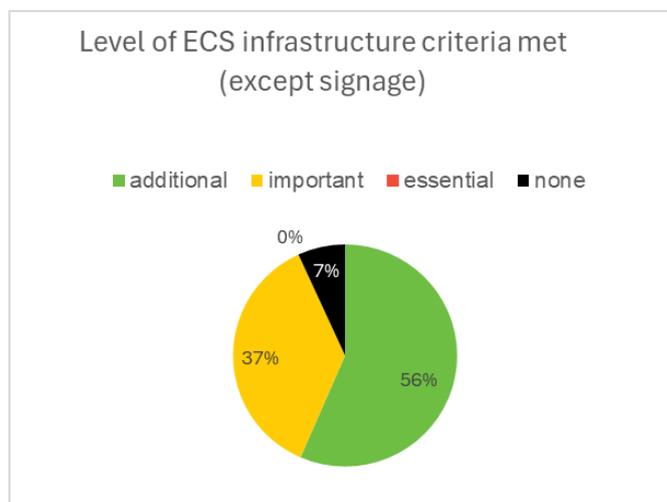
2. Infrastructure

2.1 Existing route infrastructure



Overview of the shares of route components and surface qualities for the two daily sections of EuroVelo 10 – Baltic Sea Cycle Route assessed in Lithuania

2.2 Infrastructure criteria met by both sections



Overview of the level of ECS infrastructure criteria met (except signage) for the two daily sections of EuroVelo 10 – Baltic Sea Cycle Route assessed in Lithuania

2.3 Critical deficiencies

- The biggest issue was encountered in Palanga, where a small part of the road near the park is not available to ride and looks like the end for cyclists with no suggestions where to go next (ECS continuity criteria). There is no legal way to continue:



- Signs of pedestrian paths near Energetikas wellness center / SPA Amber Palace welcome cyclists - that's not good for cycling.
- The route from Šventoji to Būtingė is not developed, and leads through a too narrow hanging bridge or private area of “Energetikas” summer rest base:



- Then, the route goes on to a gravel-sand road which is badly rideable:



- The last part after Nida is obstructed for anyone to go, because of Kaliningrad problems and Russian aggression:



- These parts don't meet essential criteria.
- Additionally, more than 5% of very high traffic sections are present in the daily section Būtingē - Klaipēda.
- Sadly, ECS signage criteria are not met at all as many signs are not meeting EuroVelo branding.

2.4 Recommendations:

- Coordinate with Latvians to develop the missing link from Šventoji to the border near Būtingē. It should be the biggest priority for now. The route cannot follow the busy road, even if there is a cycle lane, as it is not in accordance with ECS criteria.
- Remove signs forbidding bicycle usage near Birutė park in Palanga: quick and easy action to implement.
- Fix the EuroVelo 10 signs so they would comply with the [EuroVelo Brand Guide](#).

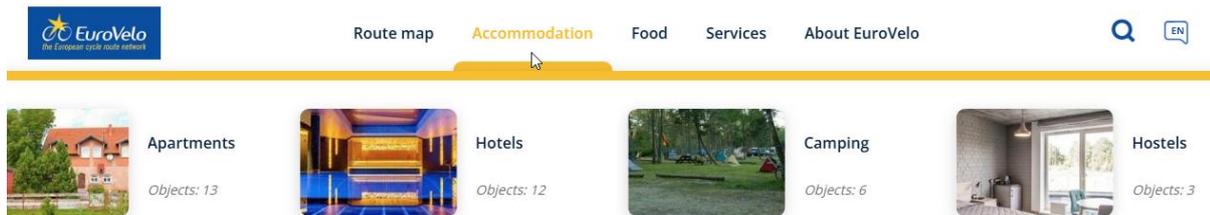
3. Services

A map of services along EuroVelo 10 was created under the Baltic Biking Upgrade project, available at this link: <https://www.google.com/maps/d/viewer?mid=1OwYgtpUe8gD-qEVSjymJCelaeHaHI3k>

3.1 Accommodation and catering

The route uses the most famous seaside route of Lithuania, which was first developed a long time ago. This explains that there are a lot of service points, like accommodation and catering possibilities. During an online survey it was found that some accommodations additionally have bike services and mechanics that can come to the spot. The full list and filtering capabilities according to services is available here: <https://eurovelo.dviratis.lt>

Number of accommodations spotted: 31



Number of catering places spotted: 15



3.2 Bike services

There was quite a significant number of bike services available on the route, some of them offering bicycle rental and car rides upon accidents, some just professional bike services, few of them both. Services are listed here: <https://eurovelo.dviratis.lt/en/services/>

Number of bike services spotted: 24

3.3 Attractiveness

The route is full of attractions, most of them are located in cities (e.g. Palanga Pier or Nida's Watchtower, museums). Few, mostly natural attractions are located between cities (Dutch hat; Parnidis dune; Cormorants and grey heron colony) which are easy to reach by bicycle.

Palanga botanical park is forbidden to visit by bicycles. Cyclists can park their bicycles outside but there is no dedicated safe bike parking. Therefore, parking bikes outside may be dangerous, as Palanga attracts bicycle thieves during tourism peak in summer and even the best locks do not help.

We counted 23 points of attractions along the route.

There are also restrictions for visitors as parts of the cycling route are laid between reserves of Naglis and Grobštas. Consequently, tourists cannot leave the path because of that.

The links above will be maintained and updated.

4. Marketing / Promotion

Printed brochures or maps are not available.

There was not a single website dedicated to EuroVelo in Lithuania. That is why the Lithuanian Cyclists' Community took the initiative to create one, <https://eurovelo.dviratis.lt>; and mark all services available and adding information on the three EuroVelo routes crossing the country, including EuroVelo 10 – Baltic Sea Cycle Route. You can find general information, the downloadable GPX tracks, information on signage and route surface.

5. Transportation

Public transport (bus, ferry and train) access to EuroVelo 10 in Lithuania is available on both daily sections. The train is accessible from Klaipėda, and allows the carriage of bicycles. The train is available without any stairs there and all types of bicycles are accepted.

Ferries go from Klaipėda to Smiltynė, Juodkrantė or Nida. They take any type of bicycles.



This ferry can carry up to 30 bicycles. The regular ferry “Smiltynė” takes hundreds.

Buses go to Nida, Palanga and back to Klaipėda, most of them do have bicycle racks. Bicycles can be also placed into baggage compartment:



The racks are not suitable for all types of bicycles, but usually non-standard bicycles can be transported into the baggage compartment, but the driver is not obliged to take such bicycles.

Public transport is available at least 6 times per day in most places, at least every 30 kilometres.

Klaipėda has international ferry connections with Germany (Kiel) and Sweden (Karlshamn).

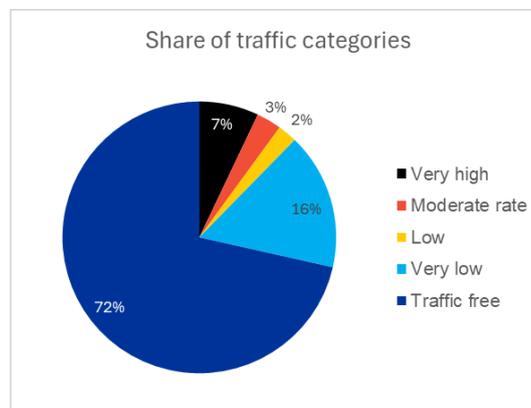
6. Description of the route conditions by section

6.1 Daily section Būtingė-Klaipėda



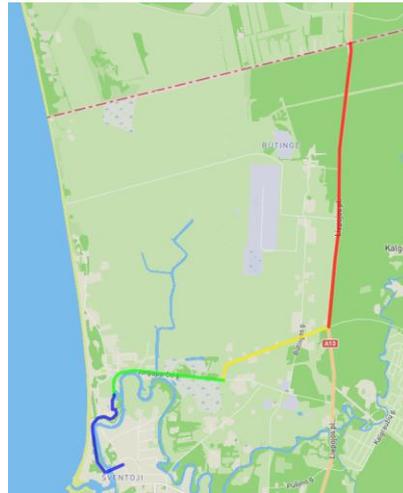
The route starts with a very busy road (A11) section from Latvian border to Šventoji which is also dangerous. The speed limit is 90 km/h. There are 358 heavy duty vehicles and 2147 light automobiles per day, according to the official traffic website eismoinfo.lt, making it a **high traffic section** according to the ECS traffic category table in mixed traffic.

There are even more light vehicles during summer, because of holiday season.

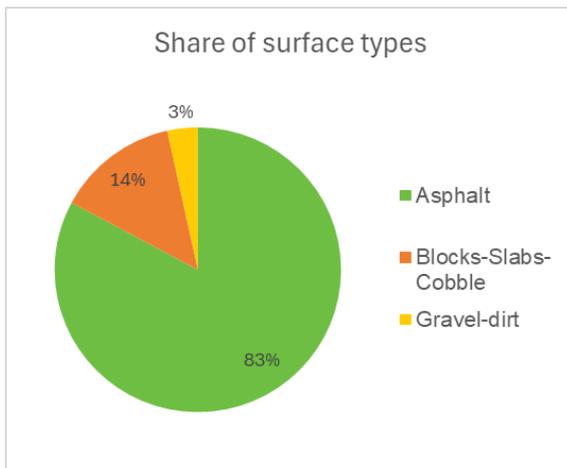


Very high traffic stretches (7% of the daily section) were also identified, meaning that this section **does not meet ECS essential criteria for traffic** (maximum 1% of very high traffic tolerated along a daily section and maximum 50% of high traffic for the essential level).

Cyclists are also **obliged to dismount for more than 1%** of the route (near Energetikas SPA center and in Palanga city). Therefore, the **continuity criteria is not met on the essential level** as cyclists shall not be obliged to dismount on more than 1% of a daily section.



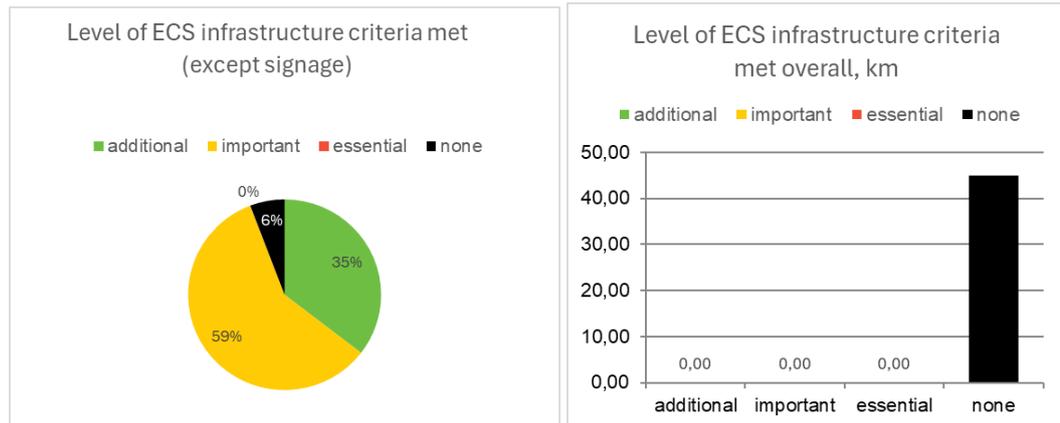
The **red** section follows the busy road A11 for 3,4 km exposing cyclists to high traffic. The **yellow** section on the map is a gravel-sand road section which may become not rideable in case of rainy weather, for approximately 1,5 km. This section is the worst of the whole route in terms of surfaces.



The **green** section is a semi-busy public road where bicycle lanes could help - 1,5 km length.
The **blue** stretch is the problematic section near Energetikas - 1,5 km length.

The total distance of problematic sections is 7,9 km.

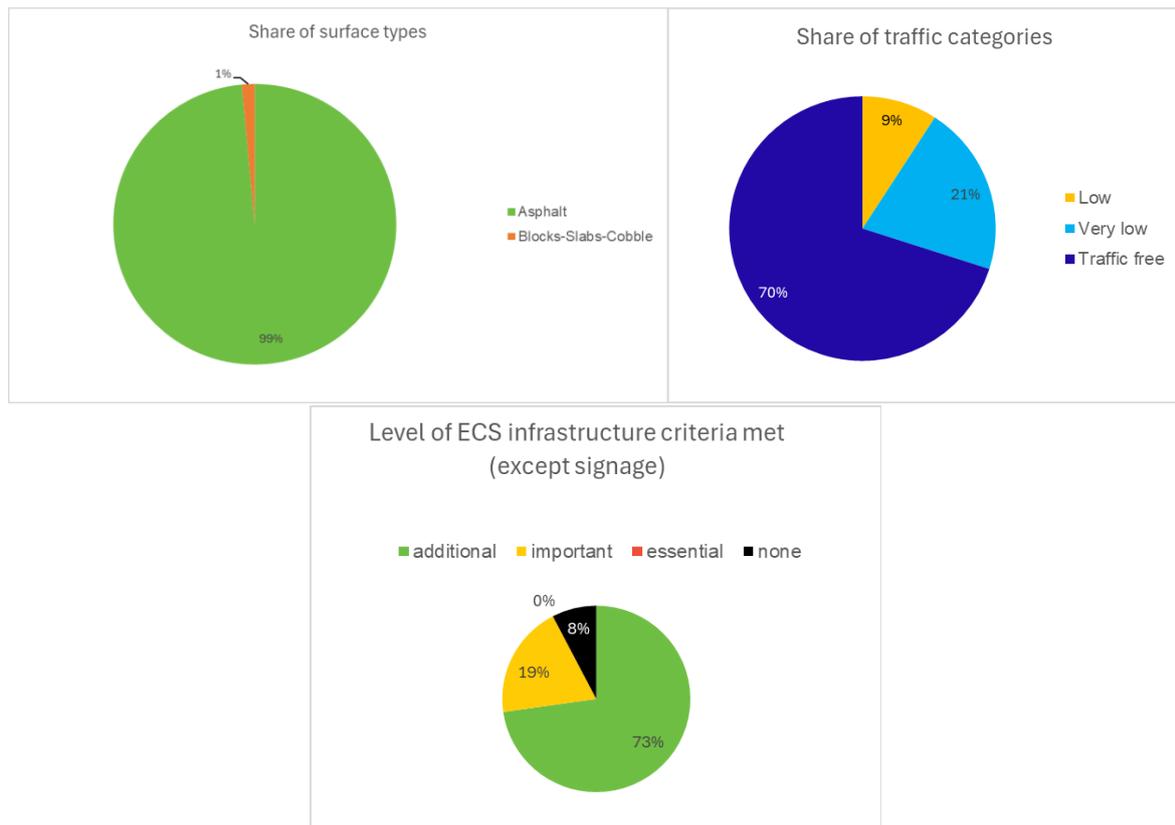
There was a problem near Šventoji with the GPX files, and it was hard to find the direction to the city because of signs forbidding bicycle usage near Energetikas wellness complex. The problem with the GPX track is now fixed, but signs are still there and there is a temporary permission from the land owner to use the path.



The daily section is good to ride, except 6% of the length, where big improvements need to be done. Sadly, **EuroVelo 10 signs do not fit the EuroVelo brand rules and ECS signage criteria is not met.** In consequence, the **whole section is not meeting the essential criteria.**

The daily section requires more route development overall.

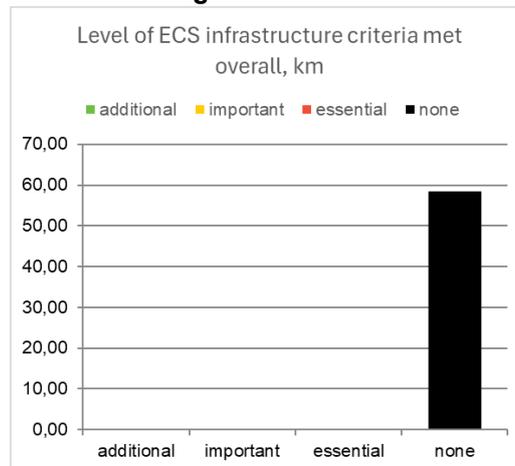
6.2 Daily section Klaipėda-Neringa municipality



If we do not consider signing, most of the daily section meets **additional criteria considering traffic, surface quality, width and legal and physical obstacles.** However, there are still some parts that require further development.

For example, the **surface** near Nida town was made with cut corner blocks, laid parallel to the riding direction, which is unsafe and unpleasant to ride, the route was also **narrow** for a cycle and pedestrian path.

Again, **EuroVelo 10 signs do not fit the EuroVelo brand rules and ECS signage criteria is not met.** In consequence, the **whole section is not meeting the essential criteria.**



There was also a problem of signing near Juodkrantė as the signs direct users toward Juodkrantė where route signing is missing and leads through bad roads:

<https://www.mapillary.com/app/?lat=55.5236629&lng=21.1147463765&z=17&pKey=1257116475739221&x=0.010567212534577874&y=0.5449630835922468&zoom=0&focus=photo>

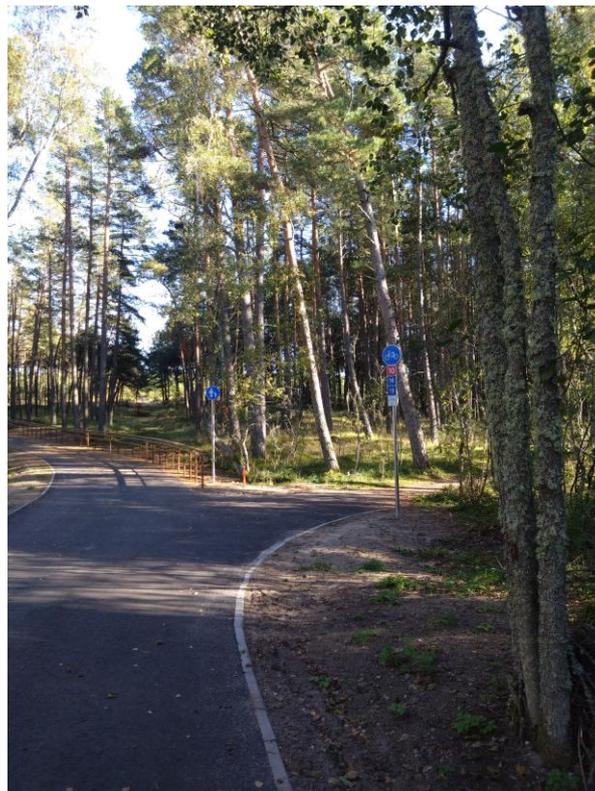
After a call with the municipality, it was agreed to change this section, so GPX would lead near the seaside and avoid this dangerous section.

The route also follows a low traffic public road in Preila city which has a dead end for motorised vehicles, explaining the low traffic.

Just before Pervalka there is a dangerous crossing which could be improved. Car speeds can be high there and cyclist traffic volume is big, so a lifted intersection is recommended:



Just before Pervalka a section leads through a forest where signs show a turn to a recently re-asphalted road through the forest:



Neringa municipality conducted those renovation works avoiding that cyclists take the pedestrian path with a better surface. Signs now need to be corrected from Nida's town side and should point towards the old-new path.



Although this section was just renovated, rest areas have no tables and no protection from the rain as there are no roofs. There are just benches and bike racks. According to the ECS criteria, the rest area should be equipped at a minimum with table and benches, shelter and toilet to be considered as contributing to the additional level. There is no obligation regarding rest areas on the essential or important levels. It would be very important to improve those rest areas as some parts of the route are in very remote places along the Curonian Spit.



It is recommended to invest in tables and roofs for rest areas as cyclists are not resistant to rain and wind which is quite common in the seaside (long term work).



7. Summary for Lithuania

- The total surveyed distance is 103 km long.
- The route is mostly in good condition besides a small section near Latvia.
- There are no big gradients. The route crosses the Curonian Spit dune from East to West and then back a few times, which is not more than 20 meters elevation change - an easy climb which is doable for all cyclists.

During the survey there were lots of route marking issues spotted using the ECS survey app. Additionally, 360-degree video footage was made and partly uploaded to [mapillary.com](https://www.mapillary.com) website, where it is available publicly.

The main issue with the signing was that the signs do not comply with the EuroVelo Brand Guide. Therefore, the Klaipėda Region representatives and the Lithuanian Cyclist's Community sent a joint letter/notice to the Lithuanian ministry of transport and communication asking to fix road rule legislation and make these signs compliant.

The other main issue was the lack of signs indicating the distances to next towns. We recommend placing these signs at least every 10 kilometres as there were only a few at the time of the survey.

8. Poland

Part 1 – Pomerania

This regional chapter was drafted by the EuroVelo Route Inspector Tomasz Legutko, Tourism Development Unit, Department of Tourism and Sport, Marshall Office of Pomerania Region (*Pomorskie Voivodeship*), project partner in this project. The regional report was finalised on 29 July 2025.

1. Background

The first ECS route survey was conducted in 2017 by the EuroVelo Route Inspectors Piotr Ksiazek and Lukasz Magrian. These individuals have extensive experience in designing bicycle routes and creating bicycle tourism products. Poland did not have a National EuroVelo Coordination Centre at the time of drafting this report, so it is the regions that take action regionally and locally and establish connections of international routes and also carry out activities to promote cycling, developing online mapping tools and printed maps, as well as providing easy access to comprehensive and up-to-date advice on the best ways to design routes. Such examples are the websites rowierzempieczpomorzechodnie, pomorskie.travel.

2. Organisation

Tomasz Legutko as an employee of the Department of Tourism and Sports of the Marshal's Office of the Pomorskie Voivodeship, certified EuroVelo Route Inspector, who has been carrying out projects of construction of international bicycle routes in Pomorskie Voivodeship for more than 10 years, examined sections numbered: 831, 2601, 2595, 2596, 3540, 3539, 3538, 2598, 2597, through the country Poland, Pomorskie Voivodeship and one daily section Warmian-Masurian Voivodeship. The work was carried out in the months of **September and October 2024 and April 2025**.

3. Overview of the itinerary and daily sections

The report concerns the section of EuroVelo 10 in Poland in the Pomorskie Region. EuroVelo 10 and EuroVelo 13 follow the same route in Poland. During the work from September 2024 to May 2025, 5 daily sections out of 8 were evaluated. In April 2025, the last 3 sections were evaluated. The evaluation at this date was due to the construction work carried out earlier on the 6 km (Slowinski National Park) section of the route.

As part of the report, EuroVelo 10 in the Warmia-Masuria Region from Elbląg to Braniewo was also evaluated. This region does not have a developed route, therefore, after consultations with representatives of the region, the optimal route was determined, which may become the target.

Start location	Destination	Length (km)	Surveying period
Ustka	Rowy	21	2025.04.22
Rowy	Łeba	58	2025.04.22
Łeba	Sławoszyno	61	2024.09.05
Sławoszyno	Gdynia	57	2024.09.05
Gdynia	Gdańsk	27	2024.07.21
Gdańsk	Mikoszewo	23	2024.09.10
Mikoszewo	Elbląg	57	2024.09.10
Elbląg	Braniewo	45	2024.09.10
TOTAL		349	



Photo: 1 EuroVelo 10/13, public road

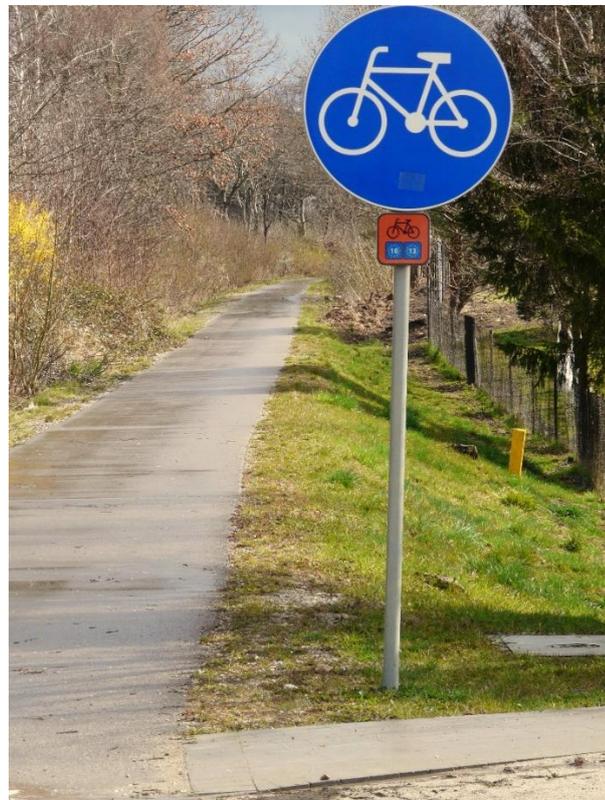


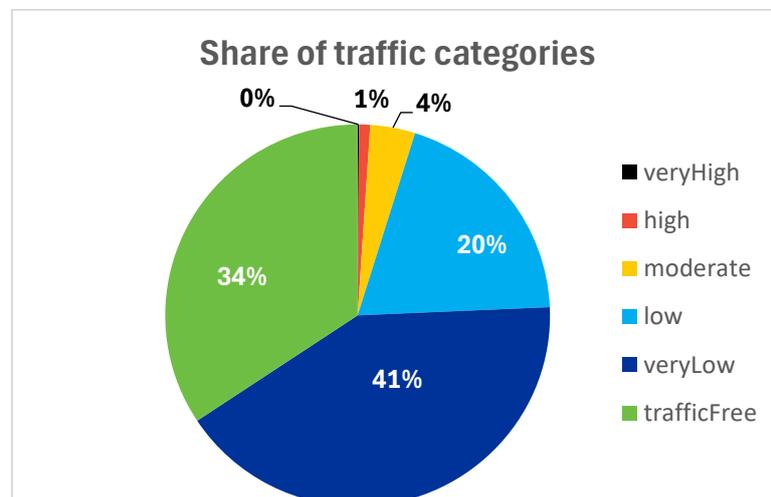
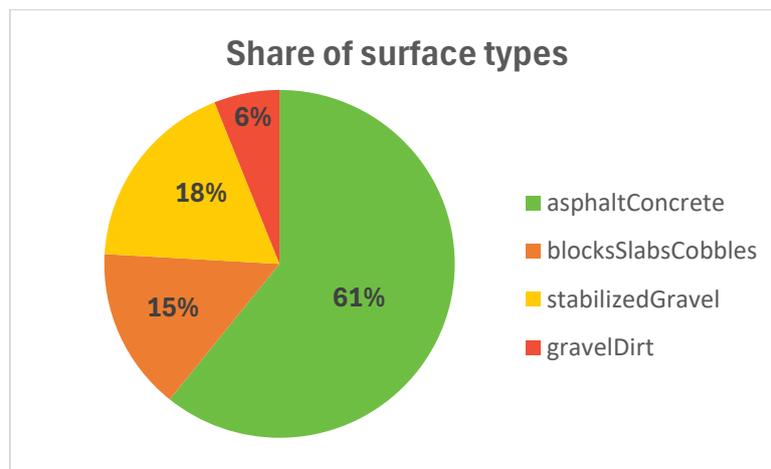
Photo: 2 EuroVelo 10/13, cycle path

4 Infrastructure

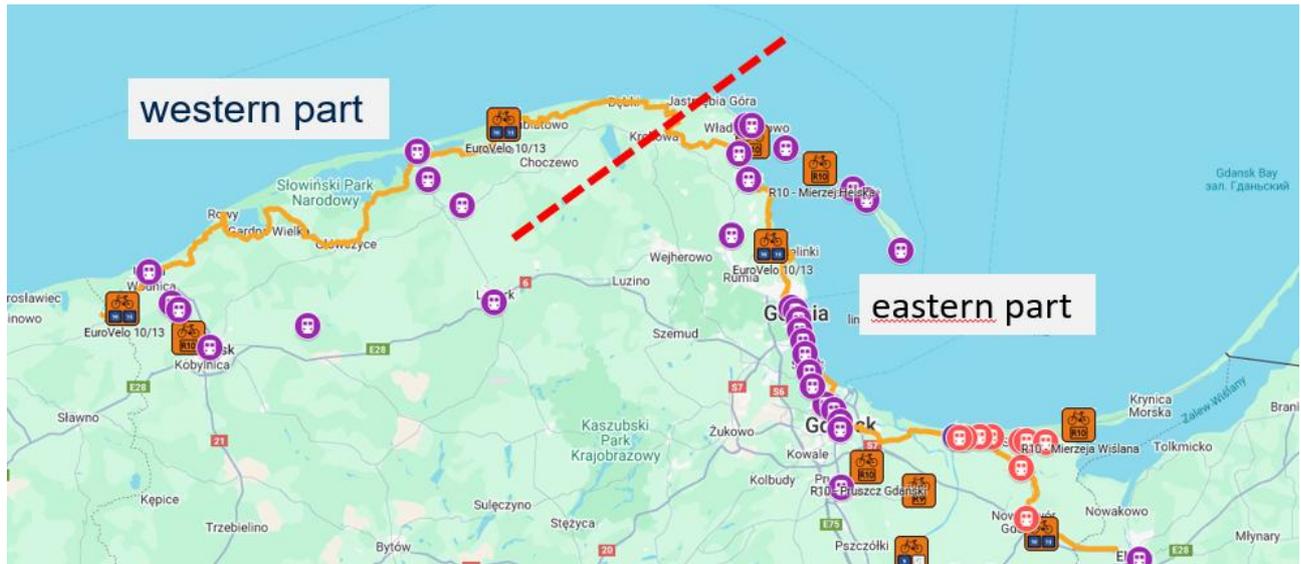
This chapter provides an overview of the infrastructure in general along the route in Region Pomorskie, Poland (sections Ustka-Gdańsk-Elbląg-Braniewo). You can find more detailed information per section under heading 8.

4.1 Existing route infrastructure

The existing route infrastructure is in large part asphalted (61%) and stabilized gravel (18%). A significant share of the route consists of low-traffic public roads / segregated cycle paths / agricultural roads free of motorised traffic, which contribute to a comfortable cycling experience.



EuroVelo 10 in the Pomorskie Voivodeship can be divided into two parts.

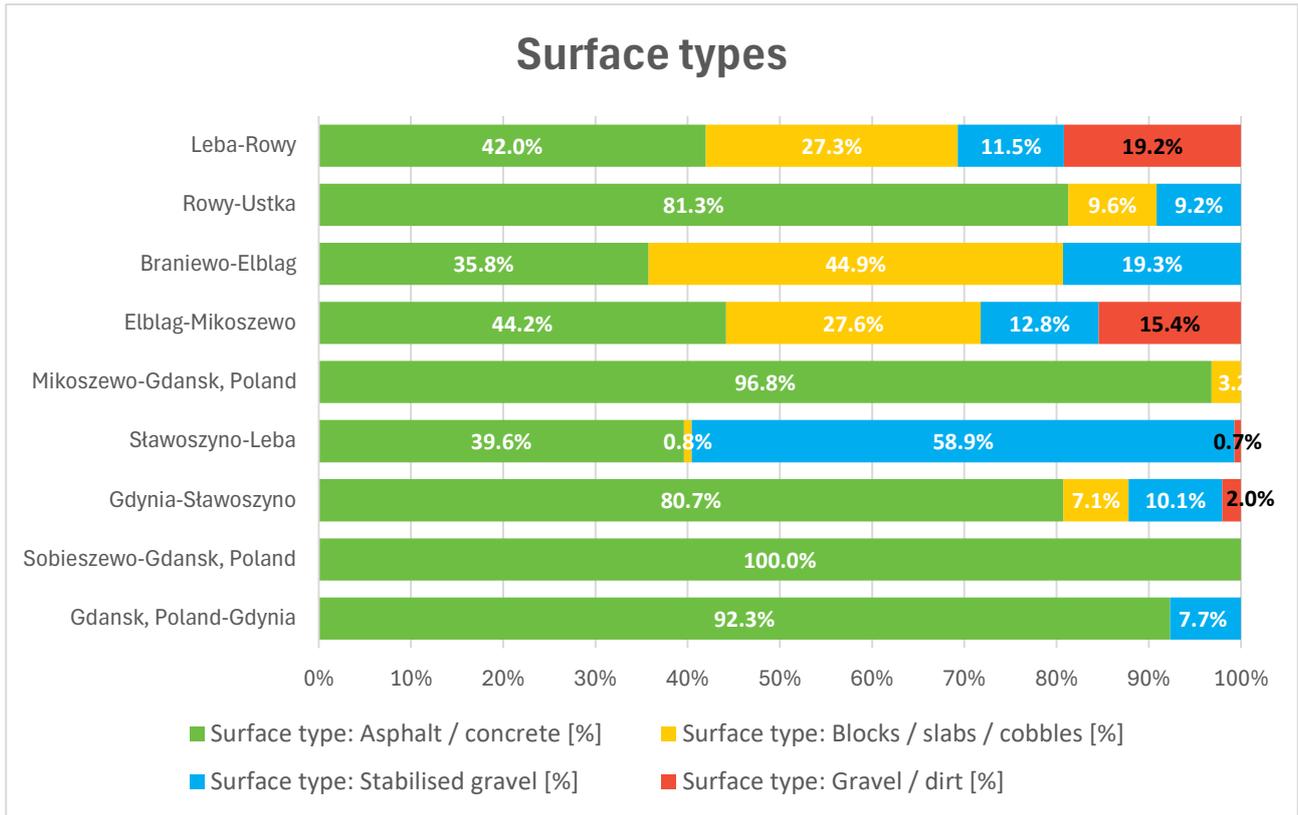


1. The western part with three daily divisions:
 - a. Ustka - Rowy,
 - b. Rowy - Łeba,
 - c. Łeba - Karwieńskie Błota Drugie,
2. the eastern part with 4 daily sections:
 - a. Karwieńskie Błota Drugie - Gdynia,
 - b. Gdynia - Gdańsk,
 - c. Gdańsk - Mikoszewo,
 - d. Mikoszewo - Elbląg.

The western part is an area with a large variability of terrain and the area where the Słowiński National Park is located, which requires the use of appropriate infrastructure and is an area where work is still underway to coordinate and plan optimal solutions for cyclists. This shows that in some places the route is difficult or impossible to ride. Sections with no possibility of riding are short and variable depending on weather conditions. On the days of the audit, most of the difficult sections were passable.

The eastern part is characterized by a very large percentage of bicycle paths or other dedicated infrastructure for bicycles and pedestrians. The route leads along the Bay of Gdańsk, along the former railway line (17 km). There are several sections that require intervention and road managers are planning to improve the surface. Currently, only one section of 700 m is difficult to ride, and some groups of cyclists may find it difficult to ride (loose gravel and sand). The quality of the route is high.

Traffic levels differ across sections. **75%** of the surveyed route follows traffic-free roads or low motorised vehicle traffic, providing a safe environment, while **5 %** run along roads with high and very high traffic volumes and speeds, which may pose safety concerns, particularly for less experienced cyclists.



The marking is mostly continuous and legible, with exceptions due to acts of vandalism. On the exits from most larger towns, there is marking with distances to next towns and rest areas for cyclists. There is also marking on the route indicating tourist attractions and railway stations. The forest sections are well signposted, where GPX sometimes does not work properly. There is a lack of sufficient marking in the area of Rowy, Smoldzino, however the route in these places is simple and does not require good knowledge of the terrain. In several places there are signs indicating rest areas for cyclists that are not there.

In the daily section Ustka - Rowy and Rowy - Leba there is an old marking of the R10 route, the route of which in some places runs differently than EuroVelo 10 and EuroVelo 13.



Photo: 3 information board on EuroVelo 10/13



Photo: 4 Marking of three cycling routes EuroVelo 9, EuroVelo 10, EuroVelo 13

Public transport connections

The availability of public transport along the route is good. Each daily section has a connection in at least one place with the railway. Only in the town of Łeba, which connects two daily sections Rowy - Łeba and Łeba - Karwieńskie Błota Drugie, the regional train runs only 2 months of the year (July, August). The main communication hubs on the route are Ustka, Słupsk (24 km from the route), Lębork (32 km from the route), Puck (on the route), Gdynia, Sopot, Gdańsk (on the route). Below is a map of EuroVelo 10/13 with marked stops and railway stations. In the Tricity area (Gdańsk, Sopot, Gdynia) and smaller cities nearby, there is a Fast Urban Railway, where bicycle transport is free.

In addition to rail transport, there is also bus transport. Regional lines are not adapted to transport bicycles, but based on interviews conducted, bus drivers agree to transport bicycles if there is free space.

In the area of the Mikoszewo - Elbląg daily section, in Żuławy in the summer season, there is a historic narrow-gauge railway "Żuławska Kolej Dojazdowa" which can also be used.

In the summer season, in the area of the Bay of Gdańsk, there are ferry connections Gdańsk, Sopot, Gdynia - Hel. This is a connection between EuroVelo 10/13 and R10 on the Hel Peninsula, which is visited by cyclists on EuroVelo 10/13 in the summer season.

In Gdańsk itself, you can transport a bicycle on marked city buses and trams.

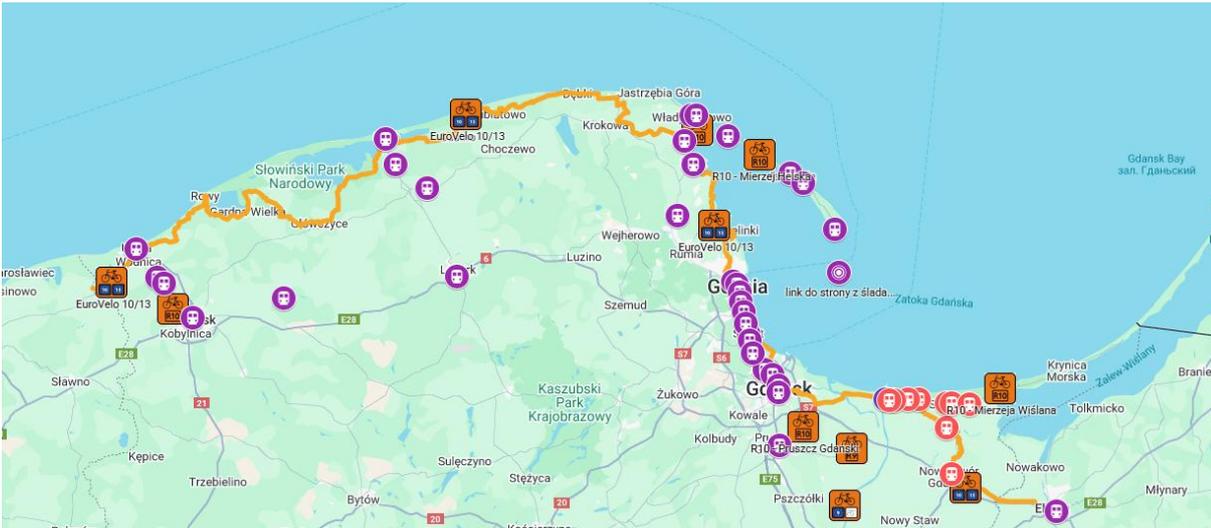
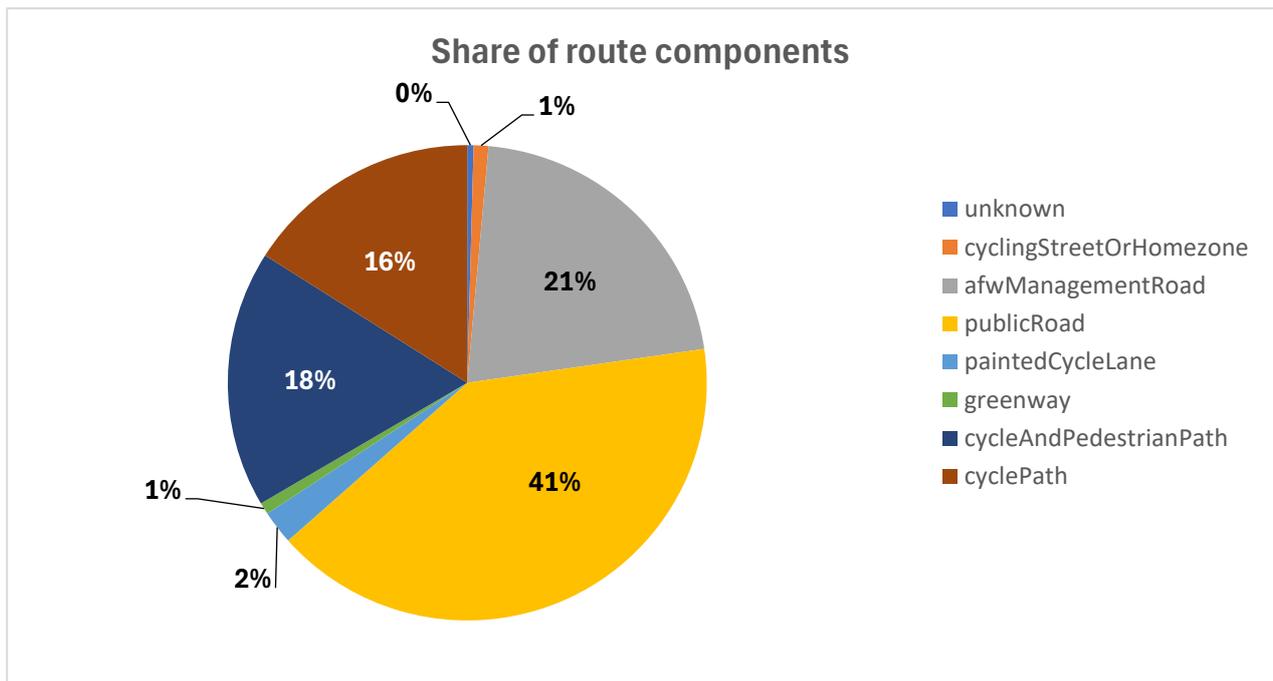


Photo: 5 EuroVelo 10/13 route map, train stations marked

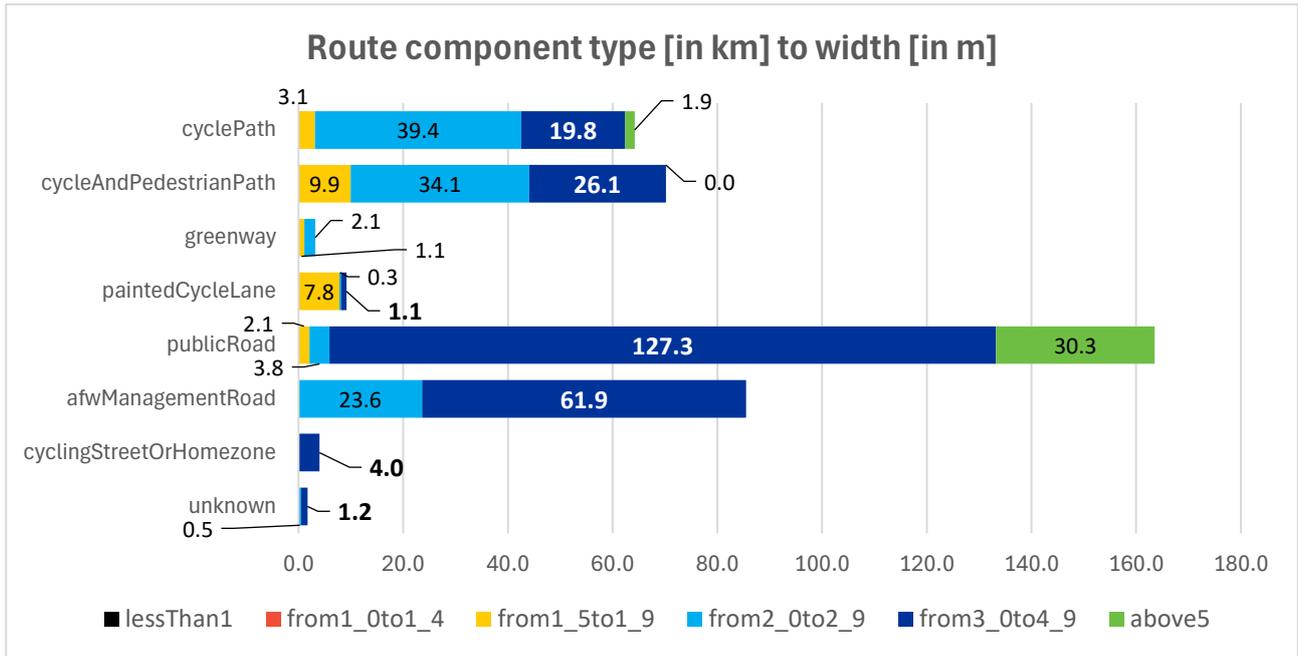
Conditions for transporting bicycles are generally good. Domestic and regional trains usually have 6 to 20 places for bikes. There are also special additional carriages, on selected railway lines, which can carry 40 bikes. The ticket price for transporting a bicycle is around PLN 10 (EUR 2.5).

Route components



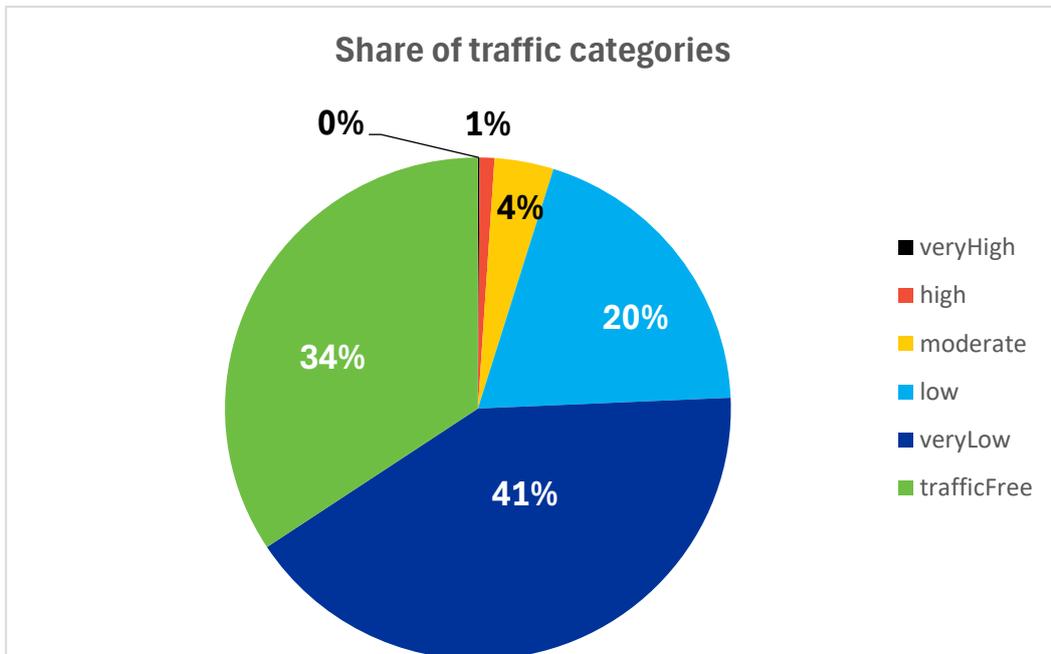
Over 40% of the audited route are public roads, mostly 3-4.9 m wide. Separated cycle paths and pedestrian and cycle routes constitute a total of 34%, mostly 2-2.9 m wide.

Due to the fact that a large part of the route in the Pomeranian region leads through forest areas and their buffer zone, a large percentage of the route has been categorised into the agricultural/forest/water (AFW) management road category, which constitutes 21%.



Traffic

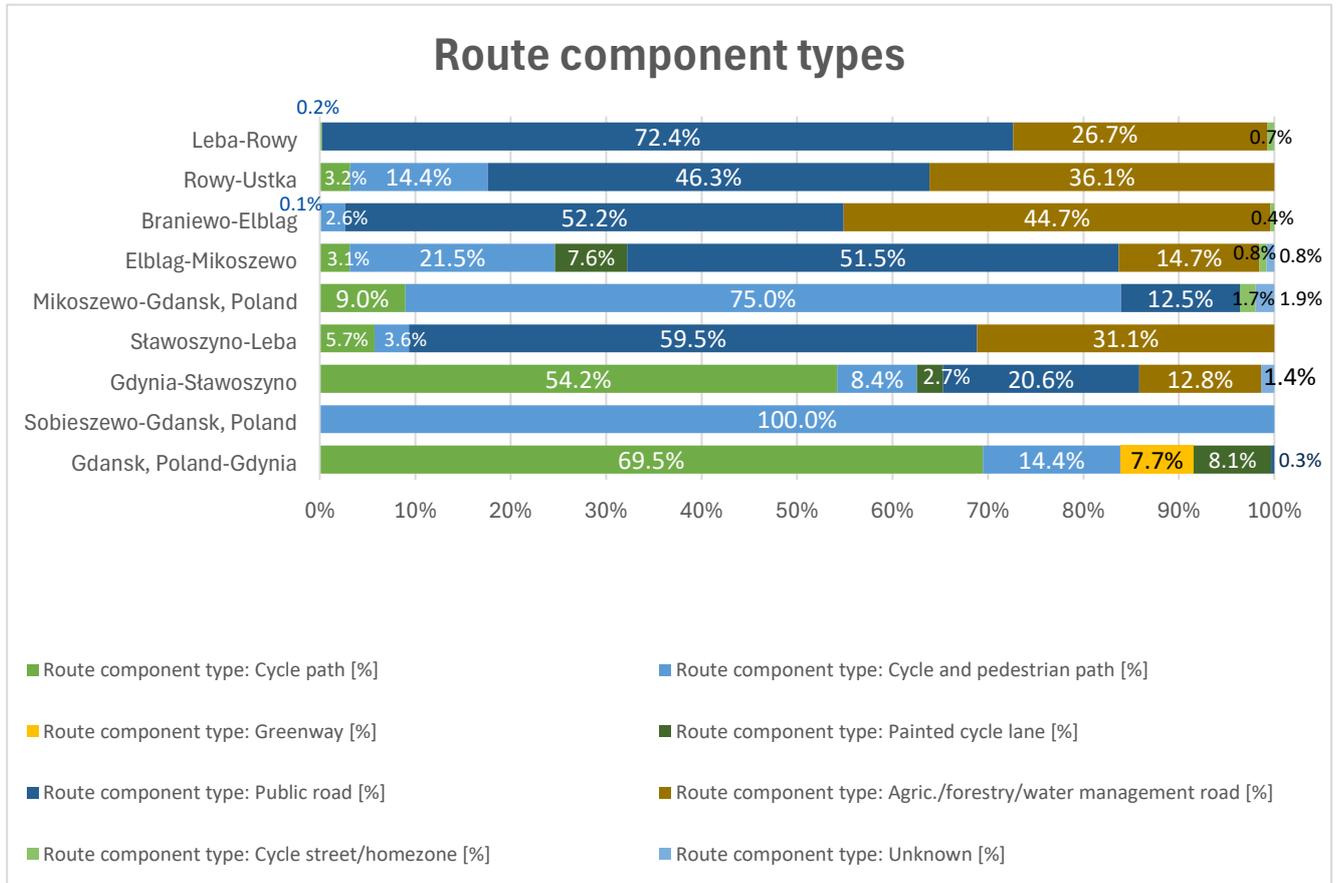
About 41% of the route lead in an area of very little traffic, which results from the specificity of the route, i.e., a large number of forest areas, Słowiński National Park (34% traffic free) and in the area of large urban areas there is bicycle infrastructure. In total, there is very low and low level of traffic on 61% of the length of the route. High and moderate traffic occur in total on 5% of the entire length of the route. During the audit, several point places were noticed to improve the quality of rides for cyclists, which can further increase the length of the route with a low feeling of traffic.



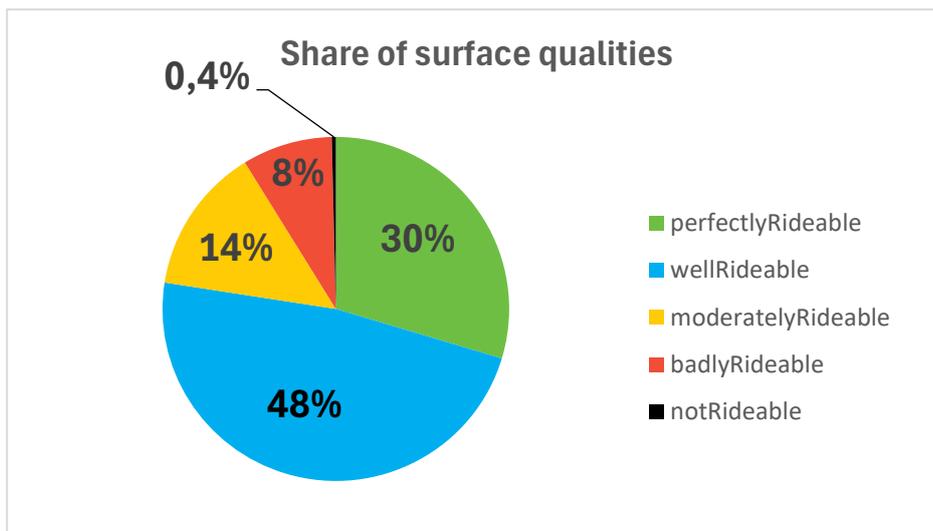
Below is a detailed breakdown of the route components by daily sections. As you can see, the Łeba-Rowy, Rowy-Ustka and Sławoszyno-Łeba sections have a very similar structure. This is due to the presence of large forest areas and the Słowiński National Park. These three sections require and are included in further development work on EuroVelo 10 and EuroVelo 13. The Gdynia - Sławoszyno, Gdynia-Gdańsk, Gdańsk-



Mikoszewo daily sections are characterized by a large share of cycle paths and pedestrian-cycle routes, which results from the large connection of the cycling tourist infrastructure with the communication needs of residents.



Surface quality



The largest part of the route (78%) is perfectly or well rideable. Less than 9% of the route has the status of poor rideability, and of this, 0.4% of the route is not rideable. The lack of rideability of the route concerns in particular one section of approx. 450 m in length, in the forest area, where the surface is loose sand. Poor

rideability also concerns sections with natural ground surface and an area in the Słowiński National Park where the surface is worn concrete slabs. Improving these sections will be the next goal of further development efforts in 2021-2027.

The graph below shows the quality of the route surface by type of surface. The highest quality is asphalt/concrete (approx. 230 km of well and perfectly rideable). The lowest quality road surface is gravel/dirt.

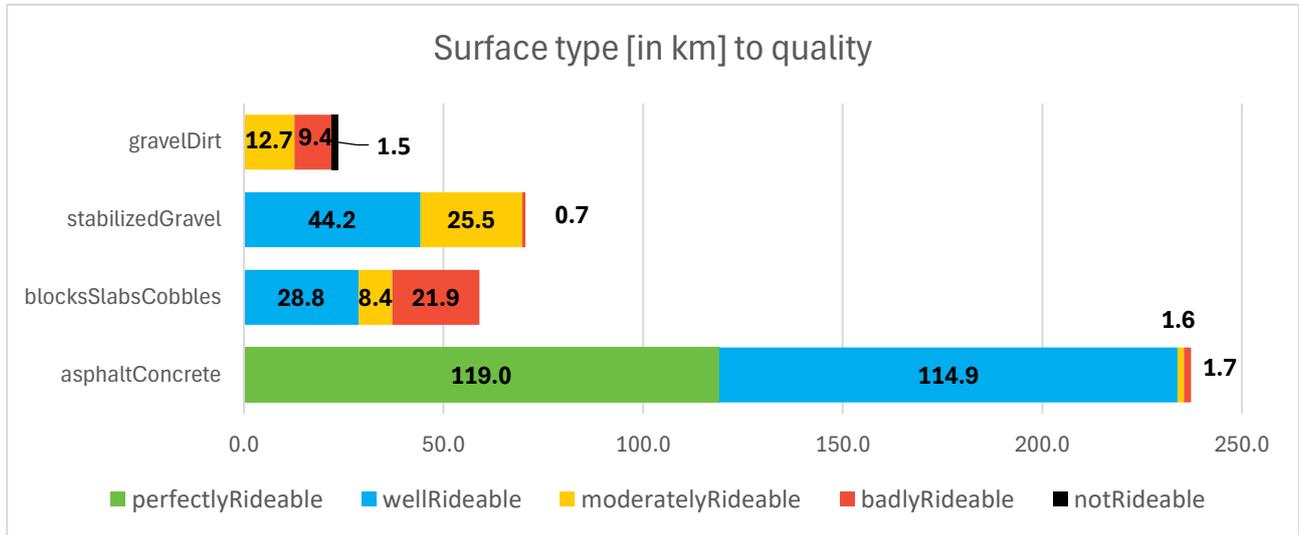


Photo: 6 EuroVelo 10/13 - Gdańsk



Photo: 7 EuroVelo 10/13 - Sopot



Photo: 8 EuroVelo 10/13 - Ulinia area (approx. 400 m of the route is not rideable)

Signage: Signage is strong, with 676 elements recorded. Most points feature national signing, EuroVelo confirmation signs, and additional content on directions, distances, and attractions. However, some signs are either missing or not clearly visible.

4.2 Infrastructure criteria met by section

ECS LEVEL INFRASTRUCTURE

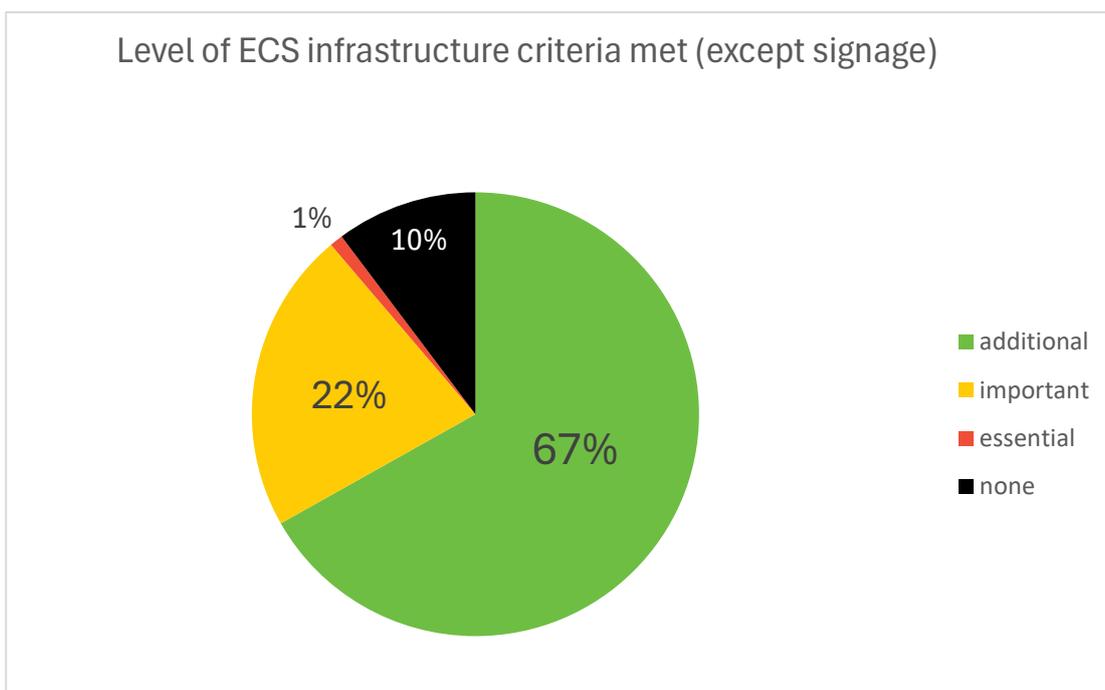
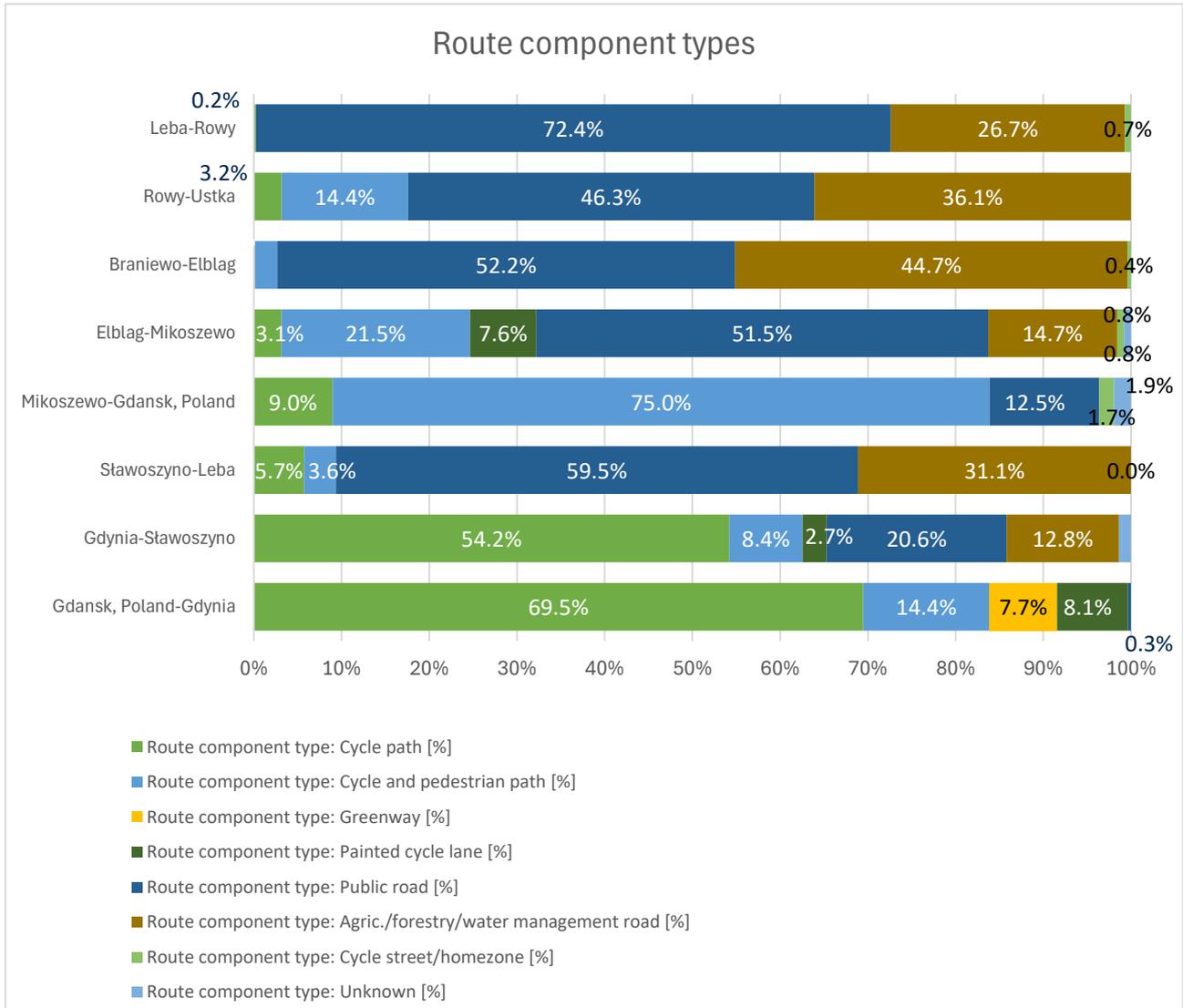
ECS_lvl_infrastructure	Total [km]	Total [%]
additional	70,48	20%
important	154,26	44%
essential	30,89	9%
none	93,66	27%
Total	349,29	100%

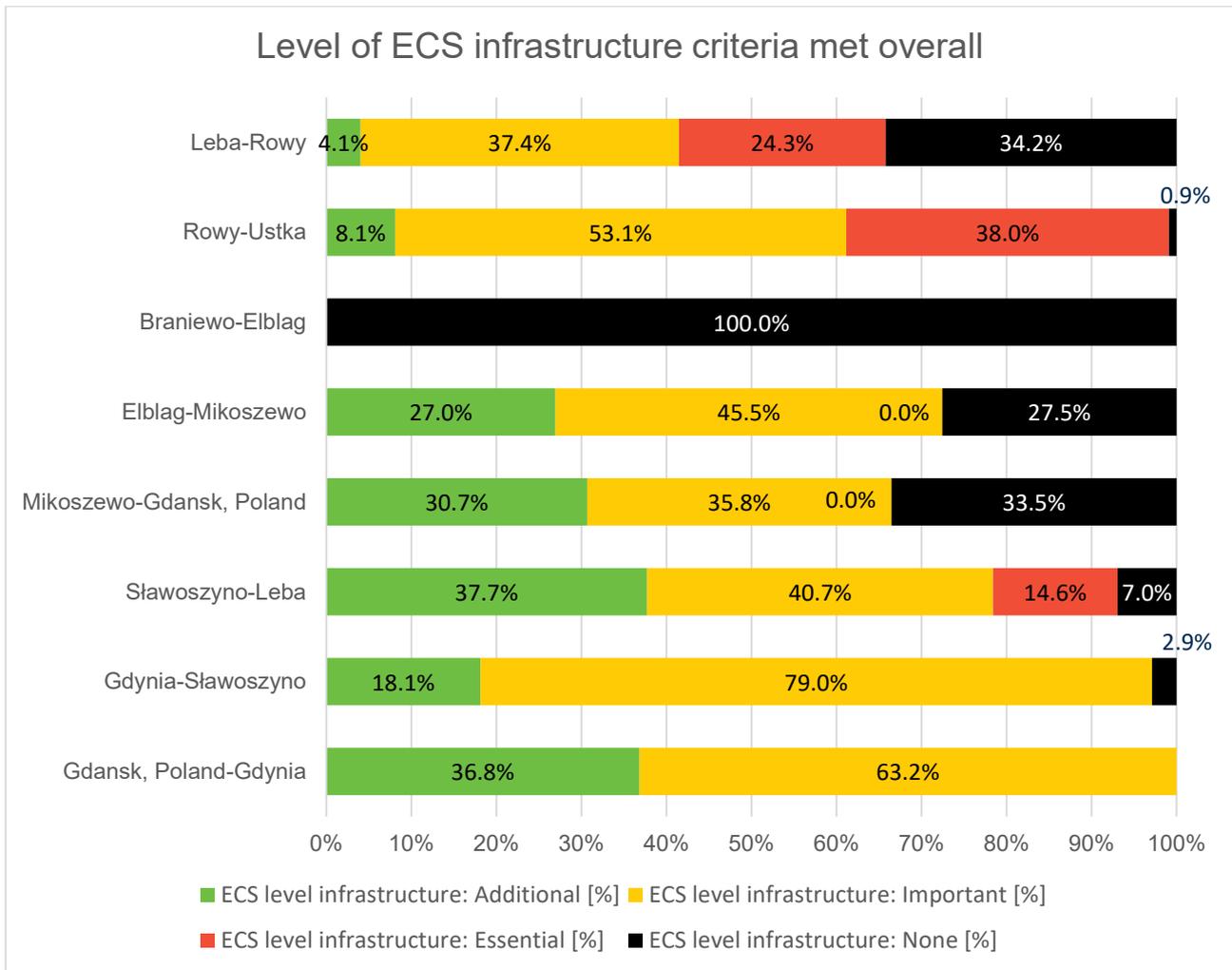


Photo: 9: Bike lane, Gdynia, EuroVelo 10/13



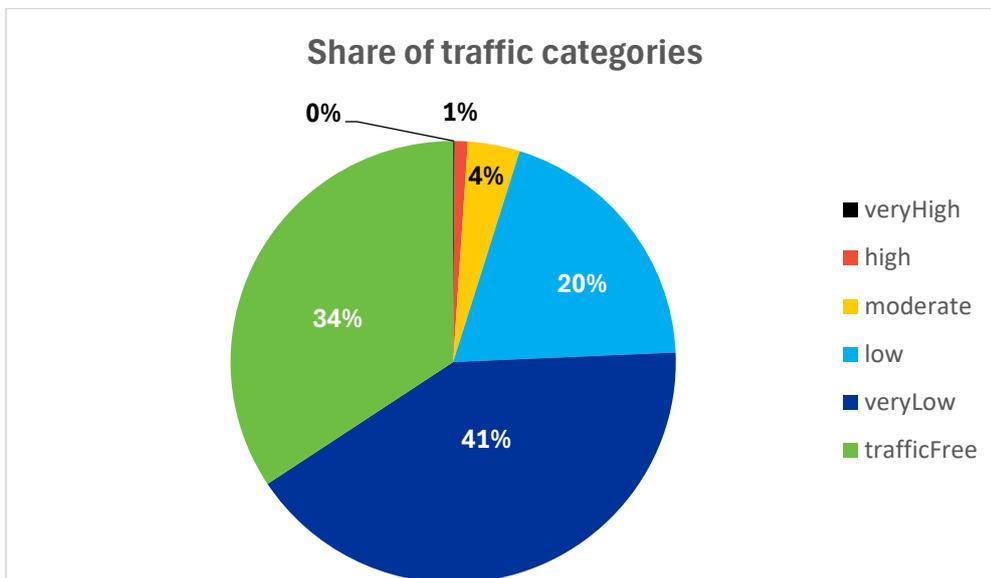
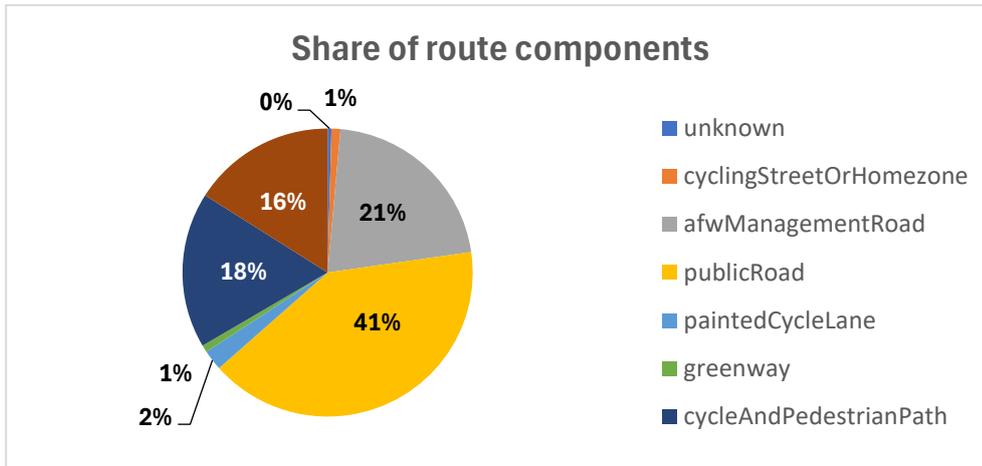
Photo: 10: Cycle route through agricultural land, Kosakowo, EuroVelo 10/13





4.3 Critical deficiencies

- For further work improving the rideability and continuity of the route, attention should be paid to the daily section Rowy - Łeba. It is in debt, the surface is variable and a large part of it requires reconstruction. This daily section is characterized by immediate cars in the face of a difficult situation, which gives a sense of safety. In other specified daily sections, delays occur, including one not rideable, but these are sections that are not more than a kilometre and these delays will be applied on an ongoing basis. There is a non-rideable escarpment through which EuroVelo 10 runs. Its length is up to approx. 200 m and the difference is about 20 m, which, in the absence of its effects, that natural conditions (wind, rain) destroy it so that it is not rideable.
- The route marking in the Pomeranian Voivodeship is good. In several places there is no marking as to where the vandalism occurred, because the posts where the sign should be located are there but there is no sign shield. The Warmian-Masurian Voivodeship has not marked the EuroVelo 10/13 route, so the data collected during the audit shows that there is no marking.
- **Missing or incomplete signage:** Although signage is plentiful, it is sometimes invisible, illegible, or completely absent at key locations (intersections, turns). Some signs are damaged or obscured by vegetation. The route is currently the most popular cycling route in Poland, with over 200,000 bicycle trips recorded annually in selected locations (bike counters).



5 Services

5.1 Existing services

EuroVelo 10 in the Pomeranian Voivodeship runs along one of Poland’s most attractive coastal regions, which is also one of the most visited by domestic tourists. As a result, the area is relatively rich in various services, although the availability is uneven along the full length of the route.

A summary of services according to ECS (European Certification Standard) criteria is presented below:

Category	Elements (ECS criteria)	Count
Bike Services	S3_self_service	A lot
Public Transport	I7_train, I7_bus, I7_ferry	9
Rest Areas	S2_table, S2_shelter, S2_toilet, S2_playground	79

- **Bicycle services:** The availability of bicycle repair shops and rental points is uneven, with numerous bicycle repair shops in coastal and tourist towns, such as Ustka, Rowy, Łeba, Puck, Gdynia, Sopot,



and Gdańsk. However, there are places along the route where these services are lacking, even in larger cities such as Nowy Dwór Gdański. This uneven distribution results from forested areas and protected nature areas, where the number of tourist services is naturally lower. There are no electric bike charging stations, and there is significant vandalism of freestanding bicycle repair shops.

- **Public Transport:** Public transport is more consistently available, with 9 verified locations where cyclists can access trains, buses, or ferries. This includes key transport hubs such as Gdańsk, Gdynia, Ustka, and Puck.
- **Rest Areas:** A total of 79 infrastructure points provide tables, shelters, toilets, or playgrounds. While the overall number is good, their spatial distribution is not even – denser in urban and coastal sections, sparse or nonexistent in forest or rural areas.
- Although many of these services are concentrated in the more urban or touristic segments, large forested or remote rural sections of the route remain underserved, especially in terms of bike repair, hydration points, and clear routing information.

5.2 Critical deficiencies

Despite the general availability of services, the audit revealed several significant deficiencies:

- **Lack of cycling services:** Apart from one electric bike charging station, this service is absent along the entire route, which, given the development of electric bikes, is a significant infrastructure deficiency.
- **Lack of consistent spacing between rest areas:** Most of these points are located near towns. Forest areas and national parks lack basic amenities such as shelters, toilets, or water sources – a nuisance on longer routes.
- **Lack of services in rural areas:** Long sections of the route, especially between larger cities, run through areas with limited access to various services – there are long distances between shops, repair points, and rest areas. This is particularly challenging for families and less experienced cyclists.

These findings should be incorporated into the regional action plan. In particular, the following are recommended:

- **Installing additional service stations** (both manual and automated) and electric bike chargers
- **Adding shelters and water sources** in remote locations
- **Unifying and maintaining clear signage**
- **Establishing partnerships with local businesses** (e.g., cafes, bicycle-friendly guesthouses) to address infrastructure gaps.

6 Marketing / Promotion

6.1 Existing promotional tools

Information along the route

EuroVelo 10 and 13 in the Pomeranian Voivodeship has infrastructure elements for direct information and on-site tourist information. Based on audit data:

One tourist information centre (P3_centre) was identified directly along the route along the entire audited route. More tourist information points are located along the route, but there is no signage indicating such information points.

Numerous rest areas for cyclists provide **information boards about the route**, including selected tourist attractions and mileage. Additionally, there is a map of the EuroVelo routes with a description of the concept and purpose of the EuroVelo routes. An analysis of the maps presented at each rest area reveals a continuity of information.



Photo: 11: Graphic of the front side of the information board at a bicycle parking space.



Photo: 12: Graphic of the back side of the information board at a bicycle parking space.

Printed materials:



Photo: 13: Bicycle Guide, Pomorskie Region EuroVelo 10/13



Photo: 14: Flyer for the daily section, Pomeranian Region EuroVelo 10/13

6.2 Critical deficiencies

The most important identified gaps in promotion and tourist information:

- Lack of paper promotional materials in the form of daily sections or as a collection of key travel data for the entire section in the Pomeranian Voivodeship.
- There are no digital panels, QR codes, or audio guides along the route that could enhance the user experience, especially in less accessible or protected areas.
- Insufficient signage directing to tourist information centres.

To improve the situation and achieve compliance with ECS standards for promotion, the following is recommended:

- Install signage directing to tourist information points, transport hubs, and rest areas.
- Collaborate with local governments to activate local tourist information points or businesses that could offer free printed materials, maps, and brochures.
- Develop digital tools, including integration with the Pomorskie.travel portal and the development of a mobile app with information about the route, services, and attractions.

7 Organisation / Financing

7.1 Existing organisations for development and maintenance

The institution supporting and coordinating the implementation of EuroVelo routes in the Pomeranian Region is the Marshal's Office of the Pomeranian Voivodeship. Although there is no single institution managing the entire route, the key entities responsible for the current maintenance and development of the infrastructure are:

- The Marshal's Office of the Pomeranian Voivodeship – the institution responsible for regional tourism policy, the development, and coordination of cycling infrastructure of at least regional significance.
- Cities and municipalities located along the route, such as Gdańsk, Gdynia, Sopot, Puck, Władysławowo, Łeba, and Ustka – manage municipal roads and urban cycling routes.
- Counties, including Puck, Lębork, and Słupsk – are responsible for county roads and co-implement regional investments.
- Forest Districts (State Forests) – for sections running through forest areas. - Local Tourist Organizations and Local Action Groups – supporting the development and promotion of cycling tourism.

At the time of drafting this report, there is no integrated body coordinating EuroVelo 10 and 13, but many sections benefit from ongoing maintenance and investment work within general infrastructure budgets. Promotional materials are distributed throughout the region by the Marshal's Office of the Pomeranian Voivodeship.

7.2 Potential organisations for development and maintenance

Since EuroVelo 10 in the Pomeranian Voivodeship runs entirely along locally managed roads and trails, the municipal and district governments, which own local roads and cycle paths, will be responsible for further infrastructure development and maintenance. The Pomeranian Voivodeship Marshal's Office, which coordinates EuroVelo 10 and 13, supports the route's development through regional programs and EU funds. It also monitors and audits cycle routes and provides information to road managers. Furthermore, it organizes meetings with partners and establishes action plans.

Soft projects are also being implemented in conjunction with Local Action Groups, which may include signage, information points, and educational campaigns.

The State Forests, which have authority over the management of routes running through forest areas, are also being implemented.

7.3 Existing financial resources

Currently, funding for the route's development and maintenance is fragmented, with resources coming from various administrative levels. There is no central budget specifically allocated to EuroVelo 10 and 13.

Funding comes primarily from:

- route construction, funded by the European Union
- repair activities
- local government road budgets – used for repairs, road widening, signage, and maintenance
- public-private partnerships and soft projects, such as promotion, rest area equipment, and educational activities.



Coastal municipalities such as Puck and Władysławowo finance local activities, such as rest areas and tourist route signage.

However, there is no unified summary of total investment data allocated solely to EuroVelo 10. Creating such a financial monitoring system would allow for better planning and alignment of the route with ECS standards.

8 Description of the route conditions by section

8.1 Daily section 1: Gdańsk, Poland – Gdynia

General information: Daily section with a length of 27.41 km, checked on 21.07.2024. The route is divided into 10 smaller **segments (minor sections)**, with 16 points. At this junction there are a lot of bicycles and service points or service machines. There are tourist information points on the route (Sopot and Gdańsk). The section is located in the **centre** of our region, so the availability of public transport is very high. On the route that does not pose a threat, but one difficulty.

8.1.1 Route infrastructure

- Number of smaller segments (minor sections): 10
- Number of exceptional points: 16
- Bike rentals: many
- Service points/automatics: 15
- Tourist information points: 2 (Sopot, Gdynia)

8.1.2 Division of public transport

The entire daily section takes place between two railway stations in the region: Gdańsk Główny and Gdynia Główna. In between there are several interregional and national train stations and city terminus stations. Access to this form of transport is very good. In Gdańsk itself, bicycles can be transported on designated buses and trams.

8.1.3 Basic issues

No harmful critical issues. A bigger problem on the route is the notoriously deteriorating section in the forest made using HanseGrand technology. The section is being modernized on an ongoing basis.

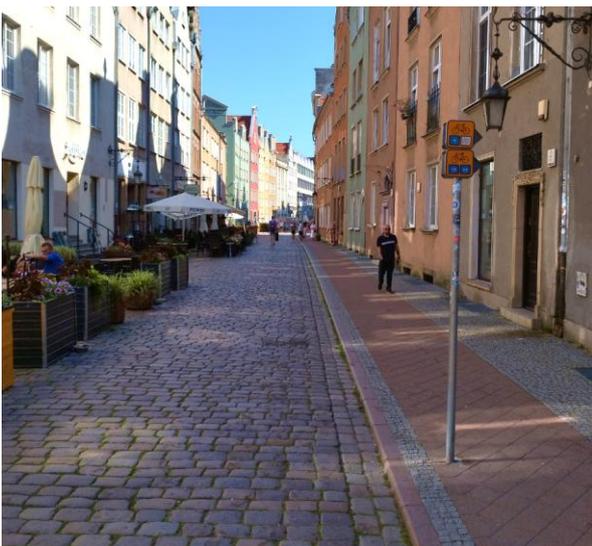


Photo: 15 Correct signage in the center of Gdańsk, at Długi Targ Street



Photo: 16 Bicycle roundabout in Gdańsk



Photo: 17 Bicycle lane in Gdansk



Photo: 18 Family bike trip on EuroVelo 10/13



Photo 19: Sopot, part of the route on the beach



Photo 20: Obstacle, continuous repair of the track, Gdynia

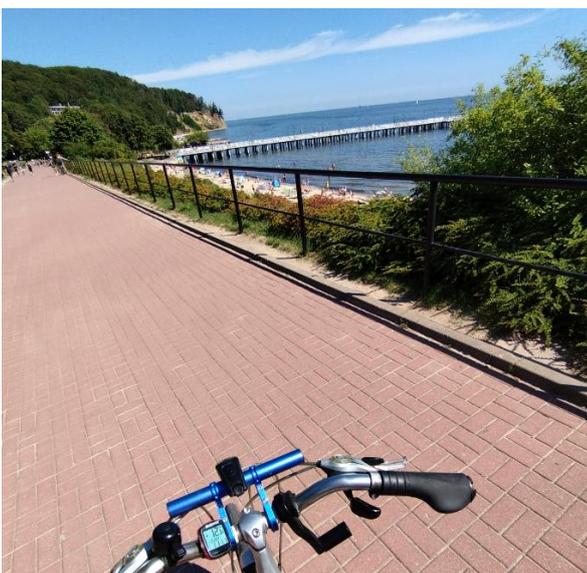


Photo 21: Gdynia, part of the route, sea view



Photo: 22 Gdynia, bike lanes



Photo: 23 Gdynia, bike lanes

8.2 Daily section 2: Gdynia – Sławoszyno

General information: Daily section with a length of 57.26 km, checked on 05.09.2024. There are 32 different minor sections on the route, in which 30 points were registered. On this level there are a lot of service points, which also include several parking spaces for bicycles, and next to them free-standing bicycle services.

There is one tourist information point. Near kilometre 1.8 access to public transport in the form of train and bus (Gdynia Main Railway Station, distance about 100 m) is located through two more towns in the immediate vicinity of the route (up to 500 m) there are two regional locations (Puck, Gnieźdżewo). There is one critical obstacle at this location, which is a slope in the Kosakowo commune, which is not permitted for cycling. Its condition does not allow cycling uphill or downhill for cyclists without a specialist bike and experience.

8.2.1 Route infrastructure

- Number of smaller sections: 32
- Number of exceptional points: 30
- Bike rentals: many
- Service points/automatics: none
- Tourist information points: 1

8.2.2 Division of public transport

Train, bus at km 1.8 (Gdynia Główna station, 100 m)

8.2.3 Basic issues

1 critical obstacle

8.3 Daily section 3: Sławoszyno - Łeba

General information: Daily section with a length of 61.17 km, was checked on 05.09.2024. This section is a typical tourist break, where there are types of solutions and tourist services that are certified during the holidays. The section contains 26 smaller sections and 26 common points. On the audit days, bicycles or service or self-service points were recorded. These services and elements of the route equipment are only available during the summer holiday period (July, August). During the survey, only one tourist information

point was recorded in Łeba. During the holiday summer season, there are 2 more tourist information points (Białogóra, Dębki). Transport applications in the immediate vicinity of routes available only in Łeba and this is a functional rail connection only in July and August. In the entire area of application of PKS Gdynia bus transport, which causes exclusion for users, can under conditions transport a limited number of bicycles. The bus service is provided throughout summer. No critical threats have been identified at this stage of preparatory work for the construction of the first power supply in Poland, which intersects the course of EuroVelo 10 and 13.

8.3.1 Route infrastructure

- Number of minor sections: 26
- Number of exceptional points: 26
- Bike rentals: none
- Service points/automation: none
- Tourist information points: none

8.3.2 Division of public transport

1 regional railway station - Łeba, PKS Gdynia transport - limited possibility of transporting bikes

8.3.3 Basic issues

Break causing critical effects, with the ongoing construction of the first power supply in Poland, which intersects the EuroVelo 10/13 route



Photo: 24 Connection of two routes



Photo: 25 A section of the route with a gravel surface



Photo: 26 Markings on the route, information about changes in the road surface



Photo: 27 Forest section of the EuroVelo 10/13 route



Photo: 28 route marking on the forest section of the EuroVelo 10/13 route



Photo: 29 forest section of the EuroVelo 10/13 route with a slightly damaged surface



Photo: 30 a rest area for cyclists at the Stilo lighthouse,



Photo: 31 The beginning of the bike path on the EuroVelo 10/13 routes



Photo: 32 Bad location of the bike trail sign



Photo: 33 the section of the route with the worst surface



Photo: 34 Spot deterioration of the surface quality



Photo: 35 Signage - information about local poor road surface



Photo: 36 View of the rest area for cyclists, with the Łeba tourist information in the background

8.4 Daily section 4: Mikoszewo - Gdańsk, Poland

General information: Daily section with a length of 22.87 km, was checked on 10.09.2024. There are 25 smaller sections and 59 differentiating points on the route. On the day of the audit, there were no bike rentals. There are many both accommodation facilities, which provide bicycle rental services for their guests. Only one bicycle service was noted at the bicycle parking space in Mikoszewo. The bicycle rentals themselves operate on this section mainly during the holidays (July, August). During the audit, two tourist information points were observed to be in operation (Pomeranian Tourist Information Centre – Gdańsk and IT Gdańsk). During the holiday season, IT in Mikoszewo is still in operation. In the category of public transport, access to the train in Gdańsk Główny was noted. Along the entire route, there is a Gdańsk bus line, where bicycles can be transported. At the border points of the day section, there are two stops of the regional PKS Gdańsk bus service, where a limited number of bicycles can be transported. No critical obstacles were found on the route.

8.4.1 Route infrastructure

- Number of smaller sections: 25
- Number of observation points: 59
- Bike rentals: very many
- Service points/machines: 3
- Tourist information points: 2

8.4.2 Public transport connections

- Gdańsk Główny railway station (international, domestic, regional, local connections), Gdańsk bus service, regional bus service - PKS Gdańsk.
- FLIXBUS - domestic, international bus service



Photo: 37 View from the route to the waterfront of the city of Gdańsk



Photo: 38 Missing EuroVelo signs



Photo: 39 The route through the city centre of Gdańsk



Photo: 40 Directional trail markings



Photo: 41 A group of bicycle tourists entering Gdańsk



Photo: 42 Pedestrian and bicycle tunnel under the expressway



Photo: 43 Signage in the pedestrian and bicycle tunnel under the expressway



Photo: 44 Railway crossing – freight



Photo: 45 Horizontal markings on the trail



Photo: 46 A resting place for cyclists on the route



Photo: 47 Markings of the EuroVelo 10/13 and EuroVelo 9 / Vistula Cycle Route routes



Photo: 48 MEVO city bike stations



Photo: 49 Ferry crossing on the route (operates from May to September)



Photo: 50 Trail markings, where EuroVelo 10 and 13 and EuroVelo 9/WTR trail split.

8.5 Daily section 5: Elbląg - Mikoszewo

General information:

The daily section is 57.07 km long, it was inspected on 10.09.2024.

During the observation, 55 smaller sections and 64 observation points were identified. No bike rentals, service points or machines were noted. There were also no functioning tourist information points. Two information points operate during the July and August months. There are many accommodation facilities along the route that offer bicycle rentals. As part of the ride, no information about the possibility of renting bicycles was noticed from the route. Access to public transport in the form of seasonal operation of the historic Żuławska Kolej Dojazdowa and daily regional bus transport - PKS Gdańsk. In Nowy Dwór Gdańsk, along EuroVelo 10, there is a stop for national / international flixbus bus transport. There were no critical obstacles on this section.

8.5.1 Route infrastructure

- Number of smaller sections: 55
- Number of observation points: 64
- Bike rentals: none
- Service points/vending machines: 1
- Tourist information points: 2

8.5.2 Public transport connections

- Żuławska Kolej Dojazdowa – seasonal connection
- PKS Gdańsk – regional bus transport
- FLIXBUS – national, international bus transport

8.5.3 Critical issues

- Issues with signage
- Issues with surfaces and high traffic
- Insufficient width sections



Photo: 51 Entry into the forest section, incorrect sign



Photo: 52 A rest area for cyclists with a bicycle service



Photo: 53 Trail markings



Photo: 54 Trail markings and signs informing car drivers that there is a bike trail here

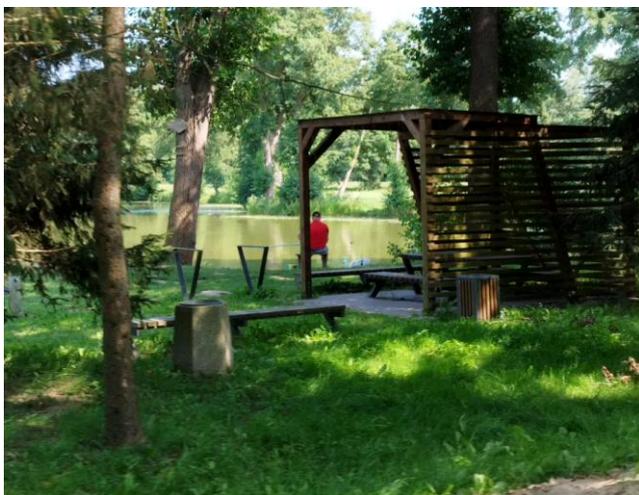


Photo: 55 A resting place for cyclists



Photo: 56 Markings on the route



Photo: 57 Passage over the historic drawbridge



Photo: 58 Cycling tourists resting outside a local shop



Photo: 59 The route on the top of the Tuga River flood embankment



Photo: 60 Trail markings and markings for other road users



Photo: 61 Drawbridge, vertical



Photo: 62 road towards the city of Elbląg - Warmian-Masurian Voivodeship



Photo: 63 Pedestrian and bicycle path made of concrete blocks



Photo: 64 Signage near the border of the Pomeranian Voivodeship towards the Warmian-Masurian Voivodeship.



Photo: 65 Signage, bicycle lane - Warmia-Masuria Voivodeship



Photo: 66 Elbląg city - Warmia-Masuria voivodeship

8.6 Daily section 6: Braniewo – Elbląg

General information:

The daily section is 44.84 km long, it was inspected on 10.09.2024. 36 minor sections and 27 observation points were found. There were no bike rentals, service points or tourist information points. No public transport connections were found in which, even to a limited extent, bicycles can be transported. The entire section does not have EuroVelo10/13 route markings. A critical obstacle (dangerous crossing) was noted in the 9th kilometre from Elbląg to Braniewo, a 50-meter cycle path on a roundabout, which does not have a convenient start and finish and forces you to slow down.

8.6.1 Route infrastructure

- Number of minor sections: 36
- Number of observation points: 27
- Bike rentals: none
- Service points/vending machines: none
- Tourist information points: none

8.6.2 Public transport connections

- No data about transport connections

8.6.3 Critical issues

- 50 m cycle path on a roundabout
- EuroVelo 10 signs missing



Photo: 67 public road, Warmia-Masuria Voivodeship



Photo: 68 public road, gravel surface, Warmian-Masurian Voivodeship, EuroVelo 10 and 13 signage missing



Photo: 69 public road, damaged road, Warmian-Masurian Voivodeship, EuroVelo 10 and 13 route marking missing



Photo: 70 technical road on the flood embankment, Warmian-Masurian Voivodeship, EuroVelo 10 and 13 signing missing



Photo: 71 Tourist settlement on the Vistula Lagoon (closed outside the summer season), Warmian-Masurian Voivodeship, EuroVelo 10 and 13 signing missing



Photo: 72 technical road on the flood embankment, Warmian-Masurian Voivodeship, EuroVelo 10/13 route marking missing



8.7 Daily section 7: Rowy – Ustka

General information:

The daily section is 20.68 km long and was inspected on 22.04.2025.

There are 21 minor sections and 56 observation points on the route. There are a lot of bike rentals and service points on this section. Within the daily section there are two tourist information points: Ustka – year-round IT, Rowy – seasonal IT. In terms of public transport, year-round rail transport is available – Ustka with regional and national connections (0.4 km from the EuroVelo 10/13 route). In several places and at the end of the Rowy section, year-round bus transport PKS Słupsk operates, which allows the transport of bicycles to a limited extent. There are several critical points on the route, including railway crossings or intersections and roundabouts.

8.7.1 Route infrastructure

- Number of smaller sections: 21
- Number of observation points: 56
- Bike rentals: a large number
- Service points/machines: yes
- Tourist information points: 2 (1 year-round, 1 seasonal)

8.7.2 Public transport connections

- train at km 0.4 (Ustka Railway Station)
- PKS Słupsk – regional bus transport

8.7.3 Critical issues

- dangerous railway crossing at km 1.3
- noneOrSafe at km 1.6 (Well-marked roundabout, heavy traffic)
- noneOrSafe at km 2.2 (Crossroads)
- noneOrSafe at km 2.3 (Intersection of cycling routes R10 and EuroVelo 10/13)
- noneOrSafe at km 4.0 (Entry restrictions, no information boards)
- veryDangerous at km 4.7 (Chicane restricting entry, no markings)
- noneOrSafe at km 19.1 (No pedestrian/bicycle crossing markings)
- noneOrSafe at km 20.6 (Cycle crossing, unmarked EuroVelo 10/13)



Photo: 73: Parking area for cyclists and kayakers, EuroVelo route 10/13, Ustka



Photo: 74: Pedestrian and bicycle bridge over the Słupia River, EuroVelo route 10/13, Ustka



Photo: 75: Dangerous crossing with railway crossing, Ustka



Photo: 76: Rest area for cyclists, Ustka



Photo: 77: local road adapted for bicycle traffic, near Ustka



Photo: 78: Trail markings and other information near Ustka



Photo: 79: Trail markings and the site of the former railway station, now a rest area for cyclists near Ustka



Photo: 80: The beginning of the forest road, near Ustka



Photo: 81: Signage on the EuroVelo 10/13 route



Photo: 82: Forest road with a poured concrete surface, near Rowy



Photo: 83: EuroVelo 10/13 route in Poddąbie



Photo: 84: Bicycle shelter, electric bike charging facility, Poddąbie



Photo: 85: Separate space for bicycles on a road with heavy traffic (width not compliant with applicable regulations), near Rowy



Photo: 86: Cycling on the EuroVelo 10/13 route. The infrastructure is complete, but there are no vertical or horizontal markings.



Photo: 87: Bicycle path, Rowy



Photo: 88: End of the daily EuroVelo 10/13 section, Ustka - Rowy, incorrect marking of the rest area for cyclists



8.8 Daily section 8: Łeba – Rowy

General information:

The daily section is 57.99 km long, it was inspected on 22.04.2025.

Within it, 39 minor sections and 127 observation points were distinguished. No bicycle rental or service points were found. One operating tourist information point was noticed on the route in Łeba. There is an information touristic point in Rowy, but it is only open during the holidays. On the day of the trip, this point was closed. Public transport available to cyclists operates in Łeba (Railway station, connection only during the holidays) and regional bus transport - PKS Słupsk, where the main stops are Rowy, Główny and Łeba. It allows the transport of bicycles to a limited extent. Among the critical obstacles, a dangerous crossing was noted at kilometre 55.6. It is not exposed to high traffic intensity, but driving through it (high curbs) is difficult.

8.8.1 Route infrastructure

- Number of minor sections: 39
- Number of observation points: 127
- Bike rentals: very many
- Service points/machines: 1 (Łeba)
- Tourist information points: 2 (Rowy and Łeba)
-

8.8.2 Public transport connections

- Łeba train (Łeba railway station) – connection only during holidays
- PKS Słupsk – regional bus transport (Rowy, Główny, Łeba).

8.8.3 Critical issues

- dangerous crossing at km 55.6



Photo: 89: Słowiński National Park, EuroVelo route 10/13



Photo: 90: Słowiński National Park, EuroVelo route 10/13



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Photo: 91: Słowiński National Park, EuroVelo routes 10/13



Photo: 92: Słowiński National Park, EuroVelo route 10/13



Photo: 93: Słowiński National Park, EuroVelo 10/13 route marking



Photo: 94: Słowiński National Park, EuroVelo 10/13 route marking



Photo: 95: Smoldzino, no markings on the EuroVelo 10/13 route



Photo: 96: forest road, EuroVelo route 10/13



Photo: 97: municipal road with low traffic, EuroVelo route 10/13



Photo: 98: Głowczyce, a resting place for cyclists, EuroVelo route 10/13



Photo: 99: Information about changes in road surface and length, EuroVelo route 10/13



Photo: 100: Road in the Słowiński National Park, EuroVelo route 10/13



Photo: 101: The dirt road is wet, very difficult to ride by bike, EuroVelo route 10/13



Photo: 102: gravel road near the Słowiński National Park, difficult to ride by bike, EuroVelo route 10/13



9 Summary for the Pomerania region

- EuroVelo 10 in the Pomorskie Voivodeship consists of 7 daily sections, totalling **305 km** (plus 60 km in the Warmian-Masurian Voivodeship, up to the Kaliningrad Oblast border). The field survey included measurements and assessments of infrastructure and accompanying services.
- The majority of the route features asphalt surfaces. Asphalt concrete is the dominant type, covering 237.26 km (60.8% of the route). 119.01 km (29.6%) was rated as "perfectly rideable," indicating a **high level of comfort on about one-third of the audited route**.
- Despite this, about **100 segments** were identified as **problematic due to poor geometry, limited width, difficult rideability, or safety concerns**. High-traffic sections are rare, but even short stretches can significantly affect cyclist safety and comfort.
- Not all sections include physically separated cycling infrastructure. About 100 segments run along public roads, and only 83 use dedicated bike paths, shared-use routes, or local low-traffic roads. Expanding separated infrastructure remains a priority in regional cycling strategies.
- The route offers varied **landscapes**: coastal, urban, rural, and forested. Cyclists enjoy scenic views, nature reserves, historic towns, and quiet countryside roads. This diversity boosts the route's tourism potential.
- **Signage** coverage is relatively strong in the region. However, some areas lack clear, visible, and consistent signage, especially regarding directions, distances, and service information.
- **Services** for cyclists are moderately developed. While several service points exist, there are areas—especially in forests or rural zones—where services are missing. This is typical for routes passing through protected or low-density areas.
- **Public transport access** is good, with eight identified hubs (train stations, ferry ports, bus stops). Key access points include Gdańsk Główny, Gdynia Główna, Ustka, Łeba, and Puck. Bicycle transport by regional train is possible but requires a ticket, and bike spaces are limited, depending on the carrier.
- There are **32 rest areas** along the route with benches, shelters, toilets, or playgrounds. Although some are modern and located in attractive spots, the distribution is uneven. Their placement reflects efforts to address infrastructure gaps where needed.
- Overall, the route is positively assessed. It connects key cities and tourist hubs with rural areas, offering a continuous and diverse cycling corridor. Local authorities and tourism partners have a solid base to further develop cycling tourism in the region.
- Standardizing signage and removing problematic sections will be essential. Other recommendations include developing a mobile app, expanding service infrastructure, and introducing systematic quality monitoring.
- One of the route's key advantages is its potential for cross-border integration within the EuroVelo network. Thanks to ferry connections from Gdańsk and Gdynia, cyclists can travel easily to Sweden and beyond.
- Promotional tools such as Pomorskie.travel, printed brochures, and cycling events are in place, but the marketing potential is not fully utilized.
- Maintenance of the route is handled by local governments. Introducing common infrastructure standards, a reporting system for defects, and inter-municipal cooperation would support more efficient management and investment planning.

Part 2 – West Pomerania

This regional chapter has been drafted by Wojciech Grela, Office for Cycling Communication of Marshal Office of the West Pomerania Region, Department of Infrastructure and Transport, project partner in this project. The reviewed version of this report was finalised on 30 October 2025.

1. Background



Illustration by Beata Słuszkiewicz from Stanisław Pagaczewski, *Raj na kółkach* (1959).

The illustration, originally published in 1959, is one of the earliest visual representations of the Baltic coastal cycling route. It reflects the way bicycle tourism was framed in post-war Poland — not only as recreation, but also as a means of familiarising citizens with the so-called “Recovered Territories.” The image is reproduced as a historical reference, illustrating the continuity of the Baltic coastal cycling route tradition.

EuroVelo 10 and EuroVelo 13 routes in West Pomerania share the same itinerary. The EuroVelo 10 section in the Pomerania region has been historically the most popular unofficial national route among Polish cycle tourists and also one of the first, which has existed for many years as a multi-day summer cycling adventure along the Polish part of the Baltic Sea coast. One could say it began with the popularisation of tourism as a way to discover the new Polish territories during the Soviet era (after 1945).

The route, then called R-10, was first signposted on public and forest roads in the early 2000s with national standard signs and was upgraded gradually by local municipalities to more cycle friendly infrastructure. A larger and more consistent modernisation plan started in 2017, addressing the weakest sections of the route. It was carried out as part of the West Pomerania Cycle Network projected by the Marshal’s Office. New sections were constructed, connecting already existing infrastructure in coastal municipalities. EuroVelo signage was also introduced, and the old signs were removed. The name “Velo Baltica”, referring to the West Pomerania section of EuroVelo 10, was also adopted. The project is not over and still some sections need upgrading. Within one year from the field survey to the writing of this report, several key sections have already been upgraded or are under construction. Therefore, the survey data and corresponding texts have been updated to current status for accurate description.



EuroVelo 10 and 13 signage and small information board with route map

The first evaluation of EuroVelo 10 in Poland was made in 2017. Its purpose was to assess the route quality before the beginning of the modernisation plan. This second evaluation is done after most of modernisation works were carried out since 2017. It aims at estimating chances for EuroVelo Certification and identify weakest spots which are typically located in older sections of the route.

2 Organisation

The ECS route surveys, on which this evaluation report is based, were carried out by employees of the West Pomerania Marshal's Office, which is developing the regional cycle route network since 2017. The Marshal's Office coordinates the network's development on many levels, including promotion, the development of online mapping tools and printed maps, as well as providing easy access to extensive and current advice on the emerging network of routes. As EuroVelo 10 is part of this system, the Marshal's Office has taken the lead on surveying the route to establish its condition and characteristics, and the analysis of services along the way. It has also led on the accurate mapping of physical attributes associated with the route and of easily accessible services along the route corridor.

3 Brief methodological explanations

The West Pomerania Marshal's Office surveyed five daily sections from Świnoujście to Ustka. Most of it going through West Pomerania region. The 5th daily section (Darłowo-Ustka) is divided between West Pomerania and Pomerania regions. Wanda Nowotarska and Wojciech Grela – certified EuroVelo route inspectors fully trained by the European Cyclists' Federation, did the surveying work of the five sections using the provided European Certification Standard "Survey App". The survey was carried out in August and September 2024 to account for the specific conditions of the high season including weather, higher car, pedestrian and cyclist numbers on the route. The field survey was complemented by office-based work to collect additional data.

The final report was updated in October 2025 with the most up-to-date information on ongoing investments along the route and all statistics are showing the status for the early 2026 season.

4 Overview of the sections

A total of 233 km was surveyed between 21 August and 20 September 2024:

Start location	Destination	Length (in km)	Survey period
Świnoujście	Dziwnówek	52	15,20 September 2024
Dziwnówek	Kołobrzeg	59	21-22 August 2024

Kołobrzeg	Mielno	35	27 August 2024
Mielno	Darłowo	41	26 August 2024
Darłowo	Ustka	46	19 September 2024





Velo Baltica near Międzyzdroje.

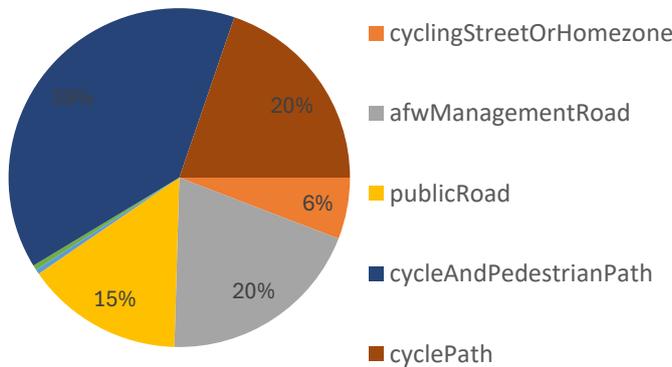
5 Infrastructure

EuroVelo 10 – Baltic Sea Cycle Route, called Velo Baltica in Poland, consists of a variety of components, with frequent transitions between them, as it runs through a coastal region that is highly attractive for various types of tourism activities. This chapter provides an overview of the infrastructure in general along the route in West Pomerania.

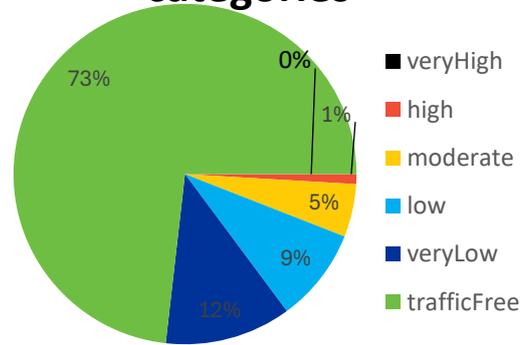
5.1 Existing route infrastructure overview

The existing route infrastructure is almost entirely asphalted or paved with concrete. It's generally in good condition. The route also includes stretches of agricultural roads with no motor traffic and a number of dedicated cycle paths.

Share of route components

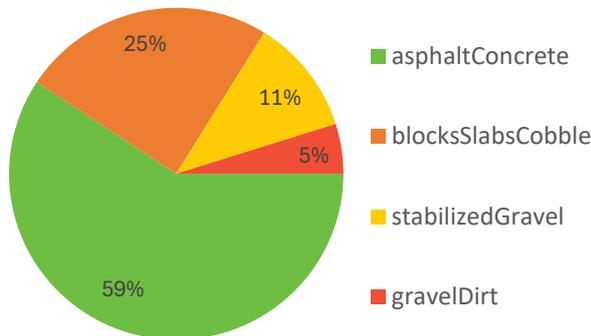


Share of traffic categories

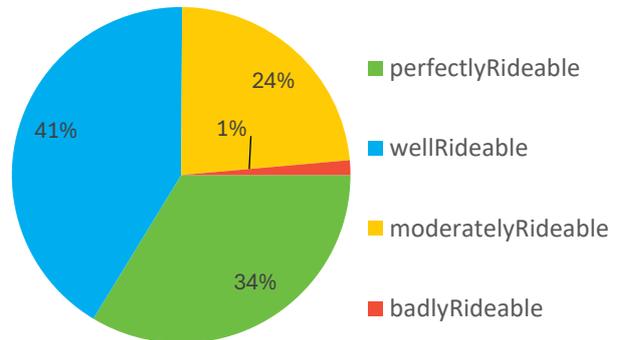


Only 15% of the route runs on public roads, with very short sections (1%) experiencing high traffic. Most sections are traffic-free (a total of 73%), consisting of pedestrian and cycle paths (59%), management roads (20%), and other categories such as home zones (6%). There are some painted cycle lanes, although this type of traffic infrastructure is generally uncommon in Poland outside large cities. High percentage of sections shared with pedestrian traffic has its price in the form of frequent conflicts between pedestrians and cyclists.

Share of surface types



Share of surface qualities



Most of the route has hard surfaces (84%), 59% is asphalted. The relatively high share of concrete block surfaces (25%) is due to sections on promenades and older cycle–pedestrian infrastructure, which in Poland during the 1990s and early 2000s was typically built with concrete paving. The 5% of unstabilised gravel and 1% of poorly rideable surfaces are the sections most in need of modernisation, but also the most technically and financially demanding.

75% of the route is perfectly or well rideable. Only 1% of the route is poorly rideable, but 24% of moderately rideable surfaces need to be addressed, as it indicates ageing infrastructure and need for additional investments in near future.

5.2 Traffic levels

Sections running through coastal towns are usually located near the beach, so the main problem in summer months can be the number of pedestrians in mixed traffic or pedestrian zones. This issue is not tackled directly in the ECS methodology and criteria as pedestrians are not counted. Therefore, those conflicts do not prevent EuroVelo Certification but can prove to be problematic and solutions should be found to better separate the cycling and pedestrian traffic coming in numbers in summer.



Motorised traffic on public roads also tends to be higher during the tourist season, but fortunately vehicle speeds are lower at that time.

The table below compares data from the General Traffic Measurement with the data collected during the survey. Last available data was collected on 2020/21. This year (2025) new data has been collected, but the results will be published in second quarter of 2026.

Results show similar levels of traffic which validates levels of road traffic encountered on dates when audit was made. There are some discrepancies, probably connected with ongoing modernisations of road network happening in the region. Traffic is higher than the annual averages from 2020/21, which is consistent with the general year-on-year increase in traffic in Poland.

Summer traffic in the West Pomerania region is 23% higher than the annual average, placing it second among all regions in Poland. This is due to seasonal tourism on the Polish seacoast.

General Traffic Measurement (GTM) 2020/21

Regional roads

Road number	Section	Annual Average Daily Traffic	Average Daily Summer (+23%)	ECS audit (in 2024)
		vehicles per day	vehicles per day	vehicles per day
1	2	3	4	5
102	W. MIĘDZYDROJE /DK3/ - MIĘDZYWODZIE	3525	4364	3333
102	MIĘDZYWODZIE - DZIWNÓWEK /DW107/	5560	6883	3333
102	DZIWNÓWEK /DW107/ - POBIEROWO	4389	5434	7666
102	POBIEROWO - LĘDZIN /DW110/	6439	7971	18750
203	IWIĘCINO - DARŁOWO /DW205/	3944	4883	5000-7500
203	GR. WOJ. - USTKA /GR. MIASTA/	1206	1493	6250-7500

5.3 Route access points



The map above presents the main InterCity stations and regional train stops in the northern part of the region. Berlin is the main communication hub. From there using DB regional trains it's easy to reach Anklam (regional connection Berlin-Stralsund).

After finish of ongoing modernisation of Berlin-Szczecin railway line there will be direct regional service with high bicycle capacity and high frequency. However, the modernization of the Berlin–Szczecin line is facing significant difficulties and delays, and its completion date has been postponed several times. Currently (mid-2025), due to ongoing work on the German side, the line is experiencing disruptions, and trains on the Szczecin Główny (Main Station) - Angermünde section are being replaced by buses. Only small and folded bicycles can be carried on these buses if any. There is a longer train connection option with changeover in Pasewalk. As an alternative to trains, there is a direct bus service from Berlin Airport or the city centre, operated by FlixBus, where bicycles can also be taken on board.

The latest estimated completion date on the German side is the end of 2027. On the Polish side, the situation is more uncertain, as PKP Polish Railway Lines (PKP PLK) lost a competition for key EU funding worth over PLN 1.4 billion. The lack of this funding puts the future of the modernization of the short Polish section from the German border to Szczecin in doubt and means that the work will likely be in its infancy once the German side completes its investments. With the necessary funding the modernization of the entire route could be completed by the end of 2029.

Good access from Sweden/Denmark is provided through ferry connections to Świnoujście.

In connection with regional train network most route stages are accessible within the route corridor. Other regional cycle network routes can also be incorporated as a link to EuroVelo 10 as they are signed and have sufficient quality. It's easy to take bicycle on regional trains in West Pomerania. Usually there are 6-16 places in the train. Infrastructure on the main stations is modernised with high platforms and lifts. Smaller stops may still have low platforms, which can be problematic even when boarding low-floor regional trains. In InterCity trains usually there are 6 bicycle places. In summer season it's very hard to book place in InterCity train due to high demand from polish cycle tourists.



Modernised station infrastructure together with new regional trains with space for 16 bicycles.



In summer season very high demand is still a problem, as the connections frequency is low or medium (1 train/hour maximum for regional trains and as much as two trains/day for InterCity).

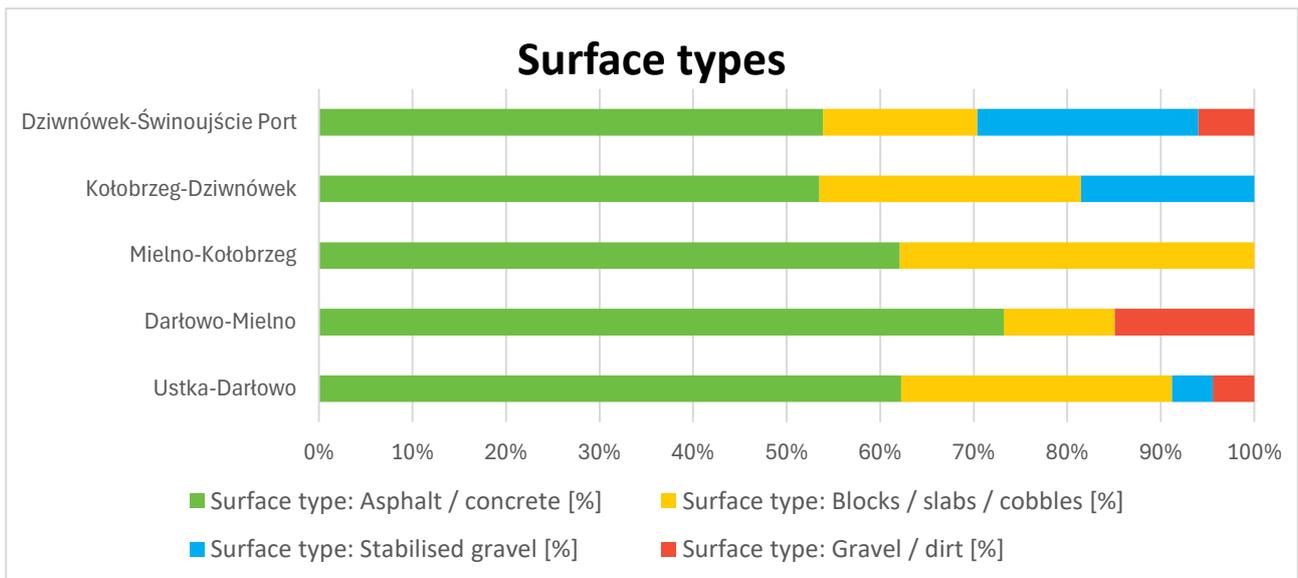
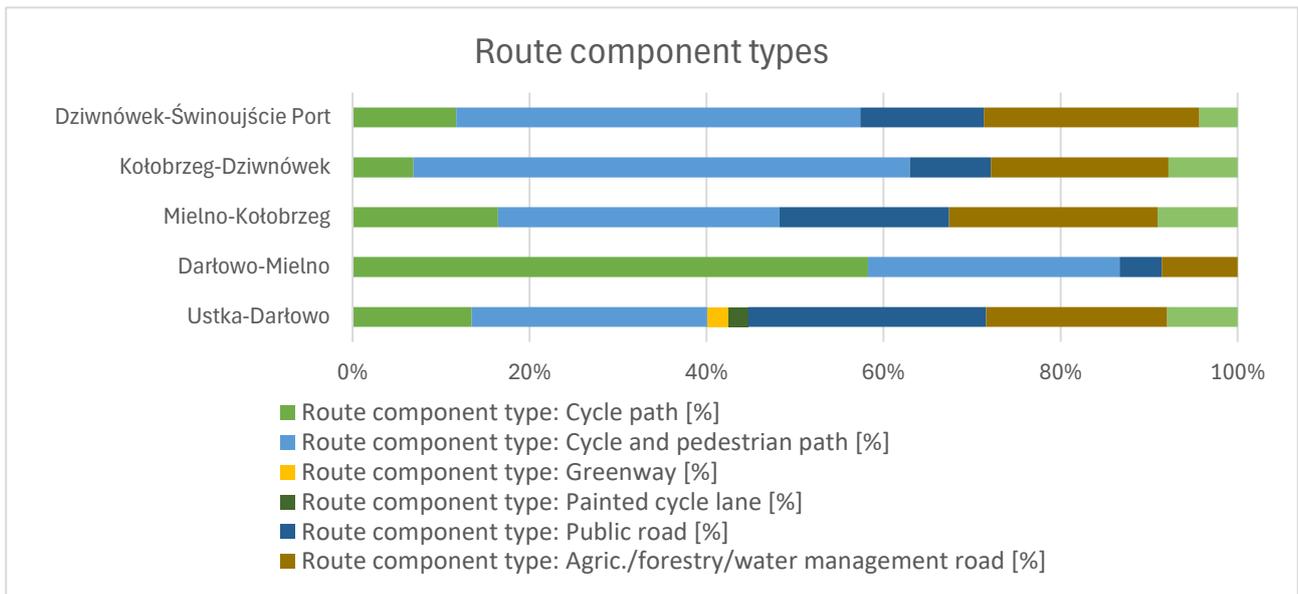
In summary, the important level is met as there is local train access every 20 km, and the longest gap is 50 km. The required numbers of services per day and bicycles per train are met.

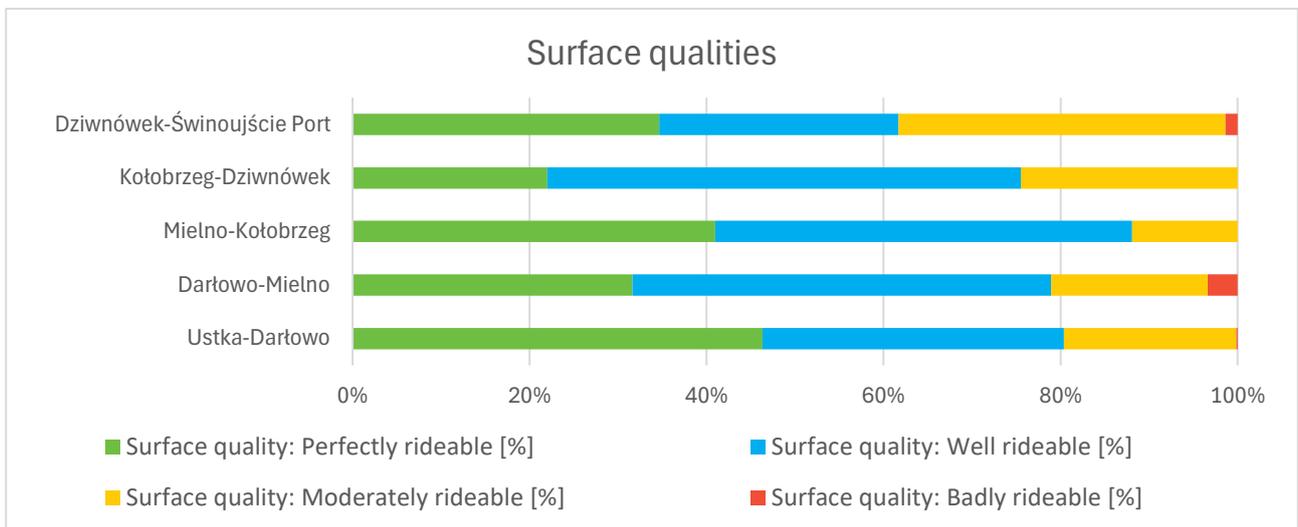
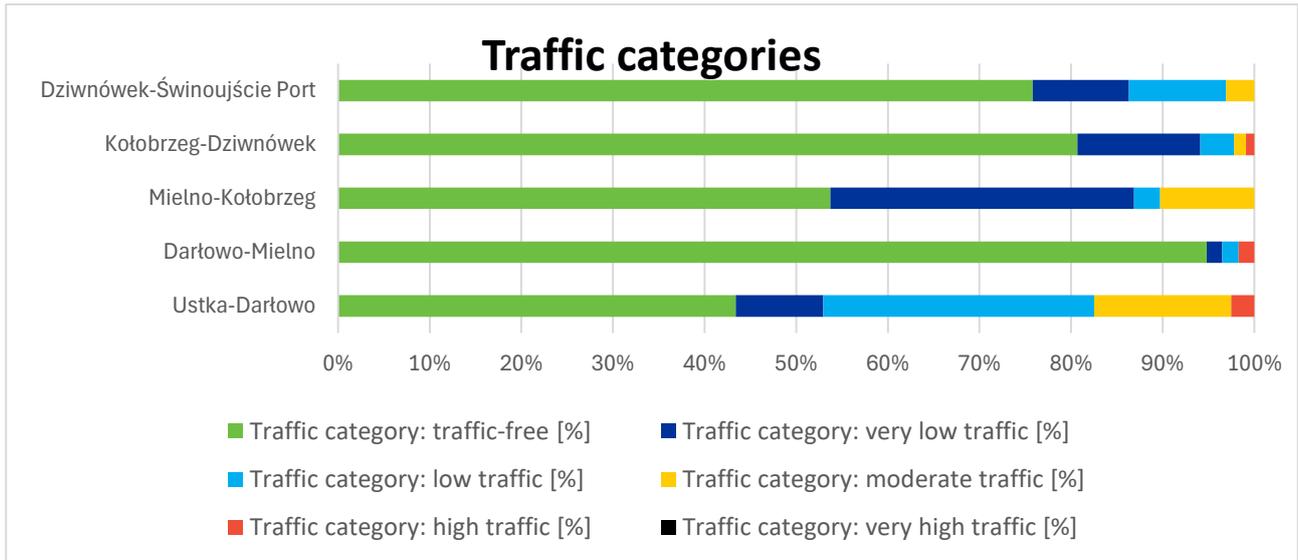
5.4 Signage

100% of the route is signposted with national standard signs including EuroVelo 10 and 13 route information panels. This involves sign on every crossing and at last every 1 km if there is no crossing. However, the high variety of route components leads to some problems with signage. There are few problematic spots identified where it's easy for cycle tourists to lose the route, especially when there is change of direction and route is going away from main road.

5.5 Infrastructure criteria met by section

Tables below show infrastructure comparisons between five daily stages.





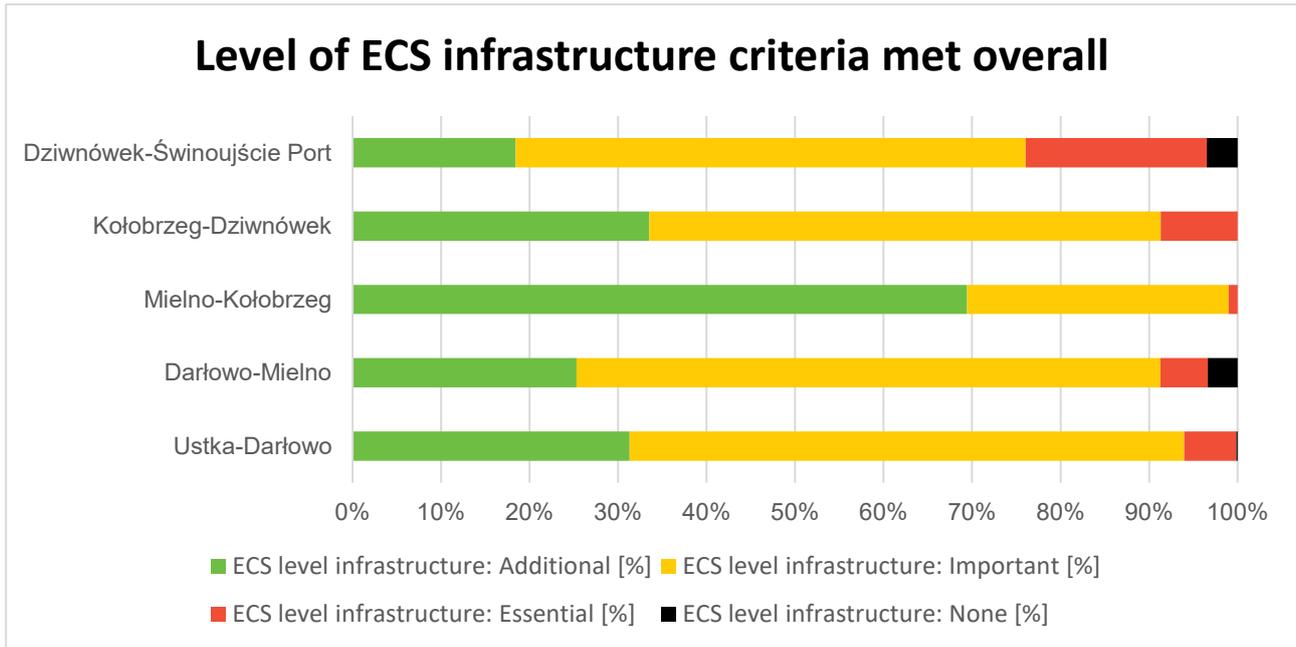


Table above shows the shares of EuroVelo 10 in West Pomerania, also called Velo Baltica, five sections that meet or do not meet the essential, important and additional criteria of the European Certification Standard. **Four daily sections meet important criteria on more than 90% of the length.** The Dziwnówek–Świnoujście daily section meets important criteria on 75% of its length. Some sections between Świnoujście and Międzyzdroje are still waiting for modernisation. Also route through Woliński National Park is in documentation phase due to lengthy environmental procedures.

Black-coloured parts of a section show which share does not meet any of the criteria, not even the essential criteria, illustrating **which sections do not fulfil the minimum requirements for EuroVelo Certification** - 100% of the route must meet the essential criteria and 70% of the route the important criteria. In this case, **two daily sections have short sections that do not meet the infrastructure essential criteria due to bad surface.** All of them are in modernisation plans, often connected with whole street modernisation carried out by local road authority. These should be fixed within a 2–3-year time frame.

All daily sections represent similar level of infrastructure, surface types, surface quality and traffic categories. There are some sections (overall few % of the daily section) with problems that need attention. There is still room for improving surface quality from moderately to well or perfectly rideable. There are modernisations carried out by the local authorities every year as this touristic region is developing very rapidly and demand for good quality infrastructure increases.

DS	from/to	continuity	traffic	surface	comment	gradients	attr.	signing	accomm.	food
1	Dziwnówek - Świnoujście Port	important	important	essential	0,7km between Świnoujście and Międzyzdroje forest sand road. 3,50% badly ridable	add	add	add	add	add
2	Kołobrzeg - Dziwnówek	important	important	important		add	add	add	add	add
3	Mielno- Kołobrzeg	additional	important	important	1,2km bad gravel in Gąski ongoing modernisation.	add	add	add	add	add
4	Darłowo- Mielno	important	important	essential	1,4km in Mielno already temporary upgraded. Essential 3,40% badly ridable Planned to resurfacing with asphalt.	add	add	add	add	add
5	Ustka- Darłowo	additional	important	important		add	add	add	add	Add

Table above shows compliance with ECS criteria in different categories. In most cases important criteria is met. As it will be covered in chapter 3, there is no lack of services along the route and additional standard is met. On 2 stages the surface standard dropped to essential. There is more than 1% badly rideable surfaces not meeting any criteria, but those sections are planned for upgrade.

Sections 2 (Kołobrzeg – Dziwnówek) and 3 (Mielno-Kołobrzeg) meet the levels required for the EuroVelo Certification as they meet the essential level for the whole daily section and the important one for 70% of the length. The other sections do not meet the essential criteria for only a few percentages of the route due to badly rideable surfaces, preventing the Certification. Further analysis and additional information would be required through the Certification application process to ensure this, but the preliminary analysis based on this report allows to be optimistic.

5.6 Critical deficiencies

- There are two important sections that were not upgraded: Świnoujście-Międzyzdroje segment and a segment through Woliński National Park. Both are located on the first daily section.
- Poor-quality surfaces or high-traffic sections are short and localised. The route has full continuity of signage, although it could be improved in certain localised spots.
- Certain bottlenecks can be identified. Often it is connected with geographical context. Especially when route is going through harbour towns as Dziwnów, Mrzeżyno, Kołobrzeg, or Darłowo, the mouth of the river crossing bridges are often crowded with all types of traffic. At the same time, these are very attractive places where it would be advisable to build a separate pedestrian and bicycle bridges allowing for comfortable crossing of the river and offering an interesting viewpoint.



- There are many sections where pedestrian and bicycle traffic mix, which creates conflicts during the high season.
- The EuroVelo 10 modernisation project in West Pomerania is not yet completed.

6 Services

6.1 Existing services

There is a high concentration of services along the route during the summer season, although most of them need to be booked in advance. Off-season situation is getting better every year, as season is getting longer, winters tend to be mild and there is growing segment of all-year round services.

Accommodation



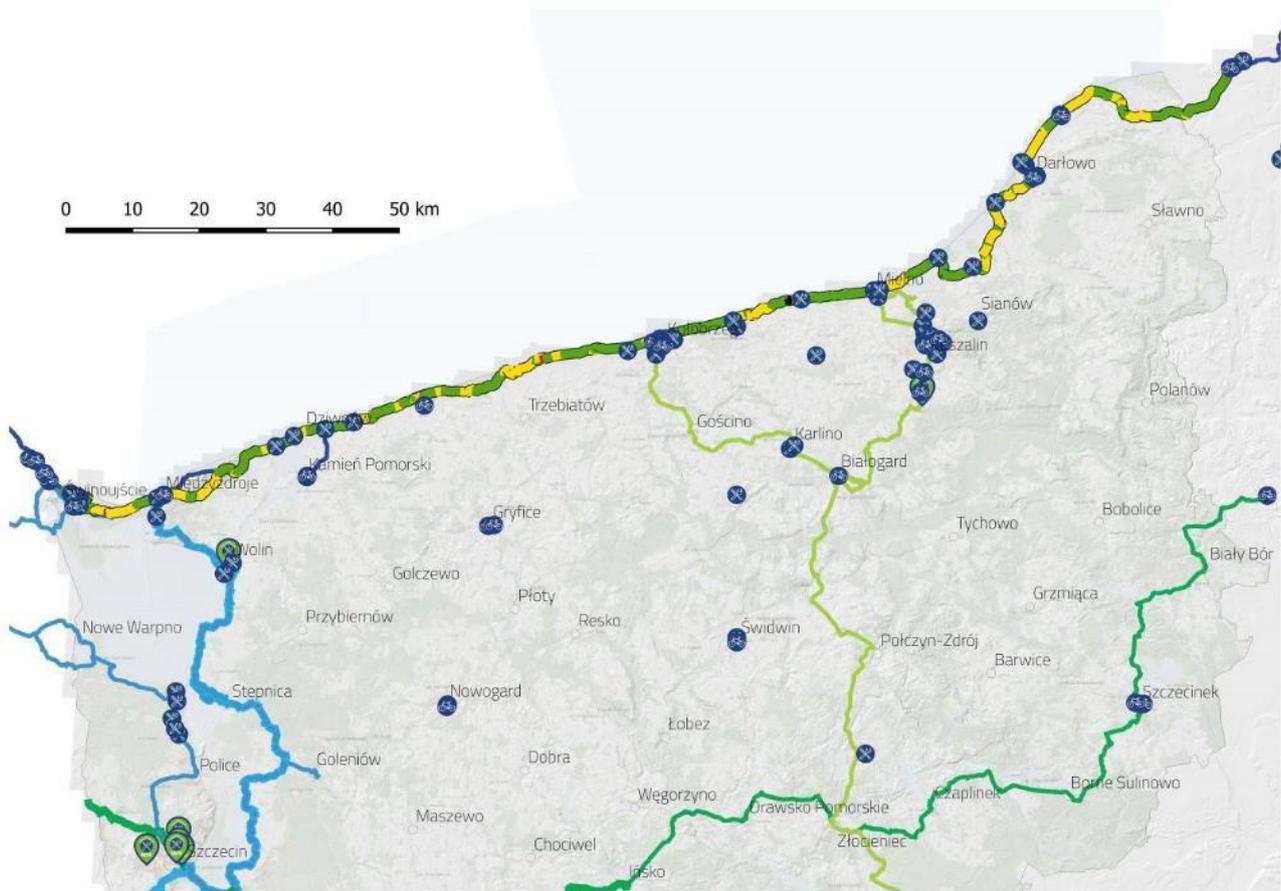
Cyclist friendly places (labels on the map) and other accommodation (source: openstreetmap.com; West Pomerania)

The Polish coastal area has one of the densest concentrations of accommodation and food services in the country. There are numerous places in each town and village along the coast, offering every level of standard, from luxury hotels to budget campsites. Staying for one night in top-end hotels or campsites is not a problem even in the high season, but finding single-night accommodation can be difficult for travellers looking for average budget solutions, as most small B&Bs and guesthouses do not offer single-night stays. A regional “[Cyclist-Friendly Places](#)” programme was created by the Marshal’s Office to address this problem. On each daily stage, there are several cyclist-friendly places offering single-night stays, information, and basic repair tools.

Food

There is high density of food places along the route, ranging from fast food to pricey restaurants. Many of them have outdoor seating areas where cyclists do not need to worry about their equipment. Some restaurants are also included in the Cyclist-Friendly Places programme.

Bike services



Bicycle shops and self-repair stations (source: openstreetmap.com)

In bigger towns there are usually shops that offer bicycle servicing. There are also self-repair bicycle stations. There is even a mobile bicycle repair service operating during the summer season.

There is at least one bicycle workshop per section: important criterion met.

Bicycle rental

As the majority of Polish cycle tourists use their own bicycles, there is little demand for cycle rental points for multi-day trips. There is at least one company offering bicycle rentals in Świnoujście and Kołobrzeg, allowing cyclists to ride part of the route between these towns on a rented bicycle. There are other rental outlets, but they serve mainly local trips. Most hotels and guesthouses offer basic bicycles for local use.

Rest areas

There are numerous rest areas on the route, at least every 15 km. New ones have been created especially for cycle tourists. These include shelters, solar USB chargers, and self-service repair stations. In towns, drinking

water fountains are often located along the beach or at rest areas. In Poland, tap water can be obtained in almost every convenience store and is usually available on request.



Photo 1: cycle stop in Mielno with solar USB charger and self-service station. Photo 2: quiet rest place in Bukowo Morskie with river access (shared with kayak tourists).



Photo 1: typical stop with shelter between Sarbinowo and Mielno on 14th meridian. Photo 2: rest area on repurposed historic bunker.



6.2 Critical deficiencies

One night stay problem was covered under accommodation part. There is also a significant seasonal variation in the availability of services. From autumn, late October to middle of April only a small number of services and accommodation stays open. Cycle tourists choosing to go in wintertime need to plan little bit ahead with stays, and make research before the trip. The reward for going off-season is avoidance of summer crowds, more contact with specific sea-coast nature. Since the improvement of route quality and the introduction of continuous signage, there has been steady growth in early- and late-season cycle tourist numbers (data obtained from automatic counters located on the route). Due to the growing number of tourists, more services are staying open for longer periods. In general, service quality is also improving, which often leads to year-round operation. It is also connected with observed medium temperature rise through the year and mild winters. As the route quality has improved, more advanced cyclists are choosing to travel in more demanding conditions.

7 Marketing / Promotion

7.1 Existing promotional tools

Information along the route



Tourist information centres are indicated with a “I” sign.



Big and small route information boards are regularly placed along the route.

There are information centres along the seacoast in every bigger town, on all daily sections. They distribute leaflets and maps with route information. A few of them stay open all year, but most operate only during the tourist season. The **important criterion** for information along the route is met.

Online information can be found on the Marshal's Office website dedicated to the regional cycling network in West Pomerania: www.rowery.wzp.pl/en. The website includes a map with up-to-date data on route conditions, cyclist-friendly places, points of interest, and regional events. GPXs tracks are also available.



There is also a “West Pomerania” mobile app for Android and iOS devices, integrated with the website system. Users can report notes and warnings about route obstacles through the app.

All recent route and infrastructure data are monitored and uploaded to the OpenStreetMap database, which is then used by all apps relying on this source.

There is basic profile presence in Komoot, as more advanced, full professional profile requires more funding.

The **additional criterion** is met for the online information criteria.

7.2 Critical deficiencies

There is a sufficient number of information centres and small boards along the route. Larger information boards should be placed at rest areas along the route. Currently, only simple leaflets are available, and **there are no in-depth guides** with information about points of interest along the route



8 Organisation / Financing

8.1 Existing organisations for development and maintenance

The key local authorities associated with the route are:

- West Pomerania Marshal's Office
- Local communes responsible for signage and cycle infrastructure maintenance (for sections built in cooperation with the Marshal's Office)
- Local road authorities responsible for public roads maintenance

8.2 Potential organisations for development and maintenance

On most sections local communes are responsible for maintaining the infrastructure. Sections located on public roads are the responsibility of the appropriate road authority.

The West Pomerania Marshal's Office acts as a coordinating entity, ensuring proper signage and maintaining a high level of quality and continuity along the route. There is an annual inspection of the entire route, and the audit results are forwarded to local communities responsible for its maintenance. Also users can report notes and warnings about route obstacles through the app.

There is an annual inspection of the entire route, and the audit results are forwarded to local communities responsible for its maintenance.

West Pomerania Marshall office is keeping the lead role in plans for further development of the most problematic sections of Velo Baltica.

8.3 Existing financial resources

On this route we spent: PLN 68,409,371 (16 mln EUR) since 2016. We plan to invest PLN 29,298,992 (6,9 mln EUR) in the following years.

The investments were financed mainly from regional operational programmes from The European Regional Development Fund (ERDF) and to a small extent from Interreg V-A Mecklenburg-Vorpommern / Brandenburg / Poland Cross-Border Cooperation Programme.

9 Description of the route conditions by section

9.1 Daily section 1: from Świnoujście to Dziwnówek

This 52 km-long daily section was surveyed on 15 and 20 September 2024 by Wanda Nowotarska. The daily section begins at the border with Germany. Key attractions on this section are connected with historically important harbour in Świnoujście. The eastern part of the daily stage passes through a national park. There are a few bottlenecks caused by the local geography (the islands of Uznam and Wolin) and the presence of the national park. This creates difficulties in reaching desired routing.

9.1.1 Route infrastructure

57,4% of this section is traffic free. 70% of the length is paved with asphalt or concrete pavement. There is 6% of dirt sections and overall almost 30% of not hard surfaces due to not finished status of this section. This situation is expected to improve significantly once planned investments are completed on this stage.

9.1.2 Public transport connections

Access points are Świnoujście and Międzyzdroje, where intercity trains from most major Polish cities stop (many connections per day). There is also end of the line station in Kamień Pomorski (attractive historic town) where regional trains go, and then short link with cycleway to Dziwnówek (to be signed in near future as a route access link from the train station in Kamień Pomorski).

Świnoujście is also good start point for tourists from Denmark and Sweden using ferry connections to Karlskrona and Ystad (a few connections/day).

In the summer season there is local touristic ferry boat going from Świnoujście to Szczecin. It takes more time than by train but it is going through attractive landscape and can be incorporated as part of the trip.

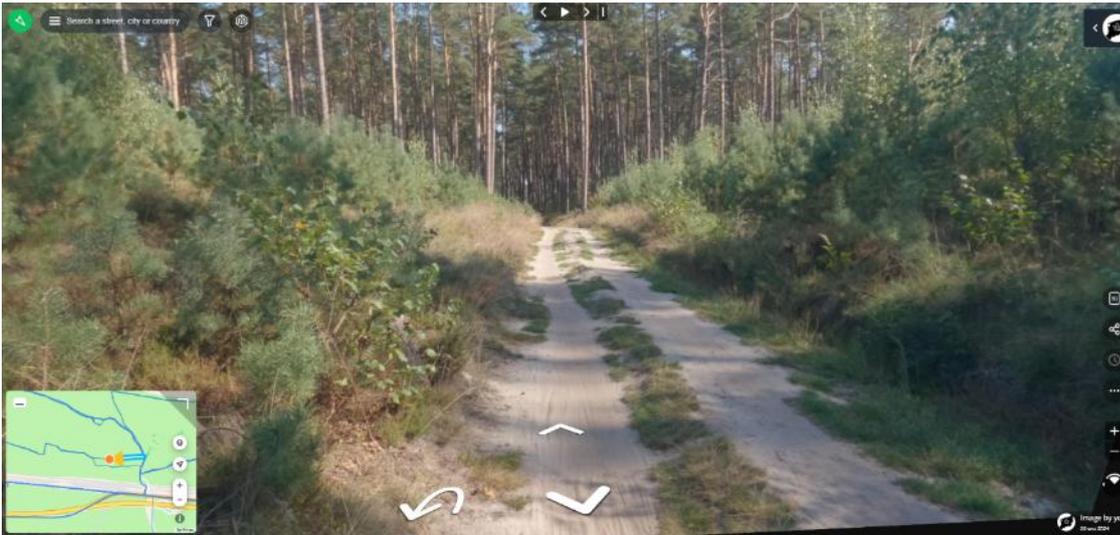
9.1.3 Critical issues

Due to closeness to one of the biggest sea ports in Poland, big investments and plans are overlapping here: S3 highway (finished by end of 2025), cargo container port construction. Creation of restricted LNG terminal zone blocked access to some touristic attractions in the part of the Świnoujście Harbour and forced rerouting of EuroVelo 10 and 13 in 2023.



The construction of the S3 highway will change the transport network in the area and reduce traffic on local roads. There are some independent plans for cycle infrastructure by Świnoujście and also as a part of the cargo container port. Another project in the planning phase is to prolong attractive cycle path along the coast from Międzyzdroje as far as it is possible and not in collision with other investments.

As for today (mid-2025) the route is signed and systematically maintained. Each year some works are being made to improve the worst surfaces. The section is cyclable on standard trekking bicycle.



<https://www.mapillary.com/app/?pKey=1532614284803070>

Worst detour section between Świnoujście and Międzyzdroje indicated as “badly rideable”



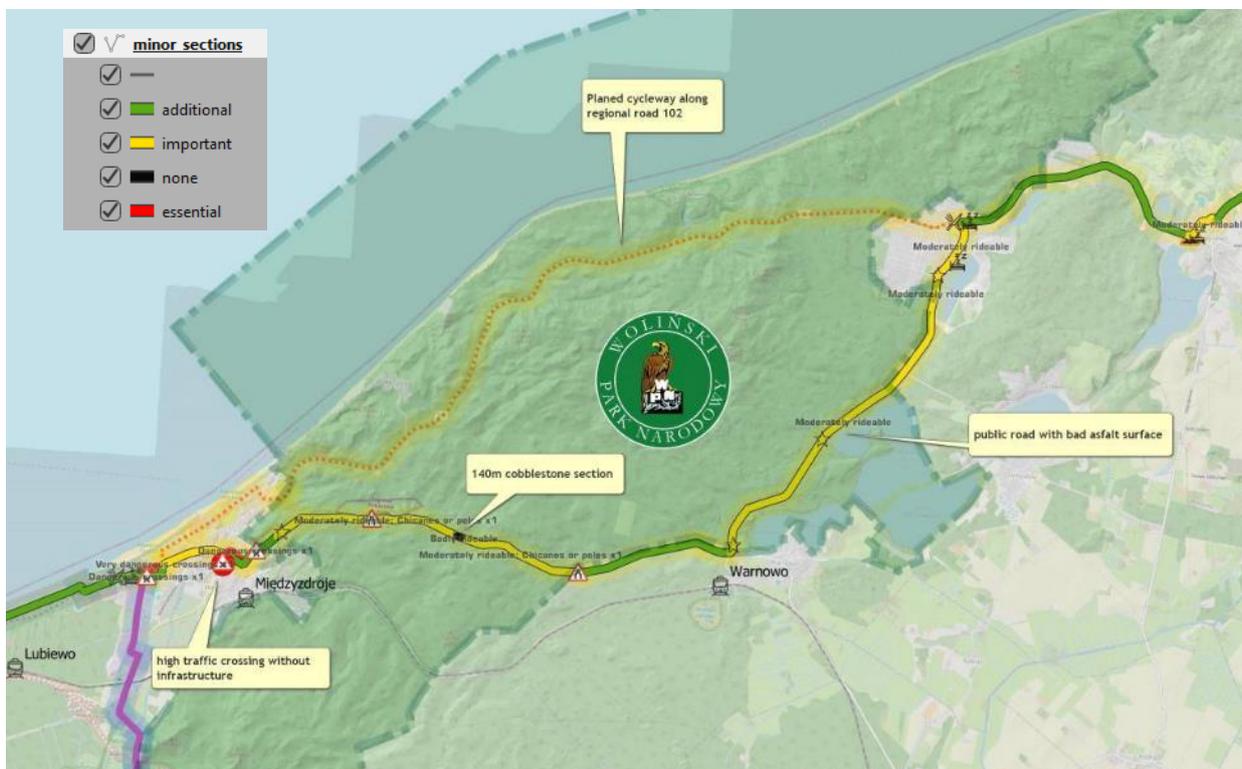
Detour signage for temporary section between Świnoujście and Międzyzdroje. Also worth noting old R-10 sign below.

Międzyzdroje – through Woliński National Park

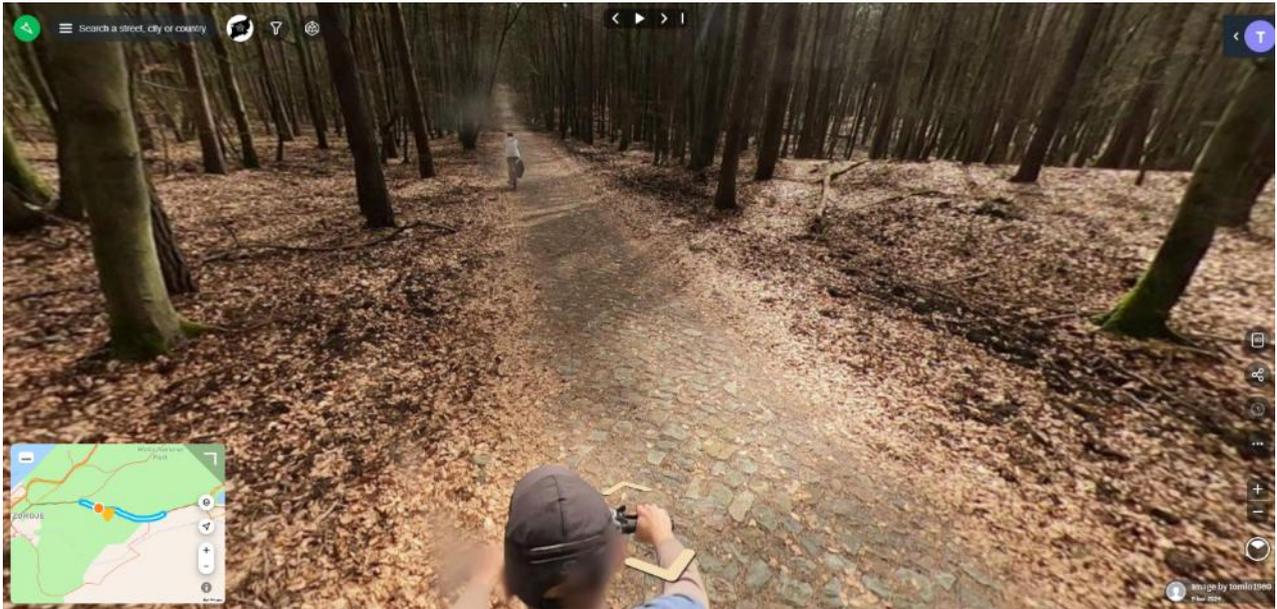
Second difficult section on first daily stage. This 12km stretch of the route is waiting for new investment that stuck on documentation phase, due to environmental reasons. New route is planned along the 102 regional road on asphalted high-quality cycleway. Today cyclists are using gravel forest road. There are advantages for both variants, but as it would be impossible to build high quality hard surface cycleway in the middle of national park, it was decided to build new cycleway along the regional road. On both alternatives there are some climbs to make, of the biggest on all audited route, so good surface quality and independence from weather conditions is very important.

New itinerary will go around some problematic, high traffic intersections in Międzyzdroje, and give safe touristic access to POI along the coast. Today’s route will always stay as a gravel alternative as it is more independent from high traffic roads. As for today this section is passable on standard touring bicycle. There are some improvement works carried out by Forest and Park authorities. The worst part near Woliński National Park was resurfaced in 2025.

As a last resort there are train connections allowing skipping whole section from Świnoujście to Warnowo.



Situation map for Woliński National Park section



<https://www.mapillary.com/app/?pKey=1880436365740760>

Short cobblestone section In Woliński National Park indicated as badly ridable

9.2 Daily section 2: from Dziwnówek to Kołobrzeg

Daily section 2 is 59 km long, starts in Dziwnówek and ends in Kołobrzeg. The route passes through a series of coastal tourist towns as well as post-military areas, which now provide a pleasant break between the busy and noisy resorts. There are many interesting places worth visiting on this section which often are presented in marketing materials for this route. For example lighthouse in Niechorze, church ruins in Trzęsacz, or a trip on Seaside Narrow Gauge Railway. The section was surveyed on 21-22 August 2024 by Wanda Nowotarska.

9.2.1 Route infrastructure

Most of the daily stage goes along public roads on separated infrastructure (63%), and 20% of the stage goes on service roads (mostly forest management roads). One long stretch of gravel forestry roads results in a high proportion of gravel surfaces within this stage (19%). This section can be detoured via Trzebiatów on asphalt roads, but it adds an extra 10 km to the trip.

9.2.2 Public transport connections

Access to the stage by train is limited to start/end points in Kamień Pomorski (with short cycle) and Kołobrzeg. In between points can be accessed from Trzebiatów via Mrzeżyno (on future 806 regional route). There is also a tourist narrow-gauge train service from Gryfice (about 30 km away), operating once per day.

9.2.3 Critical issues

While the 10 km forest road section between Pogorzelica and Mrzeżyno is traffic-free and attractive, its deteriorating gravel surface makes it more demanding and in constant need for improvement. Last one was carried out in 2024.

On this stage, in many urbanised areas, tourists will experience conflicts with pedestrian traffic.

9.3 Daily section 3: from Kołobrzeg to Mielno

Daily section 3 is 35 km long, starts in Kołobrzeg and ends in Mielno. This stage alternates between densely built-up residential towns and villages and cycleways leading through coastal forests. One of the most attractive spots is located just after leaving Kołobrzeg. Route is going in between the beach and salty marshes with lots of places perfect for birdwatching. The section was surveyed on 27 August 2024 by Wojciech Grela.

9.3.1 Route infrastructure

Parts leading through coastal towns are located on public roads (due to lack of space for segregated infrastructure, and no need for it). These are usually residential streets where most summer tourist activity takes place. This explains quite high 23% public road share. Outside the towns, cyclists follow a good-quality coastal management road through pine forests. There is regular access to the beach along the entire stage.

9.3.2 Public transport connections

The main access hubs for this stage are Kołobrzeg and Koszalin (InterCity service, then a 15 km cycle along the regional route). There is a seasonal local train service to Mielno during the summer. Stage can be accessed also from the Koszalin-Kołobrzeg railway line stops placed regularly parallel to the coast in 3-5km distance. As an additional attraction, the ferry across Lake Jamno can be used to reach Mielno from Koszalin.

9.3.3 Critical issues

Despite the ample width of forestry management road parallel to the coast, high pedestrian density can seriously hamper cycling progress, as the road is used for beach access from large number of more inland placed accommodations and pedestrian traffic in summer is very high.



Narrow bottleneck in Ustronie Morskie. There is alternative signed section using public road through town (blue line), and big information board to use it in summer season. In future motorised traffic should be restricted and new attractive and safe route through Ustronie Morskie worked out by local commune.



Narrow section signed with home zone sign in Ustronie Morskie (cars allowed here?!)
<https://www.mapillary.com/app/?pKey=428432133583298>



Information board indicating narrow section through Ustronie Morskie.

9.4 Daily section 4: from Mielno to Darłowo

Daily section 4 is 41 km long, starts in Mielno and ends in Darłowo. First part of the stage leads on a spit between Baltic Sea and Jamno lake through elongated residential area. Route along lake was chosen as a way to avoid high traffic on main (and only) communication road through Mielno. This route offers great views on the lake and Koszalin city on the other bank (10km straight line) and is full of quiet recreation places, small marinas and jetties. After small tourist village of Łazy route turns south more inland to go around Bukowo lake. Tourist can experience rural landscape in proximity to the sea coast. There is also very interesting old church in village Iwięcino (<https://iwięcino.pl/>). Rest of the stage follows regional route 203 to Darłowo on separated cycleway. There are some interesting spots on the way especially for EuroVelo 13 followers – place where the biggest nazi railway gun “Dora” was developed and tested in WWII.

The section was surveyed on 26 August 2024 by Wojciech Grela.

9.4.1 Route infrastructure

The separated cycle infrastructure consists almost 87% of this daily stage. 15% of the stage surface is gravel. It's the section in Mielno which is planned to modernisation and asphalt surfacing.

9.4.2 Public transport connections

Mielno and Darłowo are reachable by regional trains in summer season. Darłowo can be reached from Sławno which is closest station for IC trains (25km on local roads). There are plans to connect Sławno with EuroVelo 10 with new cycleway using old railway line as a part of new regional route.

9.4.3 Critical issues

Unfortunately, on the quite long section (1,4km) through Mielno surface need to be modernised.



5km section along Jamno lake is very picturesque, and gives an opportunity to go around busy touristic town of Mielno with lot of car and pedestrian traffic. Unfortunately, surface quality needs improvement. Worst section has only 1,4km, but plans are for general upgrade of a whole 5km section. Documentation is on the way. In May 2025 temporary improvement works were carried out by Mielno commune on the worst minor section presented here.



<https://www.mapillary.com/app/?pKey=453813634317709>

Bad surface quality along Jamno lake.





Works carried out in May 2025 by Mielno Commune to improve quality of the worst section. Documentation process on new asphalt surfacing is on the way.



Unintuitive infrastructure, conflict with pedestrian traffic in Mielno centre. Potential conflict with pedestrian traffic and impossible to clearly sign route itinerary.

Cycleway along 203 regional road (Mielno – Darłowo daily section)



Modernised around 2015 regional road number 203 between Iwięcino and Dąbki has a cycleway. Unfortunately, assumed parameters turned out to be insufficient. Now after just 10 years this 12km section of the route should be rebuilt and adjusted to the needs of cycle traffic and international route standards. There are no plans for near future to do it.

On 12km there are numerous dangerous crossings (cycleway is changing side of the road outside built-up areas). Original width of 1,5m due to insufficient maintenance now oscillates around 1,1m.



Narrow sections between Iwięcino and Darłowo on regional road 203

This 20km part should be widened and, in some places, redesigned to reduce the crossing places. This include redesigning the bridges. Unfortunately, there are no plans for such big redesign for this comparatively recently modernised regional road.



9.5 Daily section 5: from Darłowo to Ustka

Daily section 5 is 46 km long, starts in Darłowo and ends in Ustka. The route on this stage is a mix of different landscapes. Again, it leads on a narrow spit between sea and lake, offering great views. Then after Jarosławiec it turns south to go around some still not accessible military zones, but gives insight on bit more hilly terrain inland. After half of the stage, it crosses regional border with Pomorskie region and on cycleway along regional road 203 reaches Ustka. The section was surveyed on 19 September 2024 by Wojciech Grela.

9.5.1 Route infrastructure

This stage has the highest share of public roads – 29%. They are local low traffic public roads. 4,4% of gravel surface section is the agricultural and wind turbine farm access road. Asphalt cycleway is planned for construction here in short time.

9.5.2 Public transport connections

Ustka is reachable by IC trains, and Darłowo by regional trains from Sławno.

9.5.3 Critical issues

On narrow spit between Darłowo and Wicie there is very short section where water channel connects lake to the sea. It is passed using small bridge. Due to strong winds passage tend to be covered with lose beach sand and poses a challenge for long range cycle tourists. New high-level bridge is planned for construction in a short time (construction already started in October 2025).

Long 5,3km section of management road constructed on high dyke with wonderful views of the sea and lake is made from concrete slabs, which is moderately rideable. Especially after finished new asphalted adjacent sections. Improving surface of this section should be included in future plans.

Sections on the public roads in near future will need to be moved to constructed cycleways due to growing traffic. Part of the route in Pomorskie region along the 203 regional road, although with good quality infrastructure, could be rerouted to more touristic attractive itinerary. There is old railway line going parallel to the 203 road to Ustka.



Road between Darłówko and Wicie. Sand covering management road due to wind.
<https://www.mapillary.com/app/?pKey=1364452425076059>



Concrete slab management road between Darłówko and Wicie – moderately rideable surface



10 Summary for West Pomerania

- EuroVelo 10 in West Pomerania is 235km long and divided in 5 daily sections.
- The existing route infrastructure is almost everywhere paved and in a good condition.
- There are some local segments where surface and infrastructure still need to be upgraded.
- There is a good level of services all along the route.
- All 5 daily sections can easily be reached by train.
- There are already quality promotional tools (website, mobile app, printed maps and leaflets, etc).
- Maintenance of the route and further development is the responsibility of local authorities.
- Marshall office is keeping the coordination role over the route.
- There are crossings flagged as dangerous due to poor visibility.
- Few spots need to have upgraded signage as there are reports of regularly lost cycle tourists.
- One daily stage still needs major investments which are in documentation phase.
- Route can be advised even for the beginners in cycle tourism, as generally surfaces are good quality, there is good signage and good saturation of services along the route. Exception could be made for first daily section which is more demanding due to worse quality surfaces.
- Daily sections 2 and 3 meet the levels required for the EuroVelo Certification as they meet the essential level for the route infrastructure categories for the whole daily section and the important one for 70% of the length. The other sections do not meet the essential criteria for only a few percentages of the route due to badly rideable surfaces, preventing the Certification. Further analysis would be required through the Certification application process to ensure this, but the preliminary analysis based on this report allows to be optimistic. Some localised issues would need to be solved as some parts badly rideable, some stretches with high traffic, some missing signs. The attractiveness, gradients, bookable offers criteria must also be addressed to complete the analysis.

9. Germany

The route survey on which the route evaluation report is based has been carried out by Dansk Cykelturisme, which has over 10 years' experience of creating routes for cyclists. Indeed, the German partner of this project, the City of Barth, did not have enough human capacities to carry this work. Dansk Cykelturisme is the National EuroVelo Coordination Centre for Denmark and works with many public and private partners to develop and promote cycling tourism in Denmark.

The survey has been divided between four inspectors who reported in four different regional reports divided between the western part of the coast (from the Danish border), the middle part, the Rügen island loop and the eastern part (until the Polish border).

Organisation / Financing in Germany

Existing organisations for development and maintenance

In the region of Nordvorpommern (now part of Vorpommern-Rügen), the "Lokale Aktionsgruppe Nordvorpommern e. V. (LAG)" operates under the EU's LEADER programme and supports local infrastructure projects, including cycle routes, through project coordination and regional management.

Additionally, municipal administrations and the districts (Landkreis Rostock, Landkreis Vorpommern-Rügen) are responsible for planning and maintaining regional cycle paths like EuroVelo 10, often in cooperation with the ADFC Mecklenburg-Vorpommern, which advocates for cycling infrastructure.

Existing financial resources

There are benefits from several funding mechanisms:

1. LEADER funding under the EU Rural Development Programme, managed locally by LAG Nordvorpommern — including its regional management team.
2. European Regional Development Fund (ERDF), which supports tourism-related cycling infrastructure projects with significant funding allocations (approx. €18 million for cycling in MV 2014–2020).
3. Federal programmes, like the BMDV's "Stadt und Land" initiative and Radschnellwege-Vereinbarung (2017-2030), co-financing up to 75 % of eligible costs, implemented via LFI MV.
4. Interreg EU cross-border initiatives, such as "Baltic Biking Upgrade", which directly supports routes in the EuroVelo network.

Part 1 – German Coast East: Rostock – Swinoujscie

This regional chapter has been drafted by Henk Swarttouw, for the Dansk Cykelturisme, project partner in this project. The reviewed version of this report was finalised on 8 January 2026.

1 Overview of the sections

Dansk Cykelturisme has surveyed 5 daily sections from Rostock to Swinoujscie.

A total of 249 km were surveyed between 16/04/2025 and 06/05/2025, mostly in fair weather conditions:

No.	Start location	Destination	Length (km)	Direction	Survey date
1	Swinoujscie	Wolgast	41	East-west	16/04/2025
2	Wolgast	Greifswald	50	East-West	17/04/2025
3	Greifswald	Stralsund	38	East-West	17/04/2025
4	Zingst	Stralsund	56	West-East	06/05/2025
5	Rostock	Zingst	64	West-East	05/05/2025

Some general impressions:



On Usedom near Zinnowitz



In the forest



Outside Greifswald



On the bridge to Rügen

Between Greifswald and Stralsund



Riding along the Ryck

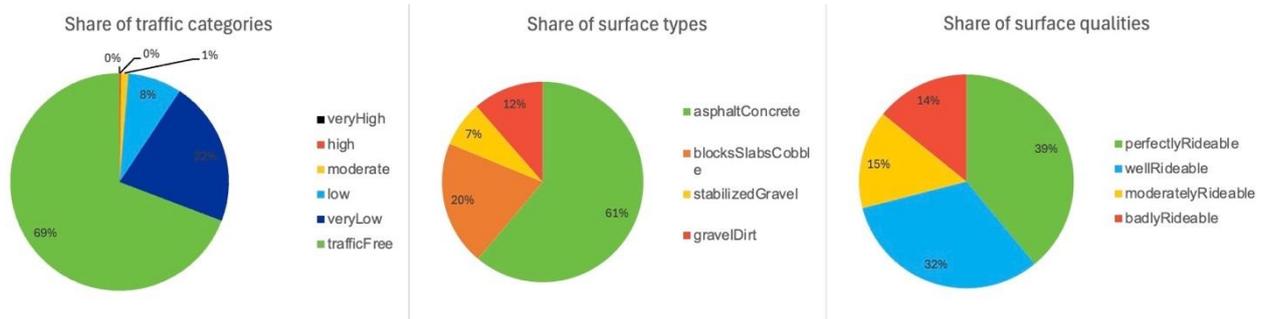
2 Infrastructure

This chapter provides an overview of the infrastructure in general along the route. Please consult chapter 5 for more detailed information per daily section.

2.1 Existing route infrastructure

The itinerary of EuroVelo 10 between Rostock and the German-Polish border is for 99% traffic-free or has low or very low levels of traffic. About 60% follows cycle and pedestrian paths and another 10% uses other essentially traffic-free infrastructure. Where the route uses public roads or painted cycle lanes, those are mostly on village roads or quiet residential streets.

Surface quality is a big issue. Although 61% is on asphalt, only 39% is perfectly rideable. 35 years after German re-unification, substantial parts of the infrastructure have not yet been upgraded. There are many instances of old, degraded asphalt, cobbled streets and roads, DDR-type transverse concrete slabs, and coarse, low-quality gravel, which results in close to 30% of the stretch being moderately or badly rideable.

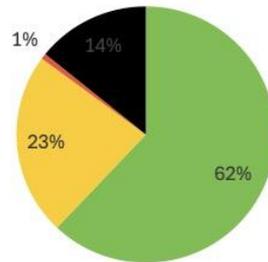


It is an encouraging sign that visible efforts are underway to remedy this situation. During the survey a fair number of newly installed, wide, perfectly smooth asphalted bike lanes were encountered.

As a result of badly rideable surfaces and the frequent occurrence of insufficient width, **14% of the route does not meet the essential ECS infrastructure criteria**, with 86% meeting the important criteria and 62% the additional criteria.

Level of ECS infrastructure criteria met
(except signage)

■ additional ■ important ■ essential ■ none



Except for a number of short steep gradients in the forest on Usedom, the route is essentially flat, as it follows the Baltic coast through the coastal lowlands. The other side of that medal is that coastal routes like these can occasionally be very windy.

Signposting is intermittent and variable. There are no EuroVelo 10 signs, except at the Polish border. Where the route overlaps with EuroVelo 13 there may be EuroVelo 13 signs, but this is not the case everywhere. The route (mainly) follows German national route D2 (Ostseeküstroute), but not always. During the survey there were a number of detours avoiding obstacles or badly rideable stretches. At the time of survey, the GPX had not yet been updated and included some non-existent connections, while not making the best use of newly installed cycle paths, in particular between Wolgast and Greifswald (see sections 6.1.3 and 6.2.3). This has since been remedied with the recent GPX update.

A general positive point is that where the road is shared, even at higher speeds, German drivers were extremely polite and safety-conscious, giving cyclists a very wide berth when overtaking and patiently waiting for a safe opportunity to overtake. Compliments!

The route is quite well connected with public transport, see 3.1



Outside Barth



Graal-Müritz

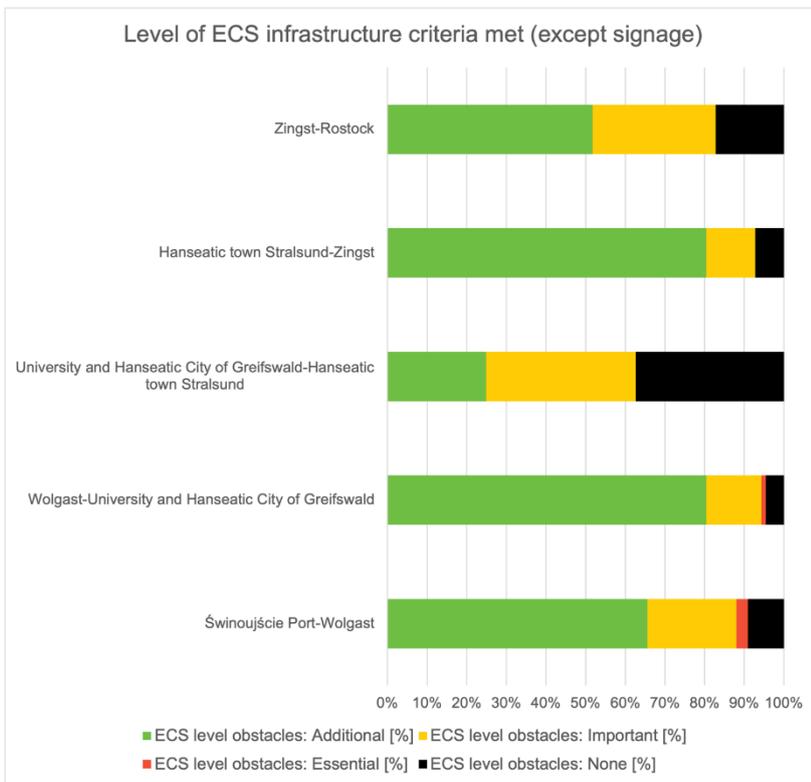


North of Rostock



Approaching Stralsund

2.2 Infrastructure criteria met by section



This table shows the shares of the five daily sections (DS) that meet or do not meet the essential, important and additional criteria of the European Certification Standard for the infrastructure part. As can be seen, there are serious rideability issues, in particular between Greifswald and Stralsund and to a lesser extent between Rostock and Zingst.



2.3 Critical deficiencies

As will be shown in detail in Chapter 5, all five daily sections have critical deficiencies, almost without exception related to sub-standard road surface quality, resulting in bad rideability except for experienced cyclists on rugged bicycles. The other major issue is insufficient width, particularly on bidirectional cycle paths.

These challenges will be elaborated further under each daily section in Chapter 5.

There are very few challenges regarding obstacles, road safety, speed or traffic volumes.

3 Services

3.1 Existing services

Public transport

The route is well served by public transport (PT). Except for Zingst all daily sections start or end in cities with local or regional train connections. Bus service is operating in all cities. The entire stretch from Barth all the way to the Polish border is well-served by local trains. All train platforms are accessible by ramps and/or elevators (one exception: Altefähr train station on Rügen). The Rostock train station is 14 km from the nearest point on EuroVelo 10.

Rostock, Stralsund and Swinoujście have ferries to Scandinavia, most of which take cyclists and create connections with the Danish and Swedish sections of EuroVelo 10. Connections vary however from year to year as ferry companies negotiate contracts with different ports.

In Swinoujście there is a free ferry across the harbour connecting to the Polish stretch of EuroVelo 10. Outside Rostock there is a ferry across the Warnow which is an integral part of EuroVelo 10.

In Mecklenburg-Vorpommern, bikes are generally allowed on regional trains, but not always on all connections. You'll need a separate bicycle ticket, and there's no guaranteed space, especially during peak hours or on popular tourist routes. Some lines may have additional baggage cars for cyclists, and it's always a good idea to check in advance if you're traveling on a busy route.

The public transport connections meet the **important criteria**.

Start/end daily section	Train service	Bus service	Ferry service
Rostock	Yes	Yes	Yes (Gedser, Trelleborg)
Zingst	No	Yes	
Stralsund	Yes	Yes	Yes
Greifswald	Yes	Yes	
Wolgast	Yes	Yes	
Swinoujście	Yes	Yes	Yes (Ystad)



Accommodation

The German Baltic Coast has been a tourist and leisure destination as far back as the 1820's ("Berlin's Bathtub"). In particular the Baltic peninsula's of Darß (East of Rostock) and Usedom (west of Swinoujście) are major tourism destinations with a well-developed hospitality industry, offering an abundance of accommodation options, from basic campings to spa hotels and resorts. In between these areas, there are sufficient rural and coastal campsites, but hotel accommodation will be limited to the towns: Wolgast, Greifswald, Stralsund, Rostock. All daily sections start or end in cities with many different options.

Start/end daily section	Camping	Hotel cyclist friendly*
Rostock	Yes	Yes
Zingst	Yes	Yes
Stralsund	Yes	Yes
Greifswald	Yes	Yes
Wolgast	Yes	Yes
Swinoujście - Usedom	Yes	Yes

*www.bettundbike.de

There is certified cyclist friendly accommodation all along the route, so the accommodation options fulfil the **additional criteria**.

Food, drink and rest areas

In all cities there are restaurants and supermarkets. In the bigger cities, Swinoujście, Wolgast, Greifswald, Stralsund and Rostock, there are several options for eating out or go shopping. In the more developed tourism destinations (Darß, Usedom) there are many cafés, restaurants, beach bars or other informal watering holes direct along the route. In the rural areas eating options are limited to the central towns.

The same applies to rest areas, public toilets and drinking water. Particularly Usedom has very frequent modern and clean facilities along the route. In the other sections they are quite rare outside the towns.

Most daily sections, though not all, fulfil the **additional criteria**

Bike services



Bike repair services are available in the major towns (Rostosck, Stralsund, Greifswald, Wolgast), as well in the tourist areas on Usedom and around Zingst and Barth. Some signage pointing towards e-bike charging points were noted, but they were not investigated. Charging will however be possible at most accommodations or even in cafes or restaurants as long as cyclists bring their own chargers.

The developed touristic areas offer numerous bike-rental options. The island of Usedom even offers an extensive public bikeshare scheme.

Bike services fulfil the **important criteria**.

Note: The island of Usedom and the city of Wolgast require every visitor to pay a daily tax, even when just passing through. The required “Usedom Card” can be obtained from machines or at campsites, hotels, or tourist information offices. It also gives access to services such as local bus transport and bikeshare.

Bookable offers

There are many bookable offers, particularly by German and Dutch operators, which cover the German sections of EuroVelo 10.

Augustus Tours: <https://www.augustustours.de/de/radreisen/ostseekuestenradweg.html>

Radweg Reisen: <https://www.radweg-reisen.com/ostseekuesten-radweg>

Wikinger Reisen: <https://www.wikinger-reisen.de/radreisen/deutschland/mecklenburg-vorpommern/7672R.php>

Die Landpartie: <https://www.dielandpartie.de/regionen/ostseekuestenradweg/>

Cycletours: <https://cycletours.nl/fietsvakanties/landen/duitsland/oostzee/>

SNP naturreizen: <https://www.snp.nl/reis/duitsland/ostseeradweg-rugen-en-usedom>

The bookable offers fulfil the **important criteria**.

3.2 Critical deficiencies

More public toilets, water points and rest areas will need to be provided for all sections, except on the island of Usedom. More in general, Usedom offers a best practice which could serve as inspiration for the other parts of the route.



4 Marketing / Promotion

4.1 Existing promotional tools

Web communication

EuroVelo 10 and the German national Ostseeküstenroute are promoted through a fair number of websites:

- <https://de.eurovelo.com>
- <https://www.auf-nach-mv.de/radwandern/fernradwege/a-ostseekuesten-radfernweg>
- <https://www.ostsee-schleswig-holstein.de/entdecken/radfahren/ostseekuestenradweg/>

Web communication fulfils the **important criteria** (except for timetables).

Print communication

There's a selection of printed guides and maps available, inter alia:

- The route is covered by BikeLine guidebook: Ostseeküsten-Radweg, 2023.
- The route is described in the guidebook: Kompass RadVergnügen Ostseeküste, 2022.
- Map: Kompass Fahrradführer Ostseeküsten, 2018, and the maps from AFDC.

Print communication fulfils the **essential criteria**.

Information along the route

There is hardly any information panels along the route.

Information along the route does not fulfil the **important criterion**.

4.3 Critical deficiencies

There is virtually no signage or information provided along the route.



5 Description of the route conditions by section

An overview of the 5 daily sections:

No.	Start location	Destination	Length (km)	Direction	Survey date
1	Swinoujście	Wolgast	41	East-west	16/04/2025
2	Wolgast	Greifswald	50	East-West	17/04/2025
3	Greifswald	Stralsund	38	East-West	17/04/2025
4	Zingst	Stralsund	56	West-East	06/05/2025
5	Rostock	Zingst	64	West-East	05/05/2025

5.1 Daily section 1: from Swinoujście to Wolgast

The first daily (DS) section runs between the Polish-German border and the Hanseatic town of Wolgast. The entire stretch is on the island of Usedom and runs along the beach except for 8 km between Wolgast and the coast. The 40 km route is almost entirely traffic free, mostly on smooth asphalt cycle paths along the coast, but also includes less rideable gravel stretches, mainly through coastal forest with a number of small hills. There is an abundance of all kinds of services and facilities along the route.

The start/end of the daily sections in Wolgast is in a random location without signs or markers. Propose to move it to a more easily identifiable point, e.g. in front of the tourist information office.

6.1.1 Route infrastructure

91% of the DS meet the ECS infrastructure essential criteria (signposting is not considered). 88% the important criteria and 66% meet the additional criteria. The entire stretch is either traffic free or has very low or low traffic.

Just over 50% of the infrastructure is on asphalt and just under 30% on (stabilised) gravel. Unfortunately, 9% is badly rideable and less than 1% not rideable at all, mostly because of loose gravel or sand on forest paths. This will probably get worse in the summer season.

The biggest challenge is the stretch through the coastal forest between Ückeritz and Koserow.

Almost the entire stretch has sufficient width.

6.1.2 Public transport connections

There is a local railway line running along the entire route with lots of stations that are never more than 1-2 km away.

6.1.3 Critical issues

There were a couple of short detours where the actual route diverged from the GPX, some of them to avoid stairs/multiple steps.

In Wolgast the start/finish of the daily sections to either Swinoujście or Greifswald do not really connect. Suggestion to move both to in front of the Tourist Information Office, which would be a natural point.

Detours:

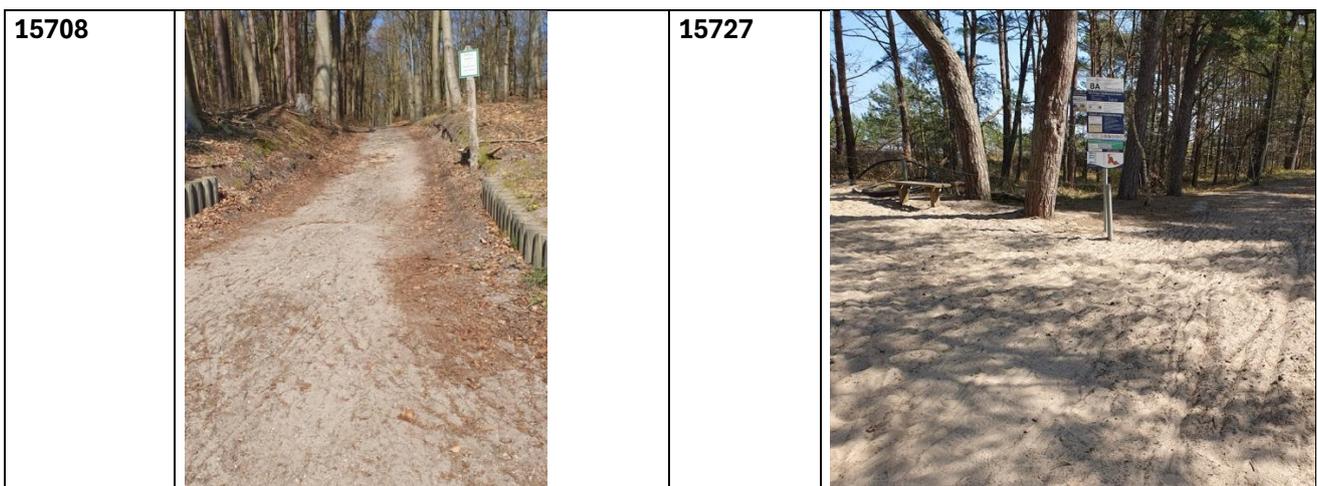
MS	log_position_lat	log_position_lon	Issue
15698	53.977590	14.137818	Detour from GPX avoiding impossible steps, steep incline
15699	53.981085	14.127567	Detour through forest, GPX trail not found

15700	53.981361	14.120742	Detour continued, insufficient width
15735	54.087516	13.861603	Detour through village, avoiding trafficked roads

Many stretches offered low-quality surfaces with limited rideability, the main cause being loose sand, dirt or gravel, or seriously degraded asphalt.

In the table below all minor sections with insufficient width and/or bad or moderate rideability are listed:

MS	log_position_lat	log_position_lon	Issue
15694	53.962096	14.160116	Steep gradient, dismount (80 m)
15698	53.977590	14.137818	(Detour) steep gradient
15700	53.981361	14.120742	(Detour) insufficient width
15708	54.016630	14.065011	Not rideable, loose sand, alternative available
15709	54.021469	14.057589	Badly rideable, loose sand, gravel
15711	54.024980	14.052113	Gravel, dirt, moderately rideable
15712	54.031996	14.041320	Degraded asphalt, moderately rideable
15713	54.032029	14.041247	Degraded asphalt, steep gradient (16%)
15714	54.034686	14.038487	Degraded asphalt, moderately rideable
15716	54.048977	14.018326	Multiple steps, difficult, alternative route available
15717	54.055194	14.008086	Gravel, moderately rideable
15718	54.057927	13.999395	Gravel, moderately rideable
15725	54.073310	13.939636	Insufficient width
15727	54.076866	13.927629	Badly rideable, sand and tree roots
15728	54.077042	13.927044	Not rideable, loose sand (40m)
15729	54.078490	13.923091	Gravel, moderately rideable
15732	54.095113	13.881612	Gravel, moderately rideable
15740	54.060415	13.810902	Dirt track, badly rideable
15742	54.055298	13.790311	Painted bike lane, bidirectional, Insufficient width



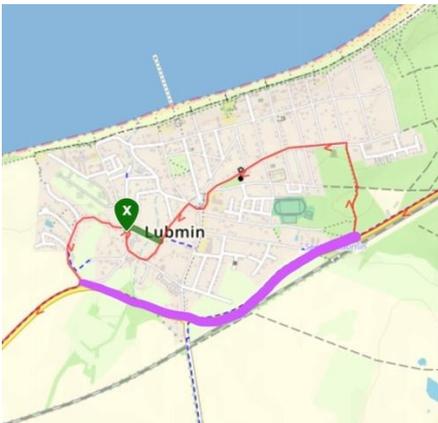
<p>15716</p>		<p>15713</p>	
<p>15740</p>		<p>15742</p>	

5.2 Daily section 2: from Wolgast to Greifswald

This DS is 50 km long and connects the Hanseatic towns of Greifswald and Wolgast, where Greifswald as a much larger level of services and attractions to offer than Wolgast. Both towns have good rail connections. The route in between is flat and rural. It passes a number of villages which are too small to offer a significant level of services. The route follows the coast, but the sea is only glimpsed occasionally. The main attraction is arguably the decommissioned Soviet-era nuclear power plant outside Lubmin.

The start/end of the daily sections in Wolgast is in a random location without signs or markers. Propose to move it to a more easily identifiable point, e.g. in front of the tourist information office.

The routing through Lubmin village is unnecessary. There are no relevant services and there is a super smooth newly built cycle path along the L262 road.



The route followed diverged from the GPX a number of times. The three main reasons are:

- original path not accessible any longer,
- new, better infrastructure has been put in place,
- pass through village streets top avoid busy roads.

National D2 signs and (sometimes) EuroVelo 13 signage mostly followed these detours.

See: “detours” below

5.2.1 Route infrastructure

95% of the DS meet the ECS criteria (signposting is not considered). 94% the important criteria and 80% meet the additional criteria. 60% follows dedicated cycle and pedestrian paths. Almost the entire stretch (95%) is either traffic free or has very low or low traffic. 1% has high traffic.

Almost 75% of the infra is on asphalt and just 16% on (stabilised) gravel. Unfortunately, 5% is badly rideable because of sub-standard surface quality; gravel or degraded asphalt/concrete.

Almost the entire stretch has sufficient width, but there are a few exceptions listed below. One obstacle was encountered.

5.2.2 Public transport connections

Wolgast and Greifswald both have good railway connections, both regional and IC.

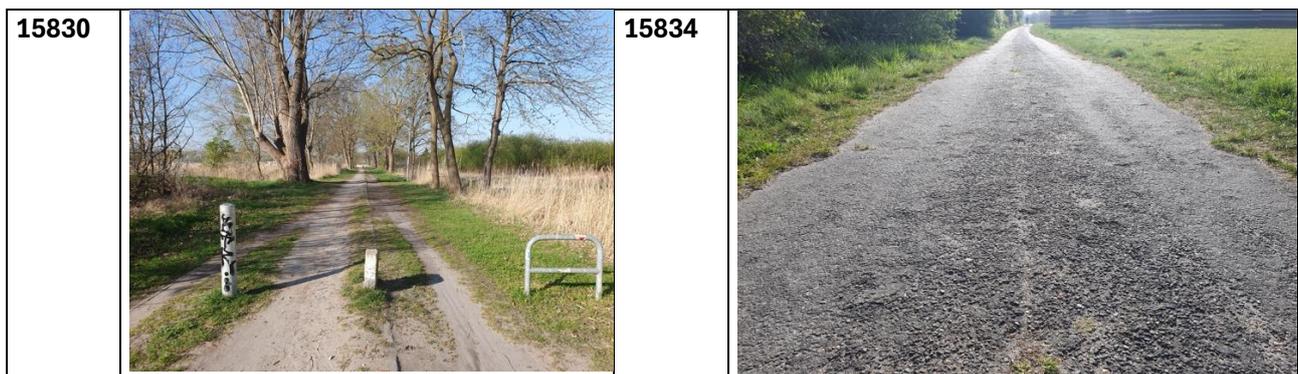
5.2.3 Critical issues

Detours:

MS	log_position_lat	log_position_lon	Issue
15858	54.131542	13.627417	GPX trail through forest overgrown.
15859			1 km detour to rejoining GPX in Lubmin following national and EuroVelo 13 signage, adapt GPX
15860	54.135899	13.626704	
15863	54.131988	13.608917	Road on GPX "Altes Dorf" no longer accessible. Necessary detour. GPX needs to adapt
15868	54.130098	13.531703	200 m detour in village of Gahlkow following signage
15872	54.127206	13.507050	800 m detour on quiet village road to avoid narrow, badly rideable dirt trail through forest. Suggestion to change GPX.
15873	54.126405	13.502567	Detour through forest, coastal trail no longer accessible. Adapt GPX
15881	54.084840	13.534538	Signed detour through Neuendorf to avoid busy road, adapt GPX
15883	54.075415	13.524322	Signed detour through Kemnitz to avoid busy road, adapt GPX

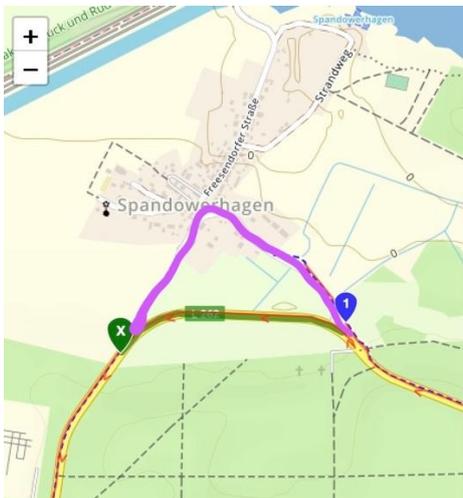
In the table below all minor sections with insufficient width and/or bad or moderate rideability

MS	log_position_lat	log_position_lon	Issue
15830	54.061945	13.777965	Insufficient width, moderately rideable, gravel
15831	54.064082	13.781655	Moderately rideable, cobbles
15833	54.065890	13.783738	Insufficient width, moderately rideable, gravel
15834	54.066792	13.778186	Degraded asphalt, badly rideable
15835	54.067125	13.775121	Insufficient width, moderately rideable asphalt
15840	54.072797	13.754300	Badly rideable dirt/gravel
15854	54.138503	13.654466	Badly rideable, insufficient width
15855	54.138598	13.652396	Insufficient width, moderately rideable
15856	54.138570	13.649746	Insufficient width, badly rideable
15859	54.133970	13.627649	Insufficient width, badly rideable, degraded asphalt
15860	54.135899	13.626704	Insufficient effective width, high fences on both sides
15869	54.130361	13.529251	Coastal path in Gahlkow, insufficient width, mod. Rideable
15873	54.126405	13.502567	Insufficient width, moderately rideable
15875	54.117063	13.478517	Insufficient width, moderately rideable, forest trail
15878	54.106386	13.509824	Moderately rideable, cobbles
15880	54.086933	13.532921	Insufficient width
15885	54.092631	13.449854	Chicane/poles 110 cm, moderately rideable gravel



15840		15854	
15869		15885	

Passing Spandowerhagen (MS 15852) there is a stretch sharing the road (L262) with traffic at 80 km/h which does not at all feel safe. There is a much safer alternative through the village, see map.



5.3 Daily section 3: from Greifswald to Rügen (Stralsund)

This DS is rather short with a length of 38 km. It connects Rügen via the bridge at Stralsund with the German mainland and continues to the Hanseatic town of Greifswald. Stralsund and Greifswald are sizeable cities which offer a wide range of services. Both have well-connected train stations which connect to the German IC-network.



The route is mostly flat, but has limited rideability due to very long stretches of cobblestones, which make it a challenging ride. The remainder is on asphalt, which is mostly very well rideable. Still, more than 60 % of this DS is moderately rideable or worse.

More than half of the DS uses public roads, but those are very quiet. The rest is on cycling infrastructure. About half of the DS is traffic free. The other half has either very low or low traffic.

The route was surveyed in April, but in fair weather conditions.

5.3.1 Route infrastructure

Only 63% of the DS meets the ECS infrastructure criteria (signposting is not considered). The rest is sub-standard. 35% meets the additional criteria and the rest the important criteria.

The surface is 52% cobblestones and 48% asphalt. NO gravel was encountered. 37% is badly rideable and 21% moderately rideable.

51% is traffic free, the rest has very low or low traffic.

There are no width issues, except on the bidirectional cycle path on bridge to Rügen, where railings on both sides reduce the effective width.

5.3.2 Public transport connections

See general chapter. Altefähr, the first railway station on Rügen, where the DS begins/ends, is the only railway station in the entire area that does not have access by ramp or elevator.

5.3.3 Critical issues

In the table below all minor sections with issues are listed:

MS	log_position_lat	log_position_lon	Issue
15893	54.144723	13.377576	Degraded concrete, moderately rideable
15894	54.147929	13.375631	Degraded surface, badly rideable
15895	54.154162	13.368219	Degraded asphalt, moderately rideable
15896	54.154642	13.336760	Degraded asphalt, moderately rideable
15897	54.149602	13.321208	Degraded asphalt, moderately rideable
15898	54.154904	13.311696	Cycle lane 1.1 m, insufficient width
15901	54.178251	13.290581	Cobblestones, badly rideable
15902	54.180335	13.287890	Degraded surface, moderately rideable
15903	54.211146	13.251335	4.2 km of cobblestones, badly rideable
15905	54.239545	13.178940	4.9 km of cobblestones, badly rideable
15906	54.248545	13.132609	3.3 km of cobblestones, badly rideable
15907	54.256182	13.121154	Cycle lane 1.1 m, insufficient width
15909	54.289660	13.095010	Insufficient width, random lampposts, moderately rideable
15910	54.301628	13.095045	Insufficient width
15912	54.303792	13.102774	Insufficient width, moderately rideable
15914	54.322808	13.140453	Insufficient effective width between bridge railings

15895		15898	
15901		15906	
15912		15914	

Other issue:

In Greifswald the start and the end of the Daily Sections to Stralsund and Wolgast respectively are some 600 m apart. This should be corrected in the GPX.

Greifswald to Wolgast	Greifswald to Stralsund
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5.4 Daily section 4: from Stralsund to Zingst

This section runs from the foot of the bridge to Rügen, where EuroVelo 10 performs a loop, to the coastal resort town of Zingst, where it joins the next section to/from the port city of Rostock.

Central Stralsund, with its picturesque cobbled streets is hardy rideable (riding on the pavement not allowed!), but the coastal path out of the city is absolutely wonderful. The stretch is mostly flat and runs more or less along the coast, cutting off the smaller peninsulas. Close to Zingst the route passes through the old harbour town of Barth. Except for Barth, there are few services between Zingst and Stralsund, apart from a few camping grounds.

Most of the DS (70%) runs on traffic free cycling (and pedestrian) paths. The remainder on (very) low traffic public roads. The route is mostly on asphalt and 83% is perfectly or well rideable. 7% is badly rideable. The eastern part of the daily section was surveyed in rainy weather.

Signage was encountered for EuroVelo 13 and German national route D2, but has not been recorded.

5.4.1 Route infrastructure

93% of the DS meet the important criteria and 80% the additional criteria. However, that leaves 7% not meeting the essential criteria, mainly because of bad rideability and/or insufficient width. Signposting was not considered.

The surface is 88% asphalt, 10 % blocks/cobbles and only 2% gravel. 52% is perfectly rideable, 31%, well rideable and 10% is moderately rideable. This leaves 7% badly rideable, mostly because of severely degraded asphalt, cobblestones or low-quality gravel consisting of relatively coarse, sharp crushed rock.

A whole 70% follows traffic free cycle and pedestrian paths, excellent newly installed ones as well as older, partly degraded ones. The new installed cycle paths are quite wide and have excellent surface quality. It seems clear that the authorities are in the process of slowly upgrading the trail, although no active works were observed. Where public roads are used these are mostly quiet, rural residential streets with (very) low traffic

5.4.2 Public transport connections

There are accessible train stations in Stralsund (IC connections) and Barth (local spur).

Cool detail: occasional signage towards electric bicycle charging points



5.4.3 Critical issues

In the table below all minor sections with bad or moderate rideability and/or insufficient width are listed:

MS	log_position_lat	log_position_lon	Issue
16139	54.427789	12.669672	Bricks. Moderately rideable, insufficient width caused by degraded shoulders
16141	54.406585	12.667729	Narrow bridge
16142	54.404910	12.670744	Gravel shoulder, moderately rideable
16143	54.378214	12.672347	Bumpy tree roots, moderately rideable
16145	54.365871	12.684045	Partly degraded asphalt, badly rideable
16154	54.364726	12.770100	Insufficient width
16157	54.347801	12.806892	Narrow, badly rideable dyke path
16164	54.385619	12.890476	Cobbled residential street, badly rideable
16171	54.398424	12.976378	Cobbled residential street, badly rideable
16177	54.383211	13.042294	Degraded, bumpy asphalt, badly rideable
16178	54.382670	13.042843	Gravel, insufficient width, badly rideable
16179	54.380503	13.045684	Insufficient width, moderately rideable
16182	54.356836	13.078073	Bricks, insufficient width, moderately rideable
16189	54.313390	13.098763	Cobbled city streets, badly rideable, pavement not allowed

16157		16171		16177	
	Narrow dyke path		Cobbled street		Degraded asphalt



16178		16179		16189	
	Insufficient width		Insufficient width		Downtown Stralsund



5.5 Daily section 5: from Rostock to Zingst

This section runs between a random point outside the resort village of Zingst to the ferry across the Warnow river where it joins the Baltic Sea. In spite of the name, the DS does not pass through Rostock, as that city lies 15 km further inland, whereas EuroVelo 10 hugs the coast. A misnomer!

The same applies to Zingst, as the DS does not pass through the town, but connects in the East to the adjoining DS to Stralsund on a random spot in the countryside.

The DS follows a scenically attractive route along the Baltic Sea and the lagoon of Saaler Bodden, passing coastal resort towns such as Graal-Müritz, Ahrenshoop, Prerow and Zingst. This being a touristic area, there are plenty of services, from campgrounds and cabins to three- or four star hotels in the resorts along the coast. Where the trail follows the coastline there is frequent access to the beach.

Most of the DS (almost 80%) runs on traffic free cycling (and pedestrian) paths. The remainder on (very) low traffic public roads. Less than half of the DS is on asphalt and only two-thirds (67%) is perfectly or well rideable, with 17% is badly rideable.

Signage was encountered for EuroVelo 13 and German national route D2, but has not been recorded.

5.5.1 Route infrastructure

83% of the DS meet the important criteria and 52% the additional criteria. However, 17% of the DS does not even meet the essential criteria, mainly because of bad rideability and/or insufficient width. Signposting was not considered.

Less than half of the surface is asphalt (42%), 17% blocks/cobbles and 41% gravel. Only 22% is perfectly rideable, 45% is well rideable and 16% moderately rideable. This means that unfortunately 17% is badly rideable, mostly because of severely degraded asphalt, cobblestones or low-quality gravel.

On the positive side, a whole 84% is completely traffic free, mostly on cycle and pedestrian paths and the remainder has low or very low traffic intensity.

There are substantial issues with insufficient width and sub-standard surfaces.

5.5.2 Public transport connections

This DS is not well connected to public transport. The start/end point is not really in Rostock at all, but in Warnemünde and/or in Hohe Düne, respectively at 16 km and 22 km from the Rostock train station.

There are ferry connections from Rostock to Denmark and Sweden, but the ferry terminal is also at 20+ km from the start/end of the daily section.

There is no train station in Zingst, the closest station is in Barth, 13 km away.

5.5.3 Critical issues

In the table below all minor sections with bad or moderate rideability and/or insufficient width are listed:

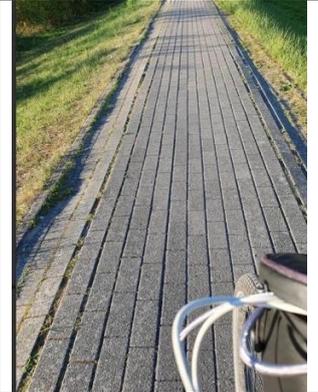
MS	log_position_lat	log_position_lon	Issue
16195	54.190872	12.159757	Gravel, moderately rideable, insufficient width
16197	54.215196	12.191398	Forest trail, gravel, badly rideable, width < 0.5 m
16199	54.228586	12.200241	Very coarse gravel with rocks, badly rideable
16200	54.242797	12.218189	Very coarse gravel, DDR platten, badly rideable
16201	54.249476	12.222349	Moderately rideable



16203	54.257376	12.237623	Gravel, moderately rideable
16204	54.258074	12.241625	Gravel, moderately rideable
16206	54.274584	12.287110	Coarse gravel, sand, badly rideable
16211	54.290332	12.330234	Forest path, insufficient width, moderately rideable
16215	54.356781	12.392369	Insufficient width, moderately rideable
16216	54.361745	12.397754	Sandy, moderately rideable
16217	54.362046	12.409177	Badly rideable, insufficient width
16218	54.371767	12.417545	Moderately rideable, insufficient width, very muddy in rain
16219	54.382411	12.497571	Insufficient width
16220	54.383239	12.506533	Badly rideable, insufficient width
16221	54.382973	12.508979	Insufficient width
16224	54.391630	12.549668	Cycle lane, insufficient width
16225	54.391757	12.554586	Moderately rideable slabs
16226	54.392447	12.574979	Moderately rideable gravel
16227	54.391947	12.579523	Badly rideable uneven concrete slabs
16228	54.405259	12.580244	Moderately rideable; Insufficient width
16229	54.407123	12.579418	Moderately rideable; Insufficient width
16235	54.443202	12.580676	Badly rideable home zone
16239	54.450643	12.595413	Coarse gravel, badly rideable
16240	54.436941	12.663532	Insufficient width, bricks degraded, shoulders

16197		16199		16200	
	Insufficient width		Very coarse gravel		DDR platten
16217		16224		16227	
	Narrow slabs		Cycle lane		Uneven slabs



16228		16235		16241	
	Narrow dyke path		Home zone gravel		Degraded shoulders

Part 2 – German Coast: Rügen island

This regional chapter has been drafted by John Krogstrup Christensen, GIS and geodata specialist at Dansk Cykelturisme, project partner in this project. The reviewed version of this report was finalised on 8 January 2026.

1 Overview of the sections

Dansk Cykelturisme has surveyed 5 daily sections (DS) in a loop from Stralsund around the island of Rügen and back to Stralsund.

A total of 271 km (see route itinerary below **Error! Reference source not found.**) were surveyed between 22/06/2025 and 24/06/2025, in changing weather conditions. Beginning with a warm 28 degrees sunny day on the 22nd, a fine morning shifting to become rainy in the afternoon on the 23rd, followed by a day mostly defined by a 13 m/s headwind on the 24th.

No.	Start location	Destination	Length (km)	Direction	Survey date
1	Stralsund	Gingst	48	Clockwise	22/06/2025
2	Gingst	Kap Arkona	64	Clockwise	22/06/2025-23/06/2025
3	Kap Arkona	Ostseebad Binz	66	Clockwise	23/06/2025
4	Ostseebad Binz	Putbus	49	Clockwise	23/06/2025-24/06/2025
5	Putbus	Stralsund	44	Clockwise	24/06/2025

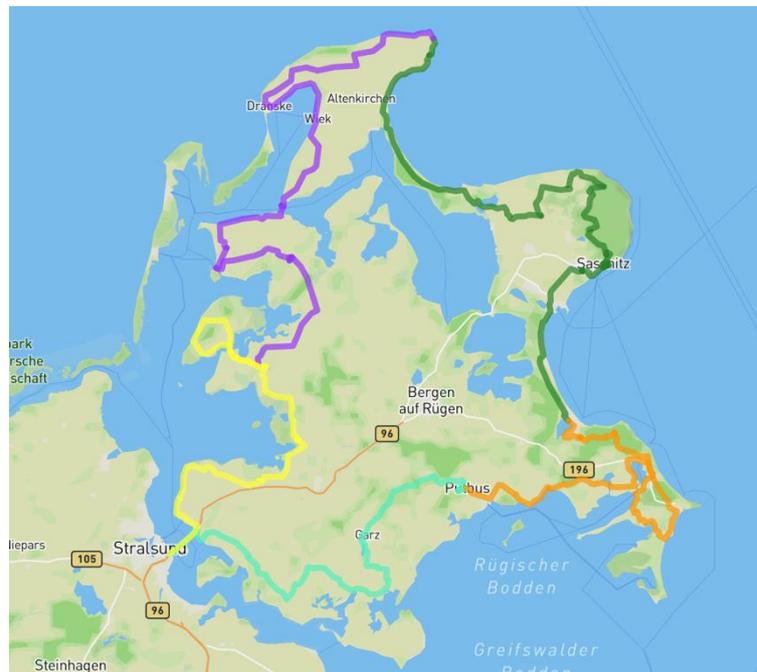


Figure 1: Map of the EuroVelo 10 route itinerary on Rügen split into DS.

Some general impressions from the route:



Rügendamm (the bridge towards Rügen)



West of Altefähr



West of Rambin



North of Rothenkirchen



Landow



Gingst



South of Trent



Trent



East of Schaprode



West of Vascvhitz



The Wittower Fähre



Dranske



Kap Arkona



South of Kap Arkona



West of Glowe



Ranzow



Sassnitz



Prora



Ostseebad Binz



West of Sellin



Ostseebad Baabe



Preetz



East of Lauterbach



Putbus



West of Putbus



North of Garz



Northeast of Groß Schoritz



South of Jarkvitz

Route itinerary deviations

EuroVelo 10 – Baltic Sea Cycle Route follows German National Route D2 (Ostseeküstenroute), which has recently been updated. Hence the new itinerary occasionally deviates from the signed route D2. Furthermore, there will be discrepancies between apps, route books, online information and downloadable GPX tracks.

2 Infrastructure

This chapter provides an overview of the infrastructure in general along the route. Please consult chapter 6 for more detailed information per daily section.

2.1 Existing route infrastructure

As seen in Figure 2, the itinerary of EuroVelo 10 around Rügen is for ~95% of the segments either traffic free or has low or very low levels of traffic. The last ~5% consists of high and moderate traffic.

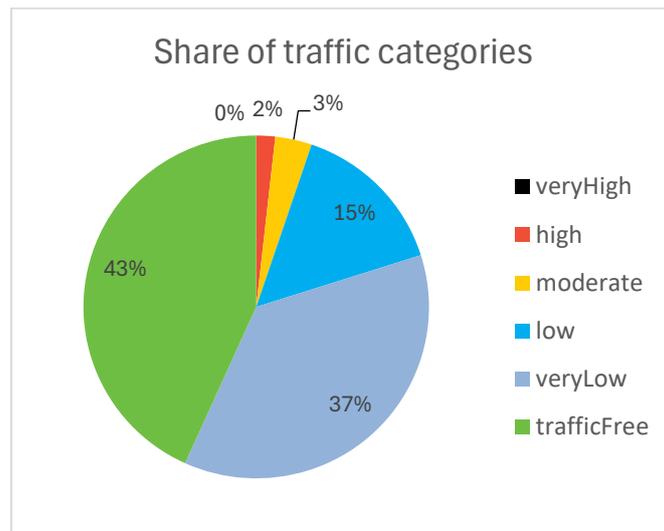


Figure 2: The share of the traffic categories throughout the entire route around Rügen

42% of the route follows cycle and pedestrian paths and another ~7% uses other essentially traffic-free infrastructure (cycling street, agriculture/forest/water (AFW) management road and greenway). Where the route runs on public roads or painted cycle lanes, it is mostly on smaller roads where the amount of traffic is usually low. Only 5,9 km (~3%) of the route runs along roads with moderate traffic and 4,6 km (~2%) on high traffic roads.

The entire route reaches the **Essential Criterion** for the traffic category hence the route is okay for regular cyclists. In order for the route to reach the Important Criterion the ~2% of the infrastructure having high traffic should be resolved by somehow reducing the traffic amount. To further reach the Additional Criterion the ~3% of the infrastructure having moderate traffic should also be resolved.

Surface

Surface quality is overall quite good (see Figure 3) with 70% of the route being either perfectly or well rideable and 24% of the route is moderately rideable. All types of surfaces are present along the route. The smaller villages on the route offers both asphalt, concrete slabs, blocks or cobbles and on the segments between villages one can enjoy asphalt, concrete slabs or gravel and dirt depending on the road type.

The asphalt on the route is generally quite good and the registered segments of moderately rideable surfaces are usually made up from blocks, slabs and cobbles or gravel and dirt which varies a lot in quality.

Sadly 6% (~15 km) of the route is badly rideable which is mostly due to poor maintained AFW management roads and cycle- and pedestrian paths along fields or forests. This is mostly made up for by the scenery and the nice locations of these segments.

6% of the route has a badly rideable surface quality hence the route **does not reach even the Essential Criterion** regarding surface quality. These 6% of the sections are to be solved in priority.

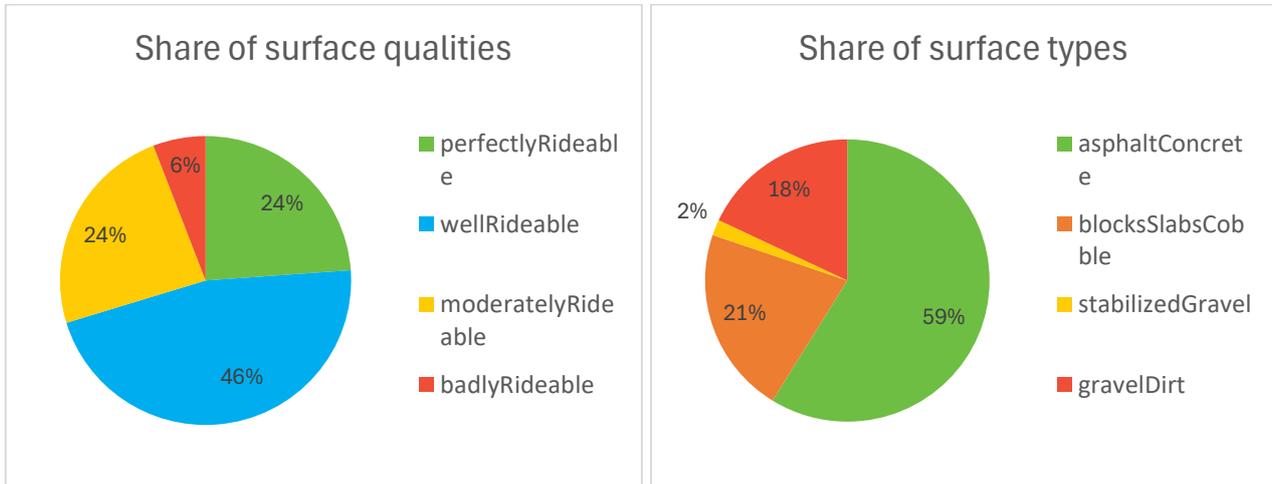


Figure 3: The share of the surface quality and surface types along the route.

Even though most of the route lives up to either the **additional** or the **important** criteria as seen in Figure 4 (which does not take into account the signing or other infrastructure criteria as legal disruptions, entry crossing restrictions, gradients and attractiveness), **6% of the entire route does not live up to any criteria**. This is mostly due to the surface quality.

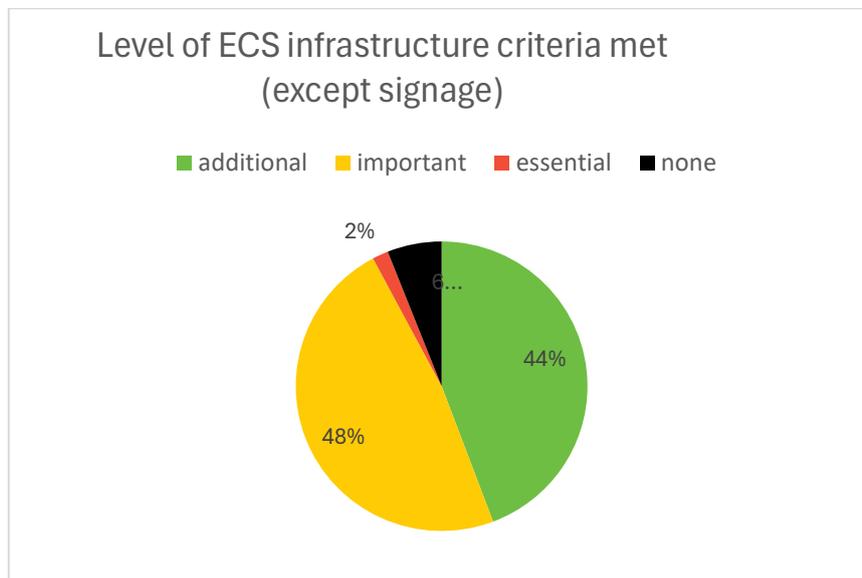


Figure 4: The share of the infrastructure criteria that are met on the entire route. The graph only considers basic infrastructure criteria (traffic category, surface quality and width as well as legal and physical obstacles and dangerous crossings).

Gradients

All around Rügen along the route, and especially on the eastern part, you will experience climbs and descent with a sum of elevation gain/loss of ~3466m. Although most of the elevation is spread out over distances, occasionally there are steeper climbs but none that are estimated too difficult for most people.

No daily section has a cumulative elevation change of 1000m and only one daily section has a cumulative elevation change over 500m. The route overall meets the **Essential Criterion** in relation to Gradients.

Signposting

Signposting is good throughout the route and easy to follow. Only one place has a sign been missing causing a situation where the route itinerary was unclear. No EuroVelo 10 signs have been observed.

Signposting lives up to the **Essential Criterion** by following the national standards but not to the important criteria since there are signs missing at main junction and probably also the fact that the signage is hardly visible at night (even though it is recommended to use retroreflective foils the signposting is placed well above reach of correctly adjusted bicycle lightning).

Attractiveness

The Rügen section of EuroVelo 10 is an attractive cycling route that offers a pleasant, diverse and interesting cycling experience. The route leads through attractive landscapes and is highly connected to the Baltic Sea. The route connects cultural and natural attractions and is not exposed to nuisances. The route attractiveness lives up to the **Additional Criteria**.

Compliance with D2

The route (mainly) follows German national route D2 (Ostseeküstenroute) around the island, but with a few newer adaptations to the itinerary. During the survey there were two detours due to construction works on the route.

Public Transport

Most DS are well connected with public transport (see 3.1), usually train and bus. Crossing the route from Muttlund to the Wittow peninsula requires to go by the Wittower ferry which sails regularly throughout the season (Figure 5).



Figure 5: The Wittower ferry from Muttlund to the Wittow peninsula or vice versa, for both cars, cyclists and pedestrians.

2.2 Infrastructure criteria met by section

Figure 6 shows the shares of the five DS' that meet or do not meet the essential, important and additional criteria of the European Certification Standard (ECS). This graph does not take into account the signing or other infrastructure criteria as legal disruptions, entry crossing restrictions, gradients and attractiveness. As seen, the largest share of the individual DS' meet either the additional, important or essential criteria while sadly none of the DS meets 100% of the essential criteria. The DS from Putbus to Ostseebad Binz having the lowest amounts of segments that do not meet the essential criteria, with 2,9% and the DS from Gingst to Stralsund having the most, with 9%. The specific issues will be further examined in chapter 6.

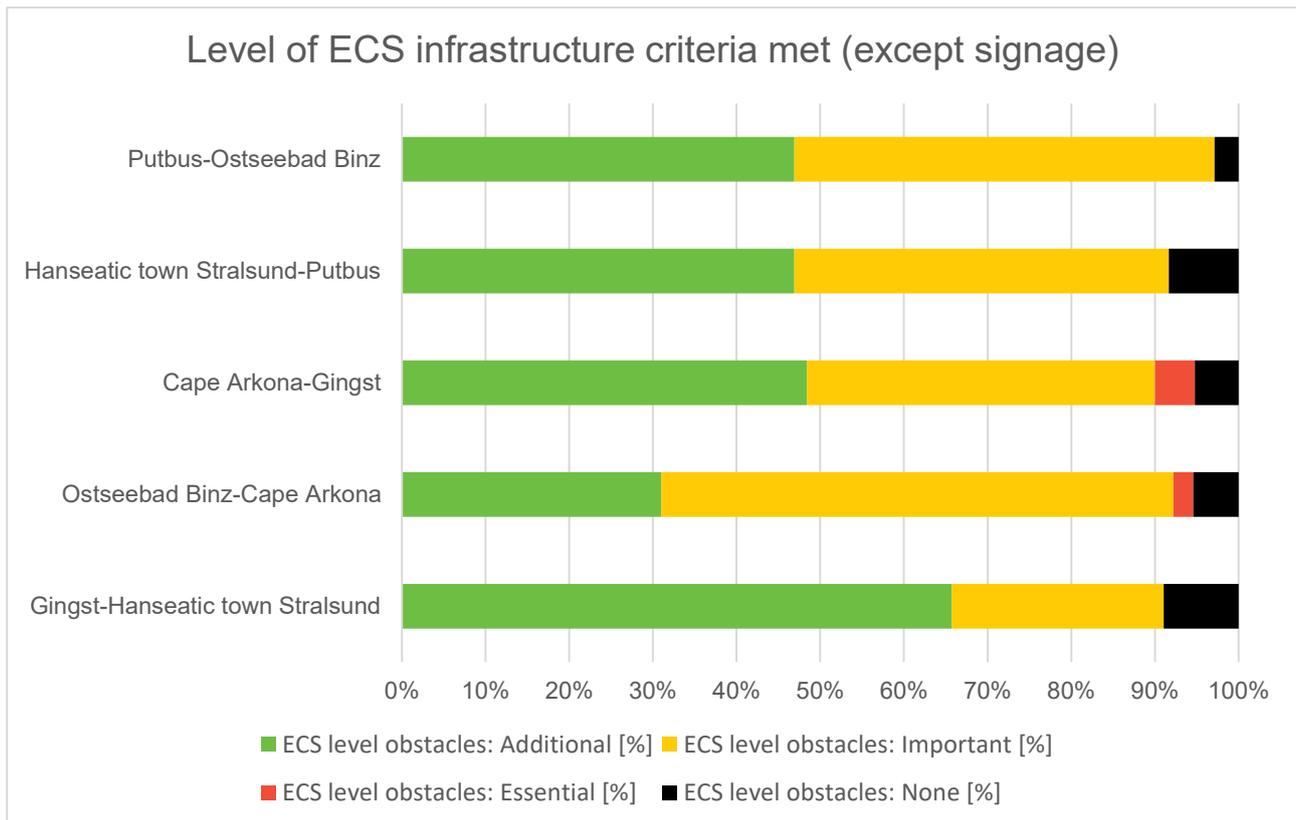


Figure 6: The share of the ECS infrastructure criteria met or not, without including signage. The graph only considers basic infrastructure criteria (traffic category, surface quality and width as well as legal and physical obstacles and dangerous crossings)

2.3 Critical deficiencies

The critical deficiencies mentioned in Figure 6 are mostly related to a road surface quality that is below standard, resulting in bad rideability. It can be managed by more experienced cyclists on rugged bicycles but can still be annoying and cause you to use a lot of energy, especially in combination with a small climb. A few of the minor sections are also further lacking the width necessary for many cyclists to enjoy the ride in a relaxed way. These challenges will be elaborated further under each specific chapter for each DS.

There are only few challenges regarding obstacles, crossings or high traffic volumes (2% of infrastructure has high traffic). The few issues registered has either to do with missing or worn markings on the roads at crossings, or a very bad surface quality with multiple holes (see Figure 7).



Figure 7: (Left) Route crossing a road with worn off markings on the pavement giving less indication to cars that bicycles crossing are prioritised.

3 Services

3.1 Existing services

Public transport

The route is fairly served by public transport (PT). The western part of Rügen is only connected by bus whereas Stralsund as well as most cities on the eastern part of Rügen is well connected with trains.

All daily sections start- and ending places can be reached with public transport. Since the route goes through multiple smaller villages the segments without public transport are not too far and the distance to this are never more than 10-15 km. The Verkehrsgesellschaft Vorpommern-Rügen mbH (VVR) has an extensive network of busses with trailers making it possible to bring up to 12 bicycles¹.

When following the route around Rügen at one point you will have to board the Wittower ferry from Muttlund to the Wittow peninsula or vice versa, in order to cross the water and proceed. Here it is necessary to bring cash since payment by card is not possible.

In general, the ferry network is quite developed throughout Rügen making it possible to travel between the different areas. Especially on the eastern part you can sail between Lauterbach, Sellin, Baabe, Thiessow, Binz and Sassnitz². In Sassnitz (at Mukran Port) there is a ferry connection to Rønne in Bornholm (DK)³.

The public transport connections meet the **important criteria**.

Start/end daily section	Train service	Bus service	Ferry service
Stralsund	Yes	Yes	Yes (several destinations)

¹ <https://www.ruegen.de/service/bus-frei>
https://vvr-bus.de/wp-content/uploads/2025/06/RADzfat-Ruegen-2025_web.pdf

² <https://www.weisse-flotte.de/fahrpreise/sellin-baabe-gager-lauterbach>
<https://www.ruegen.de/service/mobil-auf-der-insel>

³ <https://www.mukran-port.de/en/en-sea-port.html>



Gingst	No	Yes	No
Kap Arkona	No	Yes	No
Ostseebad Binz	Yes	Yes	Yes (several destinations)
Putbus	Yes	Yes	No

Even though bicycles are generally allowed on regional trains, busses and ferries, there's no guaranteed space, especially during peak hours or on popular tourist routes. In order for the route to reach the Additional Criterion it should be made possible to reserve a space for bicycles in advance as well as to transport special bikes, i.e. tandems and trailers.

Accommodation

Finding a place to stay in Rügen should in general be quite easy. Throughout the entire island you will find multiple accommodation options; hotels, bed & breakfasts and camp sites. Even though there are cyclist friendly accommodations spread out across Rügen (especially on the eastern part) these are not present in two of five daily sections start and end points (**additional criteria not met**).

Since the eastern part is in general more populated than the western, here you will find a greater selection, especially in the cities.

Nearly all daily sections start or end in cities with many different options.

Start/end daily section	Camping	Budget	Standard	Luxury	Cyclist friendly*
Stralsund	No	Yes	Yes	Yes	Yes
Gingst	Yes	Yes	Yes	No	Yes
Kap Arkona	No	Yes (Putgarten)	Yes	No	No
Ostseebad Binz	Yes	Yes	Yes	Yes	Yes
Putbus	No	Yes	Yes	No	No

*www.bettundbike.de

Cycling around Rügen it is more common to find B&B's and hotels than it is to find camp sites. Since the accommodations in start and endpoints are not limited to camping the route lives up to the **Important Criterion**.

Food, drink and rest areas

Restaurants and cafes are spread out quite well along the route making it easy to find a place to eat during a daily section both in the villages and towns and occasionally in between.

Supermarkets are limited to the bigger cities. Especially in the western part of Rügen supermarkets are only located in; Stralsund, Gingst, Wiek and Dranske whereas on the eastern part you will find one or more supermarkets in Glowe, Sassnitz, Ostseebad Binz, Sellin, Ostseebad Baabe, Putbus and Garz.

Rest areas can frequently be found along the route in the form of table and benches often with a shelter, both within and outside of villages. Mostly the rest areas do not offer drinking water nor toilets and therefore cyclists are depending on cafes, restaurants etc. to fulfil their needs of such things. Only occasionally you will find restrooms and drinking water along the route outside of the towns hence the distance between these is not accessible every 15 km (needed to reach additional level).

All daily sections fulfil the essential criteria (and there is no ECS important criterion for this category).

Bike services



No bicycle service repair stands have been seen during the inspection in Rügen. Though in the cities Wiek, Babe, Sellin as well as the bigger cities Sassnitz, Ostseebad Binz and Stralsund there are bike shops which also offer repairs. Besides, bicycle rental is also possible in smaller towns but without being sure of which services are offered it cannot be concluded whether the route lives up to even the essential criteria.

Similar, no public e-bike charging stations have been seen. Charging of e-bikes will however be possible at most accommodations or even in cafes or restaurants, as long as cyclists bring their own chargers.

Even though there are no vending machines, self-service stations or helpline, the route meets the **important criterion** due the presence of a bike repair shop on each daily section.

Start/end daily section	Bike repair shop	Shop with spare parts	Vending machine	Self-servie station	Helpline	Bike rental	E-bike charging
Daily section 1	Yes (Stralsund)	Yes (Stralsund)	No	No	No	Yes (Stralsund and Gingst)	Yes
Daily section 2	Yes (Wiek)	Yes (Wiek)	No	No	No	Yes (Gingst and Wiek)	Yes
Daily section 3	Yes (Sassnitz and Ostseebad Binz)	Yes (Sassnitz and Ostseebad Binz)	No	No	No	Yes (Sassnitz, Glowe and Ostseebad Binz)	Yes
Daily section 4	Yes (Ostseebad Binz, Sellin and Babe)	Yes (Ostseebad Binz, Sellin and Babe)	No	No	No	Yes (Ostseebad Binz, Sellin, Baabe, Göhren)	Yes
Daily section 5	Yes (Stralsund)	Yes (Stralsund)	No	No	No	Yes (Stralsund)	Yes

Bookable offers

There are many bookable offers, particularly by German and Dutch operators, which cover the German sections of EuroVelo 10 including Rügen.

Mecklenburger Radtour: <https://www.mecklenburger-radtour.de/detail/ostseekuesten-radweg-luebeck-stralsund-ruegen>

Augustus Tours: <https://www.augustustours.de/de/radreisen/ostseekuestenradweg/ruegen-rundtour.html>

Radweg Reisen: <https://www.radweg-reisen.com/radtour-ruegen-usedom>

Cycletours: <https://cycletours.nl/fietsvakanties/landen/duitsland/ruegen/>

SNP naturreizen: <https://www.snp.nl/reis/duitsland/ostseeradweg-ruegen-en-usedom>

The bookable offers fulfil the **important criteria**.

3.2 Critical deficiencies

More public toilets, water points as well as bicycle repair services need to be provided for all sections.



4 Marketing / Promotion

4.1 Existing promotional tools

Web communication

EuroVelo 10 and the German national Ostseeküstenroute are promoted through a fair number of websites:

<https://de.eurovelo.com>

<https://www.auf-nach-mv.de/radwandern/fernradwege/a-ostseekuesten-radfernweg>

<https://www.ostsee-schleswig-holstein.de/entdecken/radfahren/ostseekuestenradweg/>

Web communication fulfils the **important criteria** (except for timetables).

Print communication

There's a selection of printed guides and maps available, inter alia:

The route is covered by BikeLine guidebook: Ostseeküsten-Radweg, 2023.

The route is described in the guidebook: Kompass RadVergnügen Ostseeküste, 2022.

Map: Kompass Fahrradführer Ostseeküsten, 2018, and the maps from AFDC.

Print communication fulfils the **essential criteria**.

Information along the route

No information panels or centres has been seen along the route. Hence information along the route **does not** fulfil the **important criterion**.

4.2 Critical deficiencies

There is no signage or information provided along the route regarding EuroVelo 10.

5 Description of the route conditions by section

An overview of the 5 daily sections:

No.	Start location	Destination	Length (km)	Direction	Survey date
1	Stralsund	Gingst	48	Clockwise	22/06/2025
2	Gingst	Kap Arkona	64	Clockwise	22/06/2025-23/06/2025
3	Kap Arkona	Ostseebad Binz	66	Clockwise	23/06/2025
4	Ostseebad Binz	Putbus	49	Clockwise	23/06/2025-24/06/2025
5	Putbus	Stralsund	44	Clockwise	24/06/2025

5.1 Daily section 1: from Stralsund to Gingst

The first DS begins just south of the Rügendamm bridge that brings you from Stralsund to Rügen. The daily section has a length of 48 km and besides from the segment on the bridge the DS is generally low on traffic. From the bridge the route takes you through the city of Altefähr on a really bumpy cobblestone segment before proceeding across agricultural fields on a cycle- and pedestrian path, west towards the coast. The following part is traffic free but with a varying surface quality and occasional narrow paths, the route can be a bit challenging. Returning east into the country the infrastructure changes to public road. The bicycle experience is mostly good but after a while it can also be a bit monotonous due to a somewhat uniform landscape. The section generally provides a feeling that the sea is never really far away and quite often it is possible to see the sea directly.

West of Gingst the route goes into a loop around the island Ummanz. The route itinerary here is a bit monotone and the loop makes most sense if you have a specific service point that you plan to visit, for instance staying at an accommodation or campsite.

The DS does not actually end in Gingst but ends around 4 km south of Gingst (see Figure 8) which makes no sense, since no services exists at this point. It is suggested that the daily section start/endpoint is moved to the city Gingst and that the DS is cut here instead.

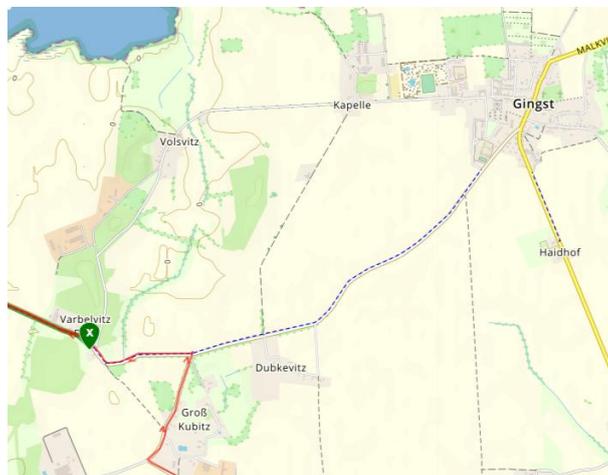


Figure 8: The green marker shows the endpoint of the daily section. In the upper right is the city Gingst.

5.1.1 Route infrastructure

Infrastructure type

61% the majority of the route is on public roads and 31% on cycle- and pedestrian paths. 8% of the route is on AFW management roads.

Traffic category



31% of the route is traffic free. 47% is with a very low amount of traffic and 22% with low traffic. No segments are having moderate or high traffic. Also there are no dangerous crossings on the DS and therefore the DS meets the Additional Criterion for the traffic category.

Surface and width

73% asphalt/concrete, 16% on blocks/slabs/cobbles, and 10% on gravel/dirt.

The rideability is overall good with 51% perfectly rideable and 28% well rideable. 12 % is moderately rideable and 9% is badly rideable. Luckily no part of the route is considered not rideable.

77% has sufficient width. A few sections were having widths lower than 1 meter. This was the case on some cycle- and pedestrian paths alongside agricultural fields and on the public roads built with concrete slabs where the direction is considered to be unidirectional.

Due to the 9% bad rideable surfaces the DS only meets the Essential Criterion.

Gradients

The cumulated elevation change on the DS does is ~ 133 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the Additional Criterion.

Continuity

The DS has no physical disruptions except for one pole on a path with limited space to pass with for example a trailer. The DS meets the Important Criterion in relation to Continuity.

Attractiveness

With the beginning of the DS in the old Hanseatic town Stralsund and the following visit to the old city of Altefähr with its old church and harbour environment the cultural attractions are in place.

Since the entire DS is not far from the sea with occasional sea view and crossing the sea over multiple bridges it is argued that the DS has an attraction related to the routes main theme; the Baltic Sea.

No sections has been marked as monotonous hence the DS meets the Additional Criterion regarding Attractiveness.

Summary

9% of the section is not meeting the ECS essential criteria regarding infrastructure. This concerns the segments; #16963, #16968, #16970, #16984 and #16986. The last 91% of the section meets the criteria with 26% meeting the important criteria and the final 65% of the section meeting the additional criteria.

5.1.2 Public transport connections

The section is well connected by train and bus:

- Stralsund has frequent connections by train consisting of both the route on Rügen as well as larger cities in Germany as destinations.
- In Ramin there is train connection further north of Rügen or south towards Stralsund.
- In Gingst there is no railway but as most other places in Rügen there is a bus connection with the possibility of bringing bicycles.

5.1.3 Critical issues

One minor section was recorded wrongfully due to error in the provided GPX track. This is minor section #16982.

Detours

No detours were recorded along the DS from Stralsund to Gingst.

Obstacles

Dangerous junctions, as well as sections with bad or moderate rideability and/or insufficient width, are listed in the tables below. Minor sections with well rideability but with situational challenges (i.e. potholes, asphalt erosion, bollards) are not classified as dangerous but are listed below.

MS id	Coordinates	Issue	Image
16961	54,32589492 13,14059445	Other obstacle. Half of the asphalt on the road is eroded	
16968	54,3455261 13,11864224	Other obstacle. Deep hole across the entire width of the narrow path. Entire section Badly rideable.	

16968	54,34746669 13,11910295	Other obstacle. Many multiple holes on narrow path	
16976	54,35528621 13,20580841	Chicane pole. Path too narrow on each side of pole. No markings on bollard making it hard to see at low light conditions	

Minor sections

In the table below all minor sections with issues are listed.

The issues marked with red live up to only the essential criteria. And those marked with black does not live up to the ECS at all.

MS id	Coordinates	Issue	Image
16963	54,33073543 13,12642623	Badly rideable	<i>Missing image</i>
16965	54,33211562 13,12672995	Moderately rideable	
16966	54,33366934 13,12039644	Moderately rideable	<i>Missing image</i>



16967	54,34538004 13,11706932	Moderately rideable; Insufficient width. Certain places only one very narrow track for both directions.	
16968	54,34978939 13,12124898	Badly rideable. Many holes. Narrow path	Missing image
16969	54,35434357 13,12316724	Moderately rideable; Insufficient width. Narrow wheel tracks. Sometimes two, sometimes one	
16970	54,36926658 13,12930683	Badly rideable. Shifting widths of wheel tracks	



16971	54,36649805 13,14917604	Insufficient width Concrete slabs	
16972	54,36259599 13,17405591	Moderately rideable	
16978	54,35822389 13,21943167	Moderately rideable	



16982	54,38873273 13,26406152	Wrong route itinerary in provided gpx file	
16983	54,38848974 13,26544413	Moderately rideable	
16984	54,3950323 13,25968364	Badly rideable	



16986	54,40385309 13,25752785	Badly rideable.	
16987	54,41919414 13,2557259	Insufficient width. Nice segment on concrete slabs.	
16998	54,442289433902 13,214608007214	Insufficient width	



5.2 Daily section 2: from Gingst to Kap Arkona

The DS begins 4 km south of Gingst and ends in Kap Arkona which is the tip of the Wittow peninsula around 70m above the sea. Besides the view and nature there is a lighthouse and the area is a very popular tourist destination. Kap Arkona itself does not actually have much of service besides a few restaurants and a museum but in the near city of Putgarten you will find multiple accommodation options, a camp site and places to eat.

Some highlights on the route besides the ferry trip from Muttland to the Wittow peninsula, is passing along calm agricultural areas, small villages as well as riding on nice paths with beautiful views along the coast.

A few kilometres east of the city Gingst, which has a pleasant city centre with a café, you will encounter the main issue of this DS: a segment (minor section # 17086) that begins west of the city Silenz and ends in Trent. This entire segment does not have any dedicated bicycle infrastructure and only a very small curb. Especially the first 3 km are awful with cars driving up to 80 km/h with high traffic. Luckily the village of Trent is a pleasant surprise with a nice local atmosphere. After Trent you will come to Schaprode, a little harbour village followed by Poggenhof and after a beautiful ride along agricultural fields followed by a scenic coastal ride on the way to the Wittower ferry passing by an area of a few resorts.

After the Wittower ferry a quite long detour was registered due to construction works on the coastal path towards Zürkvit. After a segment on a traffic free cycle- and pedestrian path the route leads to Dranske where you find a café, restaurant, supermarket and accommodations. Here is the last encounter with any service before once again travelling along agricultural fields and into the forest where the climb towards Kap Arkona begins.

5.2.1 Route infrastructure

Infrastructure type

66% on public roads, 25% cycle- and pedestrian path, 4% AFW management roads and the remainder 5% on cyclestreet or homezone.

Traffic category

25% is traffic free. 41% is very low traffic and 22% is low traffic. 6% of the segments have moderate traffic and 5% is on segments with high traffic. Also the DS contains four dangerous crossings. Due to the sections with high traffic the DS meets the Essential Criterion only.

Surface and width

The main portion of the DS is on asphalt/concrete with 68% and 17% is on blocks/slabs/cobbles. 12% is on gravel/dirt and the last 4% is on stabilised gravel.

29% of the section is perfectly rideable and 45% is well rideable. 22% is moderately rideable and 5% is badly rideable.

82% meets sufficient width. A few sections are having widths lower than 1 meter. This is mainly an issue on the public roads with concrete slabs where the direction is considered to be unidirectional.

Due to the 5% bad rideable surfaces the DS only meets the Essential Criterion.

Gradients

The cumulated elevation change on the DS does is ~ 200 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the Additional Criterion.

Continuity

Two times on the the DS a pole is situated on a path with limited space to pass with for example a trailer. Also there is one point of dismount for the cyclists but only while crossing a bigger road (~20m). Furthermore a temporary limitation to continuity existed where construction work forced a detour of 6,5 km. The DS does not meet the Essential Criterion in relation to Continuity. Though when construction work finishes the route will actually meet the Important Criterion.

Attractiveness

On the DS there are multiple nice villages, i.e. Schaprode and beautiful rides along agricultural fields, scenic coastal rides on the way to the Wittower ferry as well as on the way to Kap Arkona where the lighthouse stands as a cultural site. But with ~22,5 km (~35%) in monotonous landscapes the DS only meets the Important Criterion.

Summary

5% of the DS is not meeting the ECS criteria (signposting is not considered). This concerns the segments; #17081, #17095, #17111, #17113, #17119, #17120, #17125, #17148, #17150, #17151, #17152 and #17153. The last 95% of the route meets the criteria with 48% meeting the important criteria and 42% meeting the additional criteria. 5% meets the essential criteria.

5.2.2 Public transport connections

Throughout Rügen this DS is the only one with not connection by train. Neither Gingst nor Kap Arkona (Putgarten) or any other village on the section has train connection. But as mentioned earlier Rügen is well connected by bus with the possibility to bring a bicycle; Gingst, Trent, Schaprode, at the Wittower ferry, Wiek, Dranske and Kap Arkona, to name some of the places.

5.2.3 Critical issues

Detours

One long detour has been recorded and is detailed below.

MS id	Coordinates	Issue	Image
17114	54,60882665 13,28106674	Continuity issue. A 6,5 km detour due to construction work on the coastal path.	



Obstacles

Dangerous junctions, as well as sections with bad or moderate rideability and/or insufficient width, are listed in the tables below. Minor sections with well rideability but with situational challenges (i.e. potholes, asphalt erosion, bollards) are not classified as dangerous but are listed below.



MS id	Coordinates	Issue	Image
17078	54,45552792 13,22469263	Other obstacle. Multiple holes on this section	
17093	54,52141174 13,2509788	Chicane pole. Path too narrow on each side of chicane. Riders with trailers are forced onto grass.	
17093	54,52231096 13,24620995	No issues	



17096	54,52673645 13,22498346	Dismount	
17096	54,52186097 13,20944732	Dangerous. No markings on road showing that crossing vehicles have to stop	
17096	54,52106986 13,20159852	Dangerous. No markings on road showing that crossing vehicles have to stop	



17124	54,63437466 13,29010629	Chicane pole. Path too narrow on each side of chicane. Riders with trailers are forced onto grass.	
17126	54,64433338 13,2621131	Dangerous. No Markings on road showing that crossing vehicles have to stop	
17126	54,63585409 13,24618091	Dangerous. No Markings on road showing that crossing vehicles have to stop	

17145	54,67588843 13,37060631	Other obstacle. Bad surface and a large hole due to sunken asphalt around a manhole cover	
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Minor sections

In the table below all minor sections with issues are listed.

The issues marked with red live up to only the essential criteria. And those marked with black does not live up to the ECS at all.

MS id	Coordinates	Issue	Image
17078	54,45668741 13,24126337	Moderately rideable. Asphalt concrete with coarse rocks in.	



17079	54,4569504 13,24972763	Moderately rideable.	
17081	54,45677846 13,25900588	Badly rideable.	
17086	54,50833788 13,27458003	High traffic. High speed cars. No cycle infrastructure	



17091	54,5205354 13,2540375	Moderately rideable.	
17092	54,52123755 13,25195999	Moderately rideable.	
17095	54,52544104 13,24042576	Badly rideable.	



17096	54,51813025 13,17297706	Dangerous crossings x2.	
17101	54,53131356 13,17463202	Moderately rideable.	
17103	54,54064268 13,16857001	Insufficient width. Width of one track is 80cm	



17104	54,54480739 13,16846426	Moderately rideable.	
17105	54,54932641 13,20391574	Moderately rideable; Insufficient width. Generally, two narrow tracks. Width is sometimes 10 cm in each direction. Sometimes 40cm or more.	
17106	54,54963587 13,20848612	Moderately rideable.	



17107	54,54912391 13,2196378	Moderately rideable. Bumpy blocks	
17108	54,55086988 13,24434768	Moderately rideable.	
17110	54,55453409 13,24476049	Moderately rideable. Provided GPX track not correct	



17113	54,55841475 13,2451861	Badly rideable. Bumpy cobble stones. Errand driving permitted.	
17115	54,6097181 13,2815093	Moderately rideable; Insufficient width.	
17116	54,61305485 13,28391236	Moderately rideable; Insufficient width. A bit bumpy	



17117	54,61827901 13,28744271	Moderately rideable; Insufficient width. A bit bumpy	
17118	54,62130732 13,28794063	Moderate traffic.	
17119	54,62146277 13,28753734	Badly rideable. Bumpy	



17120	54,62210921 13,28689942	Badly rideable. Bumpy unless cycling in the middle of the road	
17122	54,63323295 13,28999043	Moderately rideable.	
17123	54,6341912 13,2902232	Moderately rideable; Insufficient width. Errand driving permitted.	



17125	54,64704345 13,28183099	Badly rideable. Parking space	
17126	54,63245614 13,23916001	Dangerous crossings x2. Cycle path along highway separated with grass	
17127	54,63070747 13,23510818	Insufficient width. Separated path for foot and bicycle. Narrow	



17128	54,62926907 13,23106168	Moderate traffic. Small village	
17129	54,63129862 13,22928565	Moderate traffic. Small town square	
17130	54,63250324 13,22449776	Moderate traffic; Moderately rideable.	



17137	54,65612979 13,28961798	Moderate traffic.	
17141	54,66964465 13,35002994	Insufficient width. View over fields	
17145	54,67724882 13,37097024	Moderately rideable. Bumpy ride	



17146	54,67989498 13,3714396	Moderately rideable; Insufficient width. Narrow each way	
17147	54,68148077 13,37155943	Moderately rideable; Insufficient width.	
17148	54,6818255 13,39482813	Badly rideable. Nice kind of forests path with occasional view over sea	



17149	54,68414508 13,42775885	Moderately rideable; Insufficient width. Nice path with view over sea. Occasionally bad comfort	
17150	54,6819787 13,43070738	Badly rideable. Woodchips. Incredibly strenuous to ride. Many pedestrians on path.	
17151	54,68118535 13,43200641	Badly rideable.	



17152 54,67988743 Badly rideable. Nice with the lighthouse
13,43278394



17153 54,67943547 Badly rideable. Bumpy cobble stones
13,43312491





5.3 Daily section 3: from Kap Arkona to Ostseebad Binz

The DS is 66 km long and leads from the scenic and touristic Kap Arkona and south to the seaside city of Ostseebad Binz. On the way the route leads through agricultural areas on the coast, riding through the woods along the bay of Tromper, through small villages, passing through Schloss Spyker, through the Nationalpark Jasmund and down to the harbour city Sassnitz. From here the route passes through the Mukran port area and before landing in Ostseebad Binz the route takes you through Prora and a part of the historic “KdF-Seebad Rügen”.

Overall, the DS is one of the best ones around Rügen with a good amount of variation and also with a few hills to climb which results in some nice views underway. Only one hill exceeds the limit of cumulative elevation change of 60m per 1km (see the Gradient section below). The amount of cycle and pedestrian paths is higher than some of the other sections and provides a more or less independent itinerary from the traffic roads. The visit through the area in and around Nationalpark Jasmund adds to the variation as does the visit to the harbour town Sassnitz. Occasionally on the way from Sassnitz to Ostseebad Binz it can become a bit monotone.

5.3.1 Route infrastructure

Infrastructure type

59% is cycle- and pedestrian paths. 37% of the route runs on public road and the last bit runs on AFW management roads and cycle street/homezone by 4.5% and 0.3% respectively.

Traffic category

59% of the DS is traffic free. 28% and 9% is running on segments with very low traffic and low traffic respectively. 2% has moderate traffic and 3% has high traffic. There is one crossing marked as dangerous. Due to the last 3% with high traffic the DS can only meet the Essential Criterion in relation to traffic category.

Surface and width

49% of the section is on asphalt. 30% is on blocks/slabs/cobbles and the last 21% is on gravel/dirt. 12% is perfectly rideable and 58% is well rideable. 25% is moderately rideable and the last 5% is badly rideable. Furthermore only 50% meets sufficient width. The DS does not even meet the Essential Criterion due to the 5% badly rideable surfaces.

Gradients

The cumulative elevation change on the DS is ~546 m, therefore it only meets the Essential Criterion. Furthermore, one section on the DS has a cumulative elevation gain of 68 m in 1 km. This is the case north of Sassnitz (Figure 9).

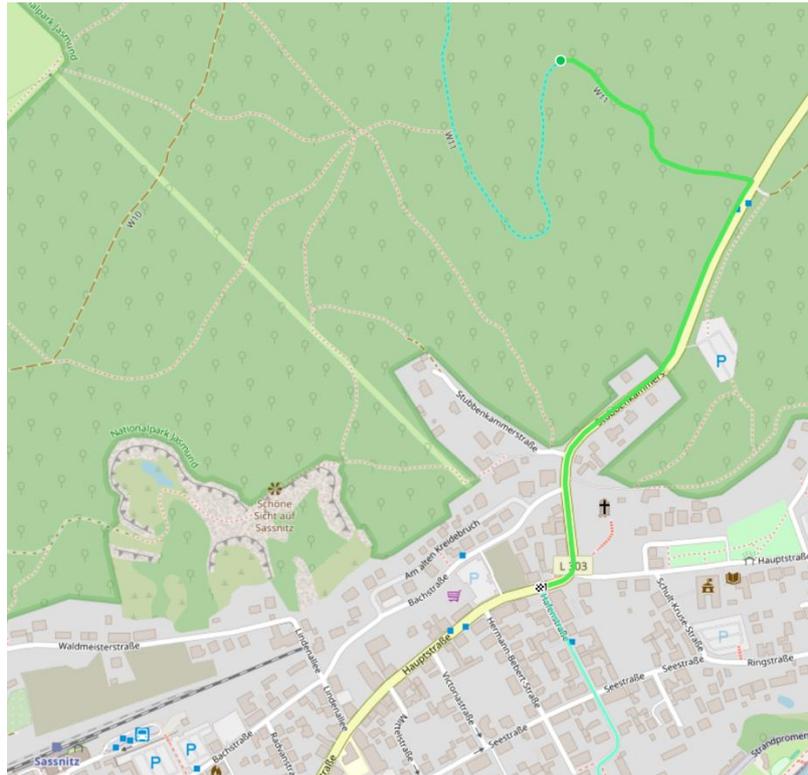


Figure 9: Highlighted in green is a section of 1 km with an elevation change on 68 m.

Continuity

On place on the DS the cyclist should dismount but only for 30-50 m at a small decent. Besides there is one chicane with a width less than 1.3 m making it hard for “demanding” cyclists to pass. The DS meets the Important Criterion.

Attractiveness

The DS is overall varied with scenic rides and views underway and with a good amount of variation. The main natural attraction of the route is the Nationalpark Jasmund. Furthermore the route passes through the old Kolloss von Prora (now mostly renovated). No nuisances are registered and with less than 50% (~21%) of the DS leading through monotonous landscapes the DS meets the Additional Criterion.

Summary

5% of the DS is not meeting the ECS criteria (signposting is not considered). This concerns the segments; #17000, #17002, #17006, #17008, #17051 and #17056. This is mostly due to the rideability of the segments.

The last 95% of the route meets the criteria with 61% meeting the important criteria and 31% meeting the additional criteria. 3% meets the essential criteria.

5.3.2 Public transport connections

As mentioned Kap Arkona is only connected by bus, but the last part of the DS is well connected with train in both Sassnitz, Prora and Ostseebad Binz.

5.3.3 Critical issues

Detours

No detours are recorded on the DS.

Obstacles

Dangerous junctions, as well as sections with bad, or moderate rideability and/or insufficient width, are detailed in the tables below. Minor sections with a well rideability but with situational challenges (i.e. potholes, asphalt erosion, bollards) are not classified as dangerous but are listed below.

MS id	Coordinates	Issue	Image
17011	54,62540156 13,37250512	Dangerous. No markings on road showing that crossing vehicles have to stop.	
17034	54,5487882 13,53128443	Distance between chicane too narrow. 1.2 m.	



17044	54,5612765 13,62753921	Dismount	
17045	54,54902599 13,62723893	No issue	
17046	54,52343521 13,65248956	No issue	

Minor sections

The issues marked with red live up to only the essential criteria. And those marked with black does not live up to the ECS at all.

MS id	Coordinates	Issue	Image
17000	54,66743596 13,4284054	Badly rideable.	
17002	54,66645385 13,42869787	Badly rideable. Bumpy cobbles	
17003	54,66316335 13,42659528	Insufficient width. Varying width. 80 cm in each direction due to tracks	



17004	54,65916139 13,42304463	Insufficient width. Errand driving permitted.	
17005	54,65734975 13,41827356	Moderately rideable. Nice little segment in woods. Errand driving permitted.	
17006	54,6564989 13,40676269	Badly rideable. 80 cm each direction. Errand driving permitted.	



17007	54,65324619 13,39393259	Moderately rideable; Insufficient width. 80 cm each direction.	
17008	54,65309871 13,39303459	Badly rideable.	
17009	54,63775439 13,37581621	Insufficient width. 80 cm in each direction. Errand driving permitted.	



17011	54,62410623 13,37401014	Insufficient width; Dangerous crossings x1.	
17012	54,61992965 13,37563268	Moderate traffic.	
17013	54,61980865 13,37484621	Moderate traffic.	



17014	54,61495803 13,37511464	Moderately rideable. Nice to ride in the woods. Occasionally narrower	
17015	54,61384611 13,3790172	Insufficient width.	
17016	54,61205339 13,37971754	Insufficient width. High traffic road	



17017	54,57776358 13,41351019	Insufficient width. Occasionally bumpy	
17018	54,57003699 13,43954507	Insufficient width. Nice woods. But always traffic noise and a bit bumpy sometimes	
17019	54,57021009 13,44866642	Insufficient width.	



17020	54,569038975269 13,458723299016	Insufficient width.	
17025	54,55747491 13,49589316	Moderately rideable; Insufficient width. Bumpy	
17032	54,55220154 13,52483869	Insufficient width.	

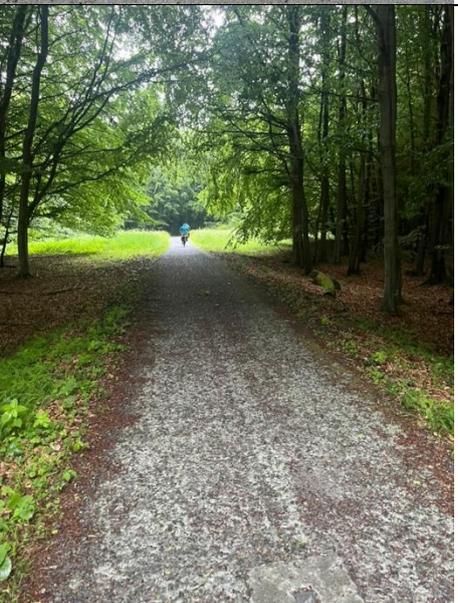


17033	54,54878914 13,53124588	Insufficient width.	
17034	54,55128649 13,56660064	Insufficient width; Chicanes or poles x1.	
17036	54,57048991 13,60287146	Insufficient width. 80 cm each direction most way	



17037	54,57158345 13,60180524	Moderate traffic.	
17040	54,5793081 13,62183194	Moderately rideable.	
17042	54,57226804 13,64422024	Moderately rideable. Beautiful forest	



17043	54,56111713 13,62741351	Moderately rideable; Insufficient width. Beautiful forest. Surface nearly concrete with coarse stones in	
17044	54,55957631 13,62736879	Dismount point x1. Errand driving permitted.	
17045	54,54328956 13,63604725	Moderately rideable. Beautiful forest. Surface almost like old coarse concrete	



17046	54,52338823 13,65257805	Moderately rideable; Insufficient width. Beautiful forest. Very hilly. Surface almost concrete with coarse rocks	
17049	54,51841622996 13,64815787889	High traffic.	
17050	54,51668747 13,64971641	Moderate traffic.	



17051	54,51526912 13,65005223	Badly rideable. Bumpy cobble stones	
17053	54,51327029 13,64279595	Moderately rideable. Harbour. Bumpy. Errand driving permitted	
17056	54,51008926 13,62683044	Badly rideable.	



17057	54,51107705 13,6222578	Moderately rideable. Housing area	
17061	54,49225768 13,57889992	Insufficient width.	
17062	54,48015229 13,57686454	High traffic. Cyclists on road. Speed limit = 50 km/t	



17065	54,44919993 13,56821621	Moderately rideable.	
17067	54,4353273 13,57161949	Insufficient width.	
17068	54,43388557 13,57265366	Insufficient width.	



17073	54,40727703 13,59739049	Insufficient width.	
17074	54,40697635 13,59648975	Moderately rideable.	
17075	54,40615609 13,59529831	Moderately rideable.	



5.4 Daily section 4: from Ostseebad Binz to Putbus

The DS is 49 km long and begins by bringing you half way around the Schmachter See in a recreational area in the outskirts of Ostseebad Binz. From here it is a lovely ride through the forest on nice paths. Leaving Ostseebad Binz and entering the forest the route begins with a nice climb before descending towards Sellin. From Sellin the route enters a loop passing through Ostseebad Baabe, Göhren, Lobbe and back to Ostseebad Baabe and Sellin.

The overall experience of the loop as well as the infrastructure is mostly okay. The route goes through a small forest, through a nice area of accommodations towards Lobbe and then Middelhagen and north back towards Ostseebad Baabe. On longer parts of the way north you will have a nice view of a wetland and the Hagensche bay before meeting the Selliner See and returning to Sellin. The issue with the loop is that for a long route like EuroVelo 10 it interferes with the route directness. Potentially this entire loop could be a local side route that can be chosen if you are on a more local bicycle trip.

The way the route goes from Sellin and west is quite good. It takes you through agricultural areas in a way where you experience a lot of shelter from the wind due to trees along the way, as well as riding on the outskirts of smaller forests. The nice small villages add to the variation as does the occasional sea view especially towards Muglitz.

Entering the city of Putbus and finishing the DS in the old city is a nice surprise having the centre just besides a big park with a lake and a wildlife enclosure.

The DS is well equipped with service with the last ~13/15 km from Seedorf to Lauterbach and Putbus being the longest segment without any significant service.

5.4.1 Route infrastructure

Infrastructure type

2% of the section is specifically on cycle paths where 35% is on shared cycle- and pedestrian paths. 52% of the section follows public roads and the last 10% is on AFW management roads and 1% on cyclestreet/homezones.

Traffic category

38% is traffic free. 52% is very low on traffic and 4% has low traffic. 6% has moderate traffic and no segments has high traffic nor very high traffic. Since the DS also contains no dangerous crossing the DS meets the Important Criterion for traffic category.

Surface and width

By 51% over half of the route is on asphalt. The last half consists of 27% on blocks/slabs/cobble, 1% on stabilised gravel and the last 20% on gravel/dirt.

23% of the DS is perfectly rideable and 45% is well rideable. 30% is moderately rideable and the last 3% is badly rideable. 73% of the DS meets the sufficient width. Half of this is due to the public roads on concrete slabs split in the middle giving each direction 80 cm to ride.

The 3% being badly rideable causes the DS to not meet the Essential Criterion.

Gradients

The cumulated elevation change on the DS does is ~400 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the Additional Criterion regarding gradients.



Continuity

On the DS there are three dismount points; two crossing roads for ~20 m and one due to a steep hill with a 13% incline (~200 m). Furthermore there is one narrow chicane and a stairs with a gentle incline and a ramp, besides a small detour on ~340 m (0,69%) due to construction work in Sellin. The DS meets the Important Criterion in relation to continuity.

Attractiveness

South of Ostseebad Binz the route goes through a beautiful forest which fulfils the natural attraction part of the DS together with the route part from Sellin and west-on with occasional sea view especially towards Muglitz. In the city centre of Putbus a wildfire enclosure and a park is a nice surprise as well as the nice city centre. There are no nuisances on the DS and only ~6 km (~12%) of the DS is in monotonous landscapes. The DS meets the Additional Criterion.

Summary

3% of the DS is not meeting the ECS criteria (signposting is not considered). This concerns the segments; # 17271 and #17289. This is mostly due to the rideability of the segments.

The last 97% of the route meets the criteria with 54% meeting the important criteria and 44% meeting the additional criteria.

5.4.2 Public transport connections

The DS is well connected by train as all the bigger cities and villages have train connection. This regards: Ostseebad Binz, Sellin, Ostseebad Baabe, Göhren (in the loop) and Putbus.

5.4.3 Critical issues

Route uncertainty

Where the route splits in Sellin and goes west, it was really hard to find the correct itinerary. The provided GPX track led on to the main road on which bicycles are not allowed. It seemed most reasonable that the route would go along a path that was later estimated to be a pedestrian path ending in a four-step stair with a small ramp. Another solution would be to ride through the parking space but that means you would have to pass through the barrier gate to do so. No national signs with a direction were seen at the place.

Detours:

In Sellin a detour is registered due to construction work on the main road.

MS id	Coordinates	Issue	Image
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17227	54,37709151 13,69182256	A 345 m detour due to construction work on the main road.	<p>The image shows a street scene with a cobblestone path on the left and asphalt on the right. A map below the photo shows a detour route in red and green lines through a residential area with streets like Granitz-Strasse, Ringstrasse, and Westbahnstrasse.</p>
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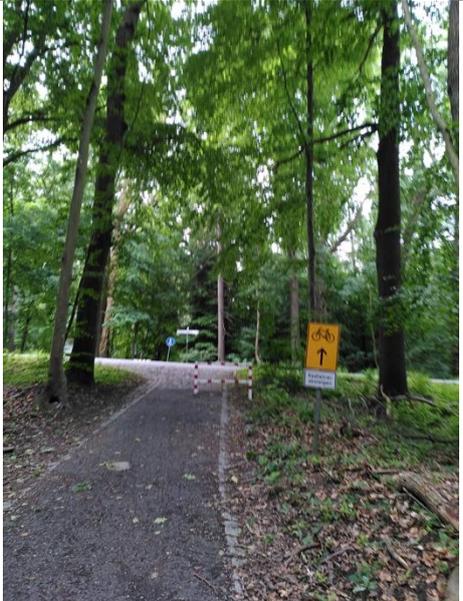
Obstacles

Dangerous junctions, as well as sections with bad, or moderate rideability and/or insufficient width, are detailed in the tables below. Minor sections with a well rideability but with situational challenges (i.e. potholes, asphalt erosion, bollards) are not classified as dangerous but are listed below.

MS id	Coordinates	Issue	Image
17210	54,38998418 13,59699013	Chicane pole. Narrow	<p>The image shows a narrow asphalt road with a chicane pole (a metal barrier) in the foreground. A bicycle is parked behind the pole. The road is bordered by trees and grass.</p>

17213	54,38924125 13,6179001	Other obstacle. Multiple holes	
17226	54,3789335 13,68355494	Other obstacle. Many holes	
17234	54,34434871 13,7235092	Dismount point	



17234	54,34220032 13,72527796	Dismount point	
17251	54,3384536 13,6808157	Dismount point	
17258	54,37247576 13,69226181	Steps easy. With ramp.	

Minor sections

In the table below all minor sections with issues are listed.

The issues marked with red live up to only the essential criteria. And those marked with black does not live up to the ECS at all.

MS id	Coordinates	Issue	Image
17208	54,39386614 13,59948734	Moderately rideable.	
17209	54,39002871 13,59696926	Moderately rideable.	No image
17210	54,39153321 13,6052843	Chicanes or poles x1. Along railway line	



17215	54,39010119 13,64623994	Moderately rideable; Insufficient width. Beautiful forest. With climbs.	
17216	54,38997979 13,64803758	Insufficient width.	
17217	54,39079777 13,64781173	Moderately rideable.	



17218	54,39134199 13,6500096	Insufficient width.	
17219	54,39184125 13,6535993	Moderately rideable.	
17221	54,39376074 13,65805008	Moderately rideable.	

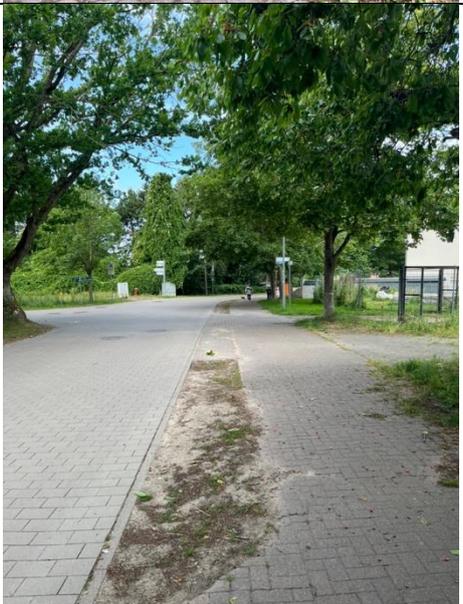


17222	54,38279728 13,66394984	Moderately rideable.	
17226	54,37768848 13,68661206	Moderately rideable.	
17228	54,37492829 13,69959601	Moderate traffic.	



17229	54,37189901 13,69989656	Moderate traffic.	
17231	54,36154713 13,70503614	Insufficient width.	
17233	54,34518627 13,72162399	Moderately rideable.	



17234	54,34216545 13,72532823	Moderately rideable; Insufficient width; Dismount point x2.	
17236	54,33920944 13,72816225	Insufficient width.	
17237	54,33725096 13,73116521	Insufficient width.	



17238	54,33501041 13,73473799	Insufficient width.	
17244	54,32953875 13,70374667	Moderately rideable; Insufficient width.	
17247	54,33024892 13,68943774	Insufficient width.	

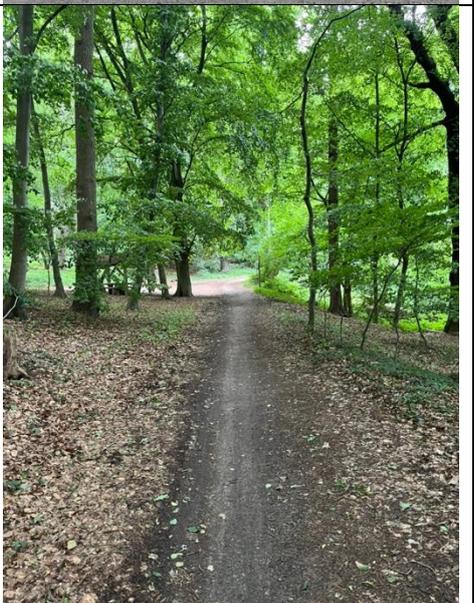
17251	54,3504577 13,68609207	Dismount point x1.	
17255	54,36338857 13,70533331	Moderate traffic.	
17258	54,3728282 13,69070631	Multiple steps - easy x1.	

17259	54,37383794 13,68741567	Insufficient width.	
17260	54,37475674 13,68036617	Insufficient width.	
17261	54,37469269 13,67836812	Insufficient width.	



17264	54,36717138 13,67672618	Moderately rideable.	
17267	54,35426647 13,66272016	Insufficient width. Errand driving permitted. 80cm each direction	
17270	54,35697615 13,63782816	Insufficient width. 80 cm each	



17271	54,35649126 13,63287002	Badly rideable.	
17273	54,36019543 13,61821204	Moderately rideable; Insufficient width. 80 each direction	
17274	54,35627852 13,59450887	Moderately rideable. Forest	



17275	54,35291863 13,5801945	Moderately rideable; Insufficient width.	
17276	54,35310457 13,57809818	Moderately rideable.	
17277	54,35393579 13,57657791	Moderately rideable.	



17280	54,34262255 13,55746226	Insufficient width.	
17284	54,34911338 13,53340464	Moderately rideable. Bumpy	
17285	54,353299 13,52347788	Insufficient width. 80 each	

17286	54,35400982 13,5218609	Insufficient width.	
17289	54,34766118 13,49197796	Badly rideable.	

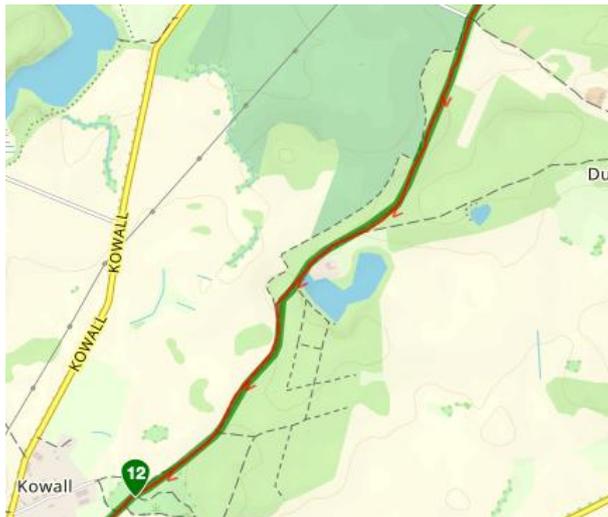
Signage issues

In Sellin near the Sellin Ost station a sign is missing making it hard to find the correct way of the route (as described above under Detour).

MS id	Coordinates	Issue	Image
17257	54,37179609 13,69854541	doesnt. Sign missing	

5.5 Daily section 5: from Putbus to Stralsund

With 44 km, the DS from Putbus to Stralsund is the shortest section in Rügen. The first part from Putbus to Garz is predominantly a lovely experience mostly on paths in smaller forests. North of Garz the route becomes a bit hard to follow with two almost parallel roads making you a bit unsure of where you are supposed to be riding.



The route goes around the city Garz, in a more or less recreational setting, but on a relatively large share of narrow paths which in some instances can be challenging. From here on the route alternates between public roads and cycle- and pedestrian paths without any big surprises. The roads and paths are nice and pleasant but in the end it becomes a bit monotone. Approaching Grahlhof and the Rügendamm bridge towards Stralsund some of the last segments tends to be narrow gravel paths, and especially the ones next to the main road makes you want to hurry up to Stralsund.

5.5.1 Route infrastructure

Infrastructure type

66% of the DS is running on cycle- and pedestrian path. 30% is on public roads and 4% is on AFW management roads.

Traffic category

66% of the DS is traffic free. 14% has a very low amount of traffic and 18% has low traffic. The last 2% has moderate traffic. There are no crossings marked as dangerous hence the DS meets the Important Criterion for the traffic category.

Surface and width

54% of the section is on asphalt and 14% in on blocks/slabs/cobbles. 29% of the section is on dirt/gravel and the last 3% is on stabilised gravel.

7% has perfect rideability and 53% is well rideable. 32% is moderately rideable and the last 8% is badly rideable.

66% meets the sufficient width. A few sections are having widths lower than 1 meter. This is mainly an issue on the narrow cycle- and pedestrian paths, besides a single segment on public road with concrete slabs where the direction is considered to be unidirectional.

Due to the 8% of the route having a bad rideability the DS only meets the Essential Criterion for surface and width.

Gradients

The cumulated elevation change on the DS does is ~ 235 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the Additional Criterion in relation to gradients.

Continuity

The DS contains one narrow chicane and one narrow bridge making it hard to “demanding” cyclists to pass. Besides there are one non-permanent issue with a hanging tree making it hard to pass. Due to these issues the DS can only meet the Important Criterion for continuity.

Summary

8% of the DS is not meeting the ECS criteria (signposting is not considered). This concerns the segments; #17167, #17172, #17173, #17174, #17178, #17180, #17198 and #17201.

The last 92% of the route meets the criteria with 47% meeting the important criteria and 45% meeting the additional criteria.

5.5.2 Public transport connections

Train stations are found in:

- Putbus (DS starting place)
- Altefähr (just north of the Rügendamm)
- Stralsund (DS ending place)

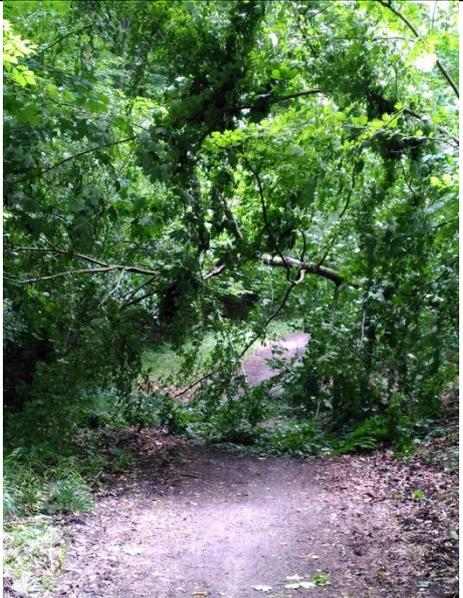
5.5.3 Critical issues

Detours

No detours have been registered on the DS.

Obstacles

Dangerous junctions, as well as sections with bad, or moderate rideability and/or insufficient width, are detailed in the tables below. Minor sections with a well rideability but with situational challenges (i.e. potholes, asphalt erosion, bollards) are not classified as dangerous but are listed below.

MS id	Coordinates	Issue	Image
17162	54,36116682 13,43584042	Other obstacle. Tree hanging across path	

17170	54,31699539 13,34389892	Narrow chicane pole.	
17172	54,31505223 13,34560219	Other obstacle. Narrow bridge.	

Minor sections

In the table below all minor sections with issues are listed.

The issues marked with red live up to only the essential criteria. And those marked with black does not live up to the ECS at all.

MS id	Coordinates	Issue	Image
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17155	54,35256235 13,46942823	Moderately rideable.	
17156	54,35383959 13,46871785	Moderately rideable.	
17157	54,35797525 13,47081705	Moderately rideable.	



17159	54,35928208 13,4691752	Badly rideable. 80 each direction	
17160	54,35851555 13,44898081	Insufficient width.	
17161	54,35713496 13,44219298	Moderately rideable; Insufficient width. Hard to find the path in the beginning	



17162	54,35986557 13,42335281	Moderately rideable; Insufficient width. Beautiful forest. Sometimes hard to pass riders due to small width. And a bit wet surface. Often narrower than 1m	
17164	54,35790931 13,41490205	Moderately rideable. Lots of holes	
17165	54,35590747 13,41117829	Moderately rideable.	



17166	54,33117924 13,36107278	Moderately rideable.	
17167	54,32804517 13,35543638	Badly rideable.	
17168	54,32517511 13,35165287	Moderately rideable; Insufficient width.	



17169	54,32283466 13,35138607	Moderate traffic.	
17170	54,31699841 13,34387637	Moderately rideable; Insufficient width; Chicanes or poles x1.	
17171	54,31508576 13,34386569	Moderately rideable; Insufficient width. 80 cm each	



17172 54,31501782 Badly rideable. Narrow little bridge in the middle
13,34571279



17173 54,31257525 Badly rideable.
13,34810605



17174 54,30734029 Badly rideable. But nice view on lake
13,35156392





17177	54,28765741 13,37458479	Insufficient width. 60 cm in each direction	
17178	54,28644111 13,3775459	Badly rideable.	
17179	54,28163226 13,37632553	Moderately rideable; Insufficient width. Bumpy. 60 cm each. Sometimes narrower	



17180	54,2781214 13,36985181	Badly rideable. Coarse concrete slabs	
17185	54,27946812 13,33504378	Insufficient width.	
17191	54,28338601 13,23410353	Moderately rideable; Insufficient width. Bus on the way. 80 cm each.	



17197	54,320353083536 13,166201818939	Moderately rideable; Insufficient width. Narrow in two directions	
17198	54,32168204 13,15612942	Badly rideable. Along highway	
17201	54,31561793 13,14527103	Badly rideable.	



17202	54,32230651 13,14078898	Moderately rideable; Insufficient width. Narrow path	
17203	54,32312903 13,14017212	Insufficient width.	
17204	54,30570638 13,10616494	Insufficient width.	



Signage issues

In Güstelitz west of Putbus a sign is placed inappropriately since it is placed along the road but the path runs behind a making it impossible to see. If you are riding along the road you would think you just have to follow the road (which is possible though).

MS id	Coordinates	Issue	Image
17161	54,35829275 13,44773211	Sign points along road but the path is behind the sign and with a tree and bushes in between.	

6 Summary for the Rügen island loop

Infrastructure and Cycling Experience

The route offers a largely positive cycling experience with long stretches around the island of Rügen, mostly alternating between small villages at the coast, quiet rural areas, and scenic forest paths.

- **Quality:** 92% of the route fulfils the ECS important criteria, of which 44% the additional criteria. This relates to the automated analysis from survey data (traffic category, surface quality, width, legal and physical obstacles marked as points as well as dangerous crossings) but does not cover signing, gradients and attractiveness.
- **Traffic:** 80% is traffic-free or on (very) low-traffic roads, making it a peaceful and secure feel.
- **Infrastructure types:** 42% of the route runs on cycle- and pedestrian paths and 6% on afw management roads.
- **Surfaces:** 71% is perfectly or well rideable, with a mix of asphalt, concrete slabs, and gravel.
- **Scenery:** Attractive and varied environments, with highlights such as cliffs near Kap Arkona, the forest of Nationalpark Jasmund and many coastal sections.

Challenges

- Overall: No DS meets 100% criteria regarding infrastructure.
 - Mostly due to surfaces of bad rideability or the width of the segments being too narrow.
 - 2% of the minor sections are having high traffic which interferes with the possibility to reach the Important Criterion for the traffic category.
- Detours: 2 registered, both due to maintenance.
- Dismount points: 5 locations where cyclists must walk, 3 times due to crossings and two times due to a steep climb
- Dangerous crossings: 5 points with higher traffic risk.
- Surface: several uneven or poorly rideable surfaces.
- Width: 44 minor sections registered with insufficient width. Most being concrete blocks wheel tracks and narrow forest paths.

Many public road segments with concrete blocks laid out as wheel tracks with separation in the middle are presented with an insufficient width. Most of them occasionally bulges out making room for passing cars etc. which works well.

However, EuroVelo-specific signage along the route is missing and does not meet the ECF standards.

Services and promotion

Cyclists benefit from good public transport access, accommodation is plentiful and well distributed especially small local B&B's, but with cyclist-friendly options mostly available on the eastern part of the island. The bigger cities have bike shops with repair and the route meets the Essential Criterion.

The route is well represented in websites and printed guides, ensuring good visibility for visitors.

Overall Impression

Besides some issues of bad rideability and insufficient width the route around Rügen is fine and most DS' have some variation to it, though you will end up with many kilometres in agricultural areas. If you have the time there will be plenty of opportunities to take smaller detours from the route and to go eat, take a swim, experience nature etc. Service points, especially in the form of restaurants and cafes are never really far of the route making it a good destination for people who like the service to be somewhat dense.

Since the route is quite well equipped with accommodations, restaurants and also public transport, and since Stralsund is easy to reach by train from around Germany it forms a good beginners' destination for cycling tourists.



For cyclists on a long-distance tour the EuroVelo 10 loop around Rügen may be seen as an extra unnecessary loop. In promotion materials it is suggested to clearly express what a rider gains by taking the loop and ultimately extending his/her trip by 3-5 days.

Part 3 – German Coast Mid: Rostock – Puttgarden

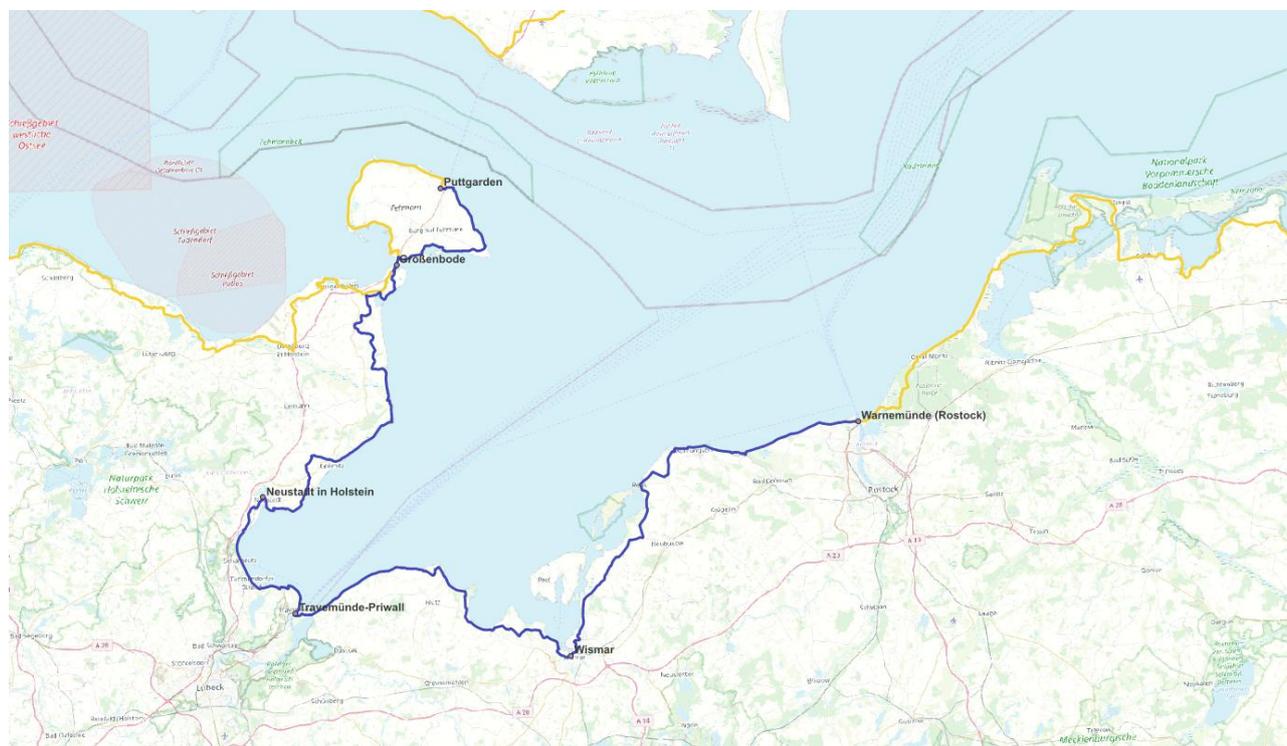
This regional chapter has been drafted by Marco Berends, Project Leader at Dansk Cykelturisme, project partner in this project. The reviewed version of this report was shared on 8 January 2026.

1 Overview of the Sections

A total of 251 km was surveyed between 15–18 April 2025 in mostly good weather. The inspection ran from Puttgarden to Warnemünde following the Baltic Sea coastline.

The report is divided into five daily sections (see map).

No.	Start location	Destination	Length (km)	Direction	Survey date
1	Rostock	Wismar	70 km	East-West ⁴	18/04/2025
2	Wismar	Travemünde-Priwall	55 km	East-West ¹	17/04/2025
3	Travemünde-Priwall	Neustadt in Holstein	27 km	South-North ¹	16/04/2025
4	Neustadt in Holstein	Großenbrode	67 km	South-North ¹	16/04/2025
5	Großenbrode	Puttgarden	32 km	South-North ¹	15/05/2025
Total			251 km		



⁴ Survey is recorded in reverse direction

Daily Section 1: Rostock – Wismar

Coastal and rural roads with frequent sea views and forest stretches. Mixed traffic in towns, separated cycle paths between them. Approaching Wismar, there were open sea views and some industrial areas.



The easternmost part was characterised by a cycle path with occasional sea views and some touristic coastal villages.



The westernmost part towards Wismar followed cycle paths along the main road, passing through several hamlets.

Daily Section 2: Wismar – Travemünde

Ordinary roads and roadside cycle paths to Boltenhagen, then a long, varied-surface coastal path. Sparse facilities until Priwall, where a forest path led to the ferry Priwall-Travemünde.



The easternmost part towards Travemünde was following rural local roads, through an idyllic and attractive landscape.



The westernmost part towards Travemünde was characterised by a cycle path along the coast with some sea views.

Daily Section 3: Travemünde-Priwall – Neustadt in Holstein

Cliffside riding with viewpoints, then busy tourist coastal roads through beaches and shops before quieter inland roads to Neustadt.



East of Travemünde, the landscape had stunning sea views and cliffs.



The bay area was characterised by a sequence of coastal villages with shops, cafes and residential areas.

Daily Section 4: Neustadt in Holstein – Großenbrode

Scenic coastal paths to Bliesdorf, rural detour via Grömitz, then mixed inland and coastal riding to Dahme. Inland sections north of Dahme offered shaded trails in rural areas.



Two third of the route follows the coastline, having a car-free and attractive cycling-focused experience.



Some parts of the section go in-land and pass through nice views and small hamlets.

Daily Section 5: Großenbrode – Puttgarden

After passing the narrow bridge crossing to Femern, there was a lagoon and well-maintained stretches to Staberdorf. The final quiet coast section had varied surfaces, few facilities, and a mix of sheep, hikers, and cyclists and passed by the Femern Tunnel works.



The southern part follows rural roads with low-traffic roads



The northern part follows the coast with bike paths and roads along the dike.

2 Route itinerary deviations

EuroVelo 10 – Baltic Sea Cycle Route follows German National Route D2 (Ostseeküstenroute), which has recently been updated. Hence the new itinerary occasionally deviates from the signed route D2. Furthermore, there will be discrepancies between apps, route books, on-line information and downloadable GPX tracks.

3 Infrastructure

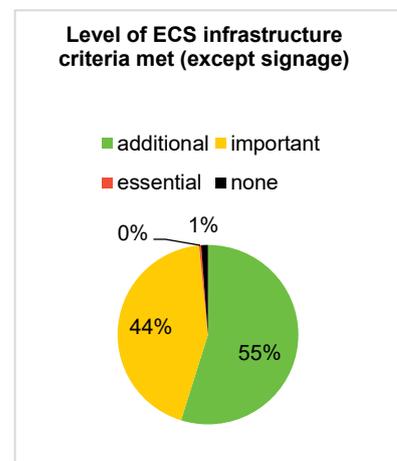
This chapter gives an overview of the existing infrastructure along the route. For detailed observations per daily section, see Chapter 6.

3.1 Existing Route Infrastructure

Overall, **99% of the route** meets the **ECS important criteria** (except signage) along its entire length, with 55% also fulfilling the **additional criteria**. Only 1% of the route currently falls short of ECS infrastructure standards — meaning that with a few targeted improvements, the entire route could meet at least the important criteria.

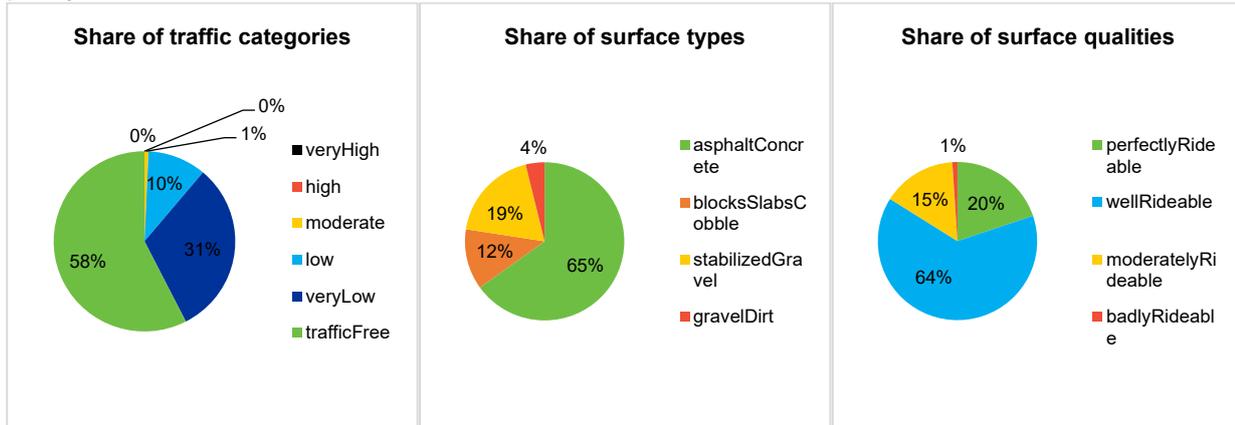
Key challenges identified:

- **Cliffside erosion** – some paths have already been lost, and others are at risk; regular inspection is essential.
- **Dismount sections** – short stretches requiring cyclists to dismount disrupt route flow.
- **Insufficient path width** – many cycle paths are too narrow for comfortable two-way passing.



The Puttgarden–Rostock itinerary is **99% traffic-free** or on roads with very low traffic volumes. Around 57% follows dedicated cycle and pedestrian paths, and a further 11% uses other traffic-free infrastructure such as agricultural roads or home zones. Where public roads or painted lanes are used, these are typically on quiet village streets or residential areas. The route meets the Essential Criterion for the traffic category and is good for regular cyclists. By resolving the ~1% of the route that follows infrastructure with very high traffic, the route could also reach the Important Criterion making it okay for the occasional cyclist as well. This would even make it okay for cyclists with special needs, since no infrastructure has moderate traffic.

Surface quality is generally high: 84% is perfectly or well rideable, even though only 65% is asphalt. The mix of asphalt, concrete, and gravel provides a pleasant variation. Only a few segments were recorded as poorly rideable.



Gradients

With no cumulative elevation gain or loss on any daily sections exceeding 500 meters, nor any too steep or long slopes (+60 meters of elevations gain on any 1 km), the route gradients live up to the **additional criteria**.

Attractiveness

The route is either directly on the coast or in its proximity. It offers many views on the Baltic Sea. The section of EuroVelo 10 is a very attractive cycling route that offers a pleasant and interesting cycling experience. The route leads through attractive landscape, connects cultural and natural attractions and is not exposed to nuisances. The route attractiveness lives up to the **additional criteria**.

3.2 Signage

No EuroVelo 10 signage was observed between Rostock and Puttgarden. The Rostock – Wismar and Wismar – Travemünde daily sections are mostly signposted as German National Route D2 (Ostseeküstenroute) or Ostseeküstenroute.

Signposting does **not meet the essential criteria** as there are no EuroVelo 10 signs. However, the national signage is in line with the national standards, but not to the important criteria since there are signs missing at main junction and probably also the fact that the signage is hardly visible at night (even though it is recommended to use retroreflective foils the signposting is placed well above reach of correctly adjusted bicycle lightning).

3.3 Temporary Detours



A few detours were encountered during the survey, due to legal restrictions or temporary maintenance works. These are described individually in Chapter 6.

3.4 Public Transport Links

Two ferry connections provide public transport access as part of the route. Both ferries are located in the start/end point of daily sections.

Hohe Düne – Warnemünde: easternmost point of the surveyed section.

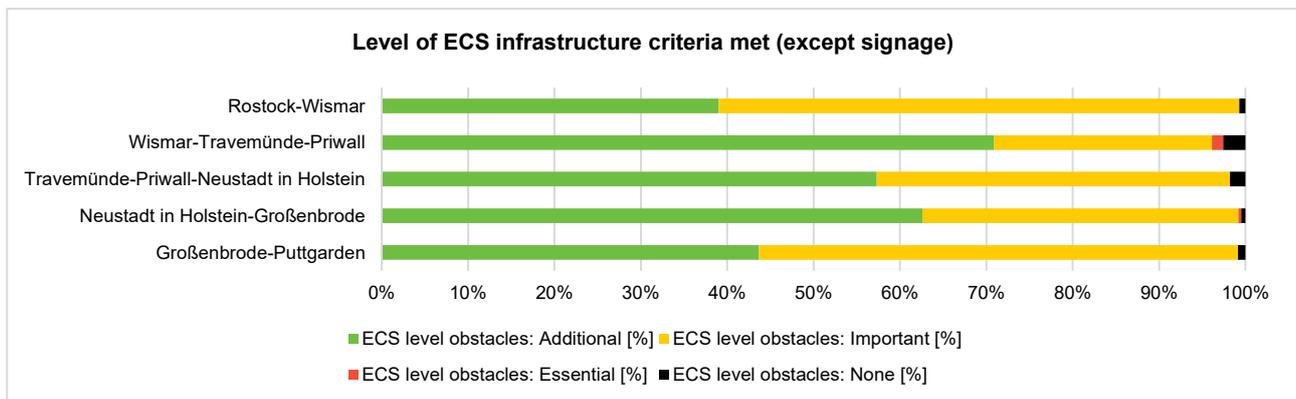
Travemünde – Priwall: regular service across the Trave estuary.

Both ferries run frequently, with tickets available online, at vending machines, and at staffed counters.

3.5 Infrastructure Criteria by Section

The table below shows the proportion of each daily section that meets the **essential**, **important**, and **additional** criteria of the European Certification Standard (ECS).

Across all five sections, **96–99%** of the route meets at least the important criteria, ensuring a generally high-quality cycling experience. However, the small proportion that falls short does negatively affect the user experiences. These issues are primarily linked to **poor surface quality** or **insufficient path width**.



3.6 Critical deficiencies

Each of the five daily sections contains some critical deficiencies, detailed in Chapter 6. These mainly concern missing infrastructure or sub-standard surface quality.

In the five sections, there are registered:

- 1 section where the route was completely inaccessible
- 4 detours, of which two due to legal access rights, one to maintenance works and one to signposting
- 12 dangerous crossings, due to high traffic and/or high speed
- 3 dismount points, where cycling is not allowed
- 3 roads with moderate traffic, where cyclists can feel unsafe or unsecure
- 12 badly rideable minor sections, due to bad surface
- 7 narrow passages between 0,8 and 1,3 m, of which some are inaccessible for non-traditional bikes
- 61 minor sections with an insufficient width, particularly on cycle/pedestrian paths
- 55 moderately rideable minor sections, due to uneven surface

4 Services

4.1 Public Transport Access

The route is generally easy to reach by public transport, with most daily stages' start and end points accessible by train, bus, or international ferry.

All start and end locations for the daily sections once had rail connections. However, due to the construction of the new **Femern rail link** (*Vogelfluglinie*), the stations at **Puttgarden** and **Großenbrode** are currently closed. Both are expected to reopen in 2029.

International ferry connections are available from **Puttgarden**, **Travemünde**, and nearby Rostock and **Lübeck**, offering links across the Baltic Sea to Sweden, Denmark, and Finland. All stations are connected to local bus networks, though **bicycle transport on buses is not always possible**.

Below is an overview of the main transport hubs along the route:

Place	Link	Note
Warnemünde (Rostock)	Ferry to Hohe Düne	Urban rail to Rostock, with onward access to national rail and the international ferry terminal
Kühlungsborn, Heiligendamm	Steam train connection	Connects with the national rail network
Wismar	National rail network	
Travemünde–Priwall	Rail to Lübeck	Part of the national rail network
Timmendorfer Strand, Scharbeutz, Haffkrug	–	Several rail stations on the Neustadt–Lübeck line
Neustadt in Holstein	Rail to Lübeck	National rail network
Großenbrode	Bus connection to Lübeck via Oldenburg in Holstein (~15 km from route)	Rail station closed due to construction of new rail link
Puttgarden	Ferry to Rødbyhavn, Denmark	Rail station closed due to construction of new rail link

All train and ferry platforms are accessible by ramps and/or elevators. Public transport connections along the route meet the **essential ECS criteria**.

For train and ferry travel, cyclists require a separate bicycle ticket. Space for bikes is not guaranteed, and peak periods—especially on popular tourist routes—can be busy. Some lines operate additional baggage cars for bikes; checking availability in advance is recommended.

4.2 Accommodation

Accommodation is generally easy to find along the route. Campsites are plentiful between **Travemünde** and **Puttgarden**, but less common east of Travemünde. Hotels are well distributed, with higher concentrations in larger towns and cities such as **Grömitz**, **Timmendorfer Strand**, **Boltenhagen**, **Wismar**, **Kühlungsborn**, and **Rostock**.

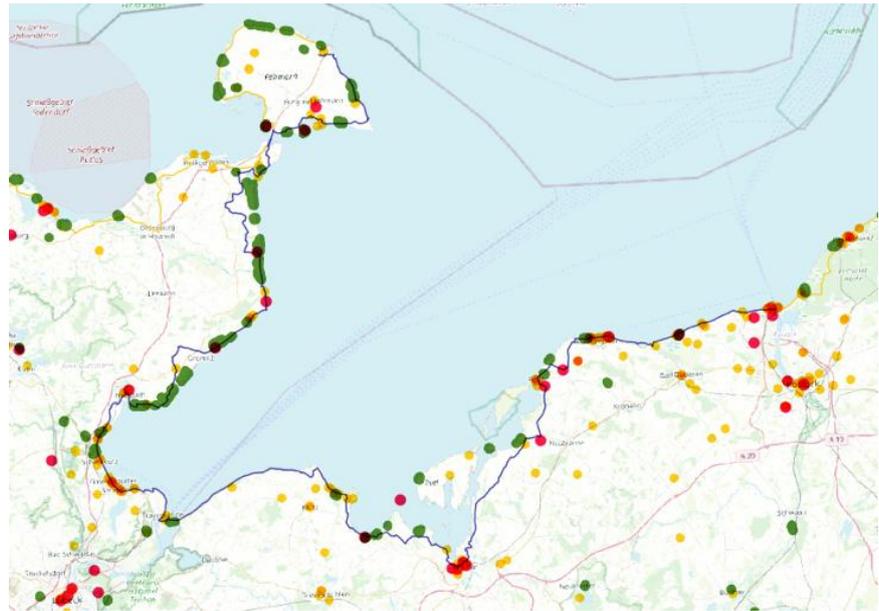
The map below shows hotels in **orange**, **Bett+Bike** (cyclist-friendly) accommodation in **red**, and campsites in **green**. Nearly all daily sections start or end in towns with multiple accommodation options, many within 10 km of the route.

Place	Camping	Hotel	Cyclist friendly hotel ⁵
Warnemünde (Rostock)	–	yes	yes
Wismar	near	yes	yes
Travemünde–Priwall	yes	yes	–
Neustadt in Holstein	yes	yes	yes
Großenbrode	yes	yes	near
Puttgarden	yes	yes	–

⁵ www.bettundbike.de



Only the Rostock–Wismar section meets the additional ECS criteria for cyclist-friendly accommodation. All other sections meet the important criteria.



4.3 Food, Drink, and Resting Areas

The Rostock–Puttgarden section is generally well-supplied with opportunities for cyclists to stop, rest, and eat. Large concentrations of restaurants and cafés are found in Warnemünde, Kühlungsborn, Wismar, Boltenhagen, Travemünde, Timmendorfer Strand, Neustadt in Holstein, and Grömitz.

Some stretches are less well-equipped, notably on Fehmarn (including Puttgarden), south of Großenbrode, east of Travemünde, north of Wismar, and east of Warnemünde.

Rest areas — including benches, public toilets, and shelters — are regularly available along the route. To meet the additional ECS criteria, a rest area should be present at least every 15 km. Benches and shelters are widely available, but public toilets and water taps seem to be missing on the section between Großenbrode and Rosenfelde.

The map below shows the public toilets in *turquoise*.



Due to missing facilities between **Großenbrode and Rosenfelde**, this daily section **does not meet the ECS additional criteria**.

4.4 Bike services

Bike Shops

Bicycle repair and service shops are widely available in major towns along the route, including Warnemünde, Kühlungsborn, Rerik, Wismar, Boltenhagen, Travemünde, Timmendorfer Strand, Scharbeutz, Neustadt, Burg auf Fehmarn, and Puttgarden.

E-Bike Charging Points

In addition to private charging facilities at accommodation, public e-bike charging points are also widely available along the route.

Bike Rental

Well-developed tourist areas offer numerous bicycle rental options, catering to a variety of bike types and user needs.

Conclusion:

All sections meet the **additional ECS criteria** for bicycle services. The only minor gap is at Großenbrode, which lacks a bicycle repair shop; however, both adjoining daily sections are fully equipped at their other start/stop locations.

4.5 Bookable offers

There are many bookable offers, particularly by German and Dutch operators, which cover the German sections of EuroVelo 10:

- Mecklenburger Radtour: <https://www.mecklenburger-radtour.de/ostsee-radreisen#c11117>
- Augustus Tours: <https://www.augustustours.de/de/radreisen/ostseekuestenradweg.html>
- Radweg Reisen: <https://www.radweg-reisen.com/ostseekuesten-radweg>
- Wikinger Reisen: <https://www.wikinger-reisen.de/radreisen/deutschland/mecklenburg-vorpommern/7672R.php>
- Die Landpartie: <https://www.dielandpartie.de/regionen/ostseekuestenradweg/>
- Cycletours: <https://cycletours.nl/fietsvakanties/landen/duitsland/oostzee/>
- SNP naturreizen: <https://www.snp.nl/reis/duitsland/ostseeradweg-rugen-en-usedom>

The bookable offers fulfil the **important criteria**.

5 Marketing / Promotion

5.1 Existing promotional tools

Web communication

EuroVelo 10 and the German national Ostseeküstenroute are promoted through a fair number of websites:

- <https://de.eurovelo.com>
- <https://www.auf-nach-mv.de/radwandern/fernradwege/a-ostseekuesten-radfernweg>
- <https://www.ostsee-schleswig-holstein.de/entdecken/radfahren/ostseekuestenradweg/>

Web communication fulfils the **important criteria** (except for timetables).

Print communication

There's a selection of printed guides and maps available, inter alia:

- The route is covered by BikeLine guidebook: Ostseeküsten-Radweg, 2023.
- The route is described in the guidebook: Kompass RadVergnügen Ostseeküste, 2022.
- Map: Kompass Fahrradführer Ostseeküsten, 2018, and the maps from AFDC.

Print communication fulfils the **essential criteria**.

Information along the route

On most stages, information boards are recorded, but none does include EuroVelo 10. Therefore, the information **does not fulfil the important criteria**.

No.	Start location	Destination	Information panel	Route map
1	Rostock	Wismar	yes	no
2	Wismar	Travemünde-Priwall	yes	no
3	Travemünde-Priwall	Neustadt in Holstein	not recorded	no
4	Neustadt in Holstein	Großenbrode	yes	no
5	Großenbrode	Puttgarden	yes	no



5.2 Critical deficiencies

There is virtually no signage or information provided along the route.





6 Description of the route conditions by section

An overview of the 5 daily sections:

No.	Start location	Destination	Length (km)	Direction	Survey date
1	Rostock	Wismar	70 km	West-East	18/04/2025
2	Wismar	Travemünde-Priwall	55 km	West-East	17/04/2025
3	Travemünde-Priwall	Neustadt in Holstein	27 km	North-South	16/04/2025
4	Neustadt in Holstein	Großenbrode	67 km	North-South	16/04/2025
5	Großenbrode	Puttgarden	32 km	North-South	15/05/2025
	Total		251 km		

In the next chapter, an analysis and specification of every daily section.

6.1 Rostock – Wismar

The daily section begins at the ferry crossing in Warnemünde, 15 km north of Rostock, and covers 70 km to Wismar. It features a long stretch along the Baltic coast, some rural roads, and an extended section alongside the main road approaching Wismar.

The first part follows high-quality cycle and pedestrian infrastructure along the coast, offering an attractive and enjoyable ride. From Rerik southwards, the route is less scenic due to its proximity to the main road. Overall, 62% of the section passes through a highly or moderately attractive environment.

6.1.1 Route Infrastructure

Infrastructure type

72% on cycle/pedestrian paths or car-free routes, 23% on public roads, and the remainder on agricultural roads, home zones, or pedestrian paths.

Traffic category

74% traffic-free, 22% with very low traffic, and 3% with low traffic. Only 0.1% has moderate traffic, but low speed limits reduce risk. Since there are no sections with high traffic and no crossings marked as very dangerous the DS meets the **Important Criterion** regarding **traffic** category. In order to reach the Additional Criterion the 0,1% with moderate traffic should be resolved.

Surface and width

Surface types: 67% asphalt, 19% gravel, 13% block/slab paving, and 1.2% gravel/dirt, offering good variety for cyclists.

15% perfectly rideable, 71% well rideable, 14% moderately rideable, and 0.7% badly rideable. No unrideable sections recorded.

58% meets sufficient width; many bidirectional cycle paths are narrower than 2 m.

Since there are only 0.7% of the DS that is badly rideable the DS meets the **Essential Criterion** in relation to **surface and width**.

Gradients

The cumulated elevation change on the DS is ~350 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the **Additional Criterion**.

Continuity

The DS has three continuity obstacles; chicane/pole < 1.3 m with limited space to pass with for example a trailer. Furthermore you have to dismount on 4.5% of the DS. The DS **does not meet Essential Criterion** in relation to Continuity.

Summary

Excluding minor sections #16023 and #15999, this daily section meets the **ECS criteria (signposting not considered)**, with **39%** also fulfilling the additional criteria.

6.1.2 Public Transport Connections

The section is well connected to both rail and ferry services:

- Warnemünde has a frequent regional train service to Rostock Hauptbahnhof (approx. 20 min), providing onward connections across Mecklenburg-Vorpommern and to Berlin. The ferry terminal connects to routes across the Warnow and to cruise ships. The port of Rostock handles ferry services to Scandinavia on selected routes.
- Kühlungsborn and Heiligendamm are served by the historic narrow-gauge steam railway Molli, linking to Bad Doberan, where regional trains connect to Rostock and beyond.
- Wismar is served by regional trains to Schwerin, Lübeck, and Hamburg, offering convenient long-distance access.

These connections provide multiple access points for cyclists starting, ending, or shortening their journey along the section.

6.1.3 Critical issues

Detours

No detours were recorded along the Warnemünde–Wismar section.

Obstacles

Dangerous crossings are marked where both accident risk and severity are significant. Unprotected crossings in villages may be unpleasant but are not classified as dangerous.

Dangerous junctions, as well as sections with bad, or moderate rideability are detailed in the tables below.



id	Coordinates	Issue	Image
17499	54.0609965 11.62133931	Narrow passage on bridge with high speed and moderate traffic.	
17541	54.17681055 12.088491	Free space: 1,3 m	
17540	54.17664578 12.08205196	Free space: 1,2 m	
17539	54.17607435 12.07682323	Free space: 1,1 m	

17529	54.16450466 11.94675779	Free space: 1,1m free Note the 0.8m overhang: inaccessible for extraordinary bikes	
17525	54.15031158 11.88843462	Free space: 1,0m	

Minor sections

In the table below all minor sections with issues are listed. First table shows the issues that meet no criterion at all. These are marked with black. These are followed by a second table with all minor sections with less critical issues.

Id	Coordinates	Issue	Image
16023	54.17676383 12.08837391	Cobblestones on Kirchenstraße in Warnemünde have a bad rideability.	
15999	54.1539538 11.90421734	Uneven gravel track	

Id	Coordinates	Issue	Image
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16017	54,17699863 12,0661932	Moderately rideable	
16008	54,17427389 11,9982905	Moderately rideable	
16006	54,16610894 11,96477766	Moderately rideable; Insufficient width	
16004	54,16431851 11,94603798	Moderately rideable; Insufficient width	
16003	54,16310882 11,94069824	Moderately rideable; Insufficient width	



16001	54.15950618 11.92299466	Moderately rideable	
16000	54.15621762 11.91148546	Moderately rideable	
15986	54.14250806 11.83815467	Moderately rideable	
15946	54.01790572 11.57050284	Moderately rideable; Insufficient width	
15943	54.01411383 11.55805565	Moderately rideable; Insufficient width	

15934	53.97399725 11.50998262	Moderately rideable; Insufficient width	
15933	53.96420471 11.49049671	Moderately rideable; Insufficient width	
15927	53.92788614 11.48259996	Moderately rideable; Insufficient width	

Signage missing

Between Rostock and Puttgarden, EuroVelo 10 is not signposted as EuroVelo. Cyclists should follow the D2 or Ostseeküstenroute, though signs are sometimes missing, leaving riders without clear guidance. Missing sign locations are listed in the table below.

id	Coordinates	Issue
17481	53.89695325 11.46667822	Missing sign
17502	54.10029713 11.62336666	Missing sign
17504	54.12319209 11.64723863	Missing sign
17510	54.15324439 11.76054586	Missing sign
17511	54.15080275 11.7716636	Missing sign
17515	54.14472771 11.81598696	Missing sign
17518	54.14186592 11.84289877	Missing sign
17519	54.14224169 11.84466819	Missing sign
17524	54.15016092 11.88830847	Missing sign
17527	54.15458454 11.90679509	Missing sign
17528	54.16417469 11.94510096	Missing sign
17533	54.17733728 12.01017289	Missing sign

6.2 Wismar – Travemünde-Priwall

The daily section begins in the city centre of Wismar, a historical city and capital of the Nordwestmecklenburg district. The route covers 55 km via Boltenhagen to Priwall, connecting with the ferry to Travemünde.

It features almost completely along the Baltic coast, with rural roads, and a lengthy path along the coast. When leaving Wismar, the route starts off along the cliffs and offers scenic views. Afterwards, the route follows a varying stretch on rural roads and bicycle paths. The second half follows a high-quality cycle path parallel to the coast, offering an attractive and nature-focused experience. This daily section offers the lowest share of monotonous landscape (23%) and has an excellent share of attractive landscape (66% attractive and 10% highly attractive).

6.2.1 Route Infrastructure

Infrastructure type

66% on cycle/pedestrian paths or car-free routes, 24% on public roads, 7% on agricultural roads, and the remainder on home zones or pedestrian paths.

Traffic category

67% traffic-free, 27% with very low traffic, and 6% with low traffic. No minor sections with moderate or high traffic have been registered. One crossing is marked as very dangerous and two crossings are marked simply dangerous hence the DS can only meet the **Essential Criterion** regarding **traffic category**.

Surface and width

65% asphalt, 18% block/slab paving, 13% gravel, and 4% gravel/dirt, offering good variety for cyclists. 34% perfectly rideable, 55% well rideable, 9% moderately rideable, and 2% badly rideable. 0,2% has been registered as not rideable.

77% meets sufficient width; some bidirectional cycle paths are narrower than 2 m.

With 2% of the DS being badly rideable the DS meets the **Essential Criterion** regarding **surface and width**.

Gradients

The cumulated elevation change on the DS does is ~290 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the **Additional Criterion** regarding **Gradients**.

Continuity

On the DS there is one dismount point and one section marked as private property with 'no access' making the DS **not meet the Essential Criterion** in relation to **Continuity**.

Summary

Five minor sections #16023 and #15999 do **not meet the ECS infrastructure essential criteria** (signposting not considered), while the remaining **71%** of the section fulfils the additional criteria.

6.2.2 Public Transport Connections

The start and end of the section are well connected to both rail and ferry services:

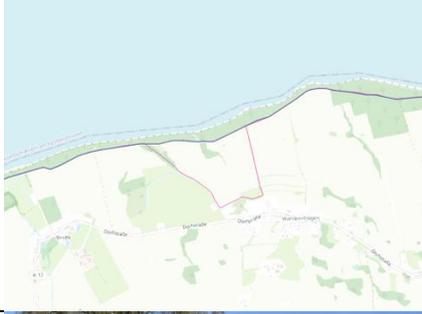
- Wismar is served by regional trains to Schwerin, Lübeck, and Hamburg, offering convenient long-distance access.
- Travemünde has a regional train connection to Lübeck and handles ferry connections to several Scandinavian destinations.

These connections provide multiple access points for cyclists starting, ending, or shortening their journey along the section.

6.2.3 Critical issues

Detours

Two detours are recorded and detailed in the table below.

id	Coordinates	Issue	Image
15767	54.00268624 11.0807841	The coastal path northwest of Warnkenhagen is private property and marked 'no access' on both sides. The alternative segments follow the original D2-route via Uferweg and Strandweg.	 
15766	54.0015898 11.07376131		
15765	54.00558234 11.06671247		
15764	54.0064876 11.06512117		
15753	53.95479184 10.90347713	The path cutting of the Waldweg has been closed due to maintenance works.	 

Obstacles

Dangerous crossings are marked where both accident risk and severity are significant. Unprotected crossings in villages may be unpleasant but are not classified as dangerous.

Dangerous junctions, as well as sections with bad, or moderate rideability are detailed in the tables below.

id	Coordinates	Issue	Image
17479	53.89527339 11.46049844	Free space: 1,0 m	
17438	53.89198212 11.45563646	Chaotic roundabout without bicycle infrastructure	
17426	53.9469709 11.23425889	Unprotected crossing with high speed moderate traffic road.	
17423	53.96961782 11.23516786	Unprotected crossing with high speed moderate traffic road.	

Minor sections

In the table below all minor sections with issues are listed. First table shows the issues that meet no criterion at all or only the essential criterion. These are marked with black and red respectively. These are followed by a second table with all minor sections with less critical issues.

id	Coordinates	Issue	Image
15821	53.9007922 11.42843601	Grass path is not suitable for cycling	
15820	53,90193367 11,4316131	Not rideable	
15819	53.90239333 11.43293271	Dirt path is not suitable for cycling	
15813	53.91123659 11.4287684	Dirt and stairs in path make it fast impossible to cycle	
15810	53.91844941 11.40878499	Loose gravel	
15788	53,94149915 11,23973664	Very dangerous crossings x1	

id	Coordinates	Issue	Image
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15825	53.89216658 11.4454502	Insufficient width	
15822	53.89889209 11.42832618	Moderately rideable; Insufficient width	
15817	53.9038643 11.43165867	Moderately rideable	
15811	53.91393664 11.42120102	Insufficient width	
15803	53.92861298 11.36140718	Moderately rideable	



15799	53.93106989 11.33066138	Insufficient width	
15793	53.92805758 11.29129727	Insufficient width	
15792	53.93046915 11.27014964	Insufficient width	
15791	53.93901913 11.24818462	Insufficient width	
15790	53.94018182 11.24228247	Insufficient width	
15789	53.94016139 11.24181985	Insufficient width	

15786	53.95859109 11.23563026	Moderately rideable; Insufficient width; Dangerous crossings x1	
15785	53.96967189 11.23529021	Insufficient width	
15781	53.9876469 11.20338965	Insufficient width	
15780	53.99478573 11.19766225	Insufficient width; Dismount point x1	
15765	54.00558234 11.06671247	Moderately rideable	

15764	54.0064876 11.06512117	Moderately rideable	
15754	53.95589418 10.90800694	Insufficient width	
15752	53.95515138 10.90350994	Moderately rideable	

Signage missing

Between Rostock and Puttgarden, EuroVelo 10 is not signposted as EuroVelo. Cyclists should follow the D2 or Ostseeküstenroute, though signs are sometimes missing, leaving riders without clear guidance. Missing sign locations are listed in the table below.

id	Coordinates	Issue	Image
17436	53.90385872 11.43168415	doesnt	
17435	53.90499613 11.43055478	doesnt	
17434	53.90512397 11.43007438	doesnt	
17432	53.91231273 11.42772505	doesnt	
17431	53.92687138 11.39234615	doesnt	
17427	53.93038379 11.27048541	doesnt	
17424	53.96962085 11.23516045	doesnt	
17420	53.97966177 11.23630218	doesnt	
17419	53.99221683 11.19918903	doesnt	
17398	53.95477927 10.88145653	doesnt	

6.3 Travemünde-Priwall – Neustadt in Holstein

The daily section begins at the ferry terminal in Travemünde, a seaside resort on the eastern border of Schleswig-Holstein. The route follows along the bay and covers 27 km via Timmerdorfer Strand to Neustadt in Holstein.

When leaving Travemünde, the route starts off along the cliffs and offers scenic views. Afterwards, the route follows the touristy towns with proper bicycle paths. The last part follows a traffic-heavy road into Neustadt, but is not giving a bad experience. This daily section has an average share of attractive landscape (38% attractive and 17% highly attractive) of the five sections.

6.3.1 Route Infrastructure

Infrastructure type

34% on cycle/pedestrian paths or car-free routes, 32% on public roads, 16% on cycle paths, 11% on cycle streets, 5% on agricultural roads.

Traffic category

50% traffic-free, 48% with very low traffic. So there are no roads with low, moderate or high traffic, making it very secure. There is one dangerous crossing. The DS meets the **Important Criterion** regarding **traffic** category.

Surface and width

71% asphalt, 13% block/slab paving, 11% gravel and 4% gravel/dirt, offering good variety for cyclists. 6% perfectly rideable, 79% well rideable, 13% moderately rideable, and 2% badly rideable. No unrideable sections recorded.

75% meets sufficient width; some bidirectional cycle paths are narrower than 2 m.

With 2% of the DS being badly rideable it meets only the **Essential Criterion** regarding **surface and width**.

Gradients

The cumulated elevation change on the DS does is ~120 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the **Additional Criterion** regarding **gradients**.

Continuity

The DS has one continuity obstacle; chicane/pole < 1.3 m with limited space to pass with for example a trailer. It is necessary to dismount on 0.6% of the DS. One time there is easy steps and furthermore there is one other obstacle. The DS does meet the **Important Criterion** in relation to **Continuity**.

Summary:

Excluding minor sections #15671 and 15676, this stage meets the ECS infrastructure criteria (signposting not considered), with 38% also fulfilling the additional criteria.

6.3.2 Public Transport Connections

The section is well connected to both rail and ferry services:

- Neustadt in Holstein features an active train station with direct regional services to Lübeck. Importantly, the "Bäderbahn" line (Neustadt – Lübeck) remains operational at least through 2029 despite infrastructure upgrades for the upcoming tunnel.
- Travemünde has a regional train connection to Lübeck and handles ferry connections to several Scandinavian destinations.

These connections provide multiple access points for cyclists starting, ending, or shortening their journey along the section.

6.3.3 Critical issues

Detours

No detours were recorded along the Travemünde – Neustadt section.

Obstacles

Dangerous crossings are marked where both accident risk and severity are significant. Unprotected crossings in villages may be unpleasant but are not classified as dangerous.

Dangerous junctions, as well as sections with bad, or moderate rideability are detailed in the tables below.

id	Coordinates	Issue	Image
17347	54.10609424 10.80839825	Confusing and busy crossing for cyclists and pedestrians along and west of the bridge.	

Minor sections

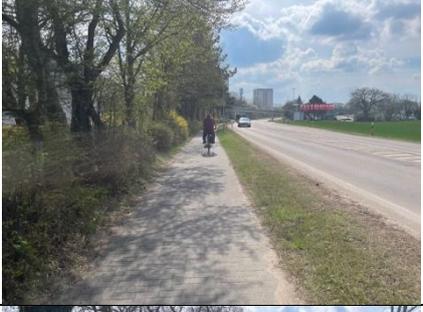
In the table below all minor sections with issues are listed. First table shows the issues that meet no criterion at all or only the essential criterion. These are marked with black and red respectively. These are followed by a second table with all minor sections with less critical issues.

id	Coordinates	Issue	Image
15676	53.99301598 10.85699439	Badly rideable	
15671	53.99163411 10.84247688	Badly rideable	
17353	53.9897445 10.85884335	Free space: 1,0 m	 Credit: Google Maps

id	Coordinates	Issue	Image
15684	53.9597862 10.8756259	Insufficient width	
15679	53.9830774 10.8802803	Moderately rideable	
15678	53.98943687 10.87111463	Moderately rideable	
15677	53.99091026 10.8677378	Moderately rideable	
15673	53.99120744 10.84587152	Moderately rideable; Insufficient width	

15672	53.9919752 10.844958	Moderately rideable	
15670	53.99167717 10.84124619	Dismount	
15669	53.99144116 10.8406085	Dismount; Insufficient width	
15658	54.00192754 10.77789039	Moderately rideable	
15656	54.01023076 10.7692295	Insufficient width	



15655	54.01795023 10.76409392	Insufficient width	
15645	54.07086645 10.77248358	Insufficient width	
15644	54.07436744 10.77622387	Insufficient width	
15642	54.07894231 10.77723603	Insufficient width	
15641	54.09357971 10.7847785	Moderately rideable	

15638	54.09916353 10.79984346	Insufficient width	
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Signage missing

Between Rostock and Puttgarden, EuroVelo 10 is not signposted as EuroVelo. Cyclists should follow the D2 or Ostseeküstenroute, though signs are sometimes missing, leaving riders without clear guidance. Missing-sign locations are listed in the table below.

id	Coordinates	Issue
17354	53.99042612 10.86920571	Missing sign

6.4 Neustadt in Holstein – Großenbrode

The daily section begins in Neustadt, a historical city and capital of the Nordwestmecklenburg district. The route covers 67 km via Grömnitz to Großenbrode.

The daily section alternates to follow the coast and going inland, providing some variation and scenic rural views.

When leaving Neustadt, the route follows the coast, passing through some recreational beach areas, until Rettin. Afterwards, it continues inland over hilly local roads, providing scenic views back to Grömnitz. After the city, which works for a break, continues the route along the coast on bike paths through Dahme, which also is a nice town to stop. Afterwards, the route turns back inland with rural roads and nature-focused bike paths. This daily section has the lowest share of attractive landscape (42% attractive and 10% highly attractive) of the five sections but still offers a great experience.

6.4.1 Route Infrastructure

Infrastructure type

46% on public roads, 35% on cycle/pedestrian paths or car-free routes, 18% on agricultural roads and a small segment on a path. This is the only of the five sections, where the share of public roads exceeds the cycle/pedestrian paths.

Traffic category

35% traffic-free, 44% with very low traffic, and 20% with low traffic. No minor sections with moderate or high traffic are registered. With 9 crossings marked as dangerous but none as very dangerous the DS meets the **Important Criterion** regarding **traffic** category.

Surface and width

72% asphalt, 18% gravel, 6% block/slab paving, and 4% gravel/dirt, offering good variety for cyclists. 21% perfectly rideable, 61% well rideable, 17% moderately rideable, and 0.5% badly rideable. No unrideable sections recorded.

71% meets sufficient width; some bidirectional cycle paths are narrower than 2 m.

With only 0.5% being badly rideable and 82% being as good as high quality asphalt the DS meets the **Important Criterion**. In order to meet the Additional Criterion focus should be on the width.

Gradients

The cumulated elevation change on the DS is ~250 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the **Additional Criterion** regarding **gradients**.

Continuity

The DS has 8 continuity obstacle. Furthermore there is a difficult step and it is necessary to dismount on 0.3% of the DS. The DS meets the **Essential Criterion** in relation to **Continuity**.

Summary

This stage meets the ECS essential infrastructure criteria (signposting not considered), with **66%** also fulfilling the additional criteria. But it needs to be noted that minor section #15577 has not been accessible since the path washed away during the inspection.

6.4.2 Public Transport Connections

This section lacks transport hubs at both ends, but has viable connections for cyclists:

- Neustadt in Holstein features an active train station with direct regional services to Lübeck. Importantly, the "Bäderbahn" line (Neustadt – Lübeck) remains operational at least through 2029 despite infrastructure upgrades for the upcoming tunnel.
- Großenbrode: The rail station is currently closed due to the ongoing Fehmarnbelt rail project. A reopening is expected around 2029

In the meantime, buses link Großenbrode to Oldenburg in Holstein or Lübeck—but space for bicycles is strictly limited.

Recommendation for northbound cyclists: Start at Neustadt in Holstein. This allows riding the two daily sections to Puttgarden (for the ferry across to Rødbyhavn, Denmark) or cycling four sections to Oldenburg in Holstein, where train connections to Lübeck are available.

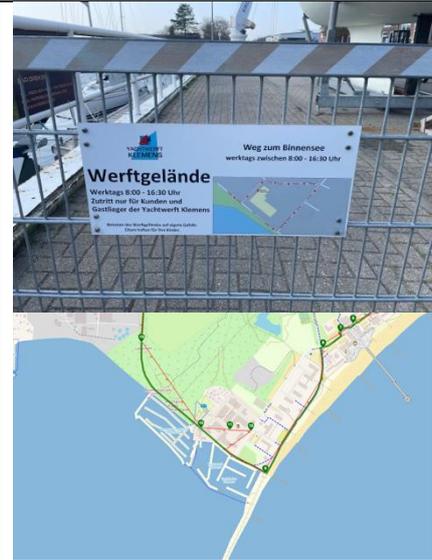
6.4.3 Critical issues

Detours

Two detours were recorded along the Neustadt – Großenbrode section.

id	Coordinates	Issue	Image
		GPS track goes southbound, while route goes northbound across the pavilion in Kellenhusen.	

Due to wharf in Großenbrode, the route is closed on Mon-Fri 8am-4:30pm. An alternative is signposted.



Obstacles

Dangerous crossings are marked where both accident risk and severity are significant. Unprotected crossings in villages may be unpleasant but are not classified as dangerous.

Dangerous junctions, as well as sections with bad, or moderate rideability are detailed in the tables below.

id	Coordinates	Issue	Image
17336	54.13267787 10.90840888	Confusing crossing, since no traffic lights are for cyclists	
17334	54.15158204 10.95617168	Narrow road, unclear roundabout and high traffic volume	
17333	54.15066439 10.96012295	Narrow road and high traffic volume	
17332	54.14971146 10.96246274	Narrow road and high traffic volume	
17315	54.26593144 11.05015095	Path washed away by the sea. No access possible.	

			
17315	54.26593144 11.05015095	High speed medium traffic volume crossing	
17314	54.27048182 11.05261437	Medium speed medium traffic volume crossing	
17313	54.31854082 11.01580463	High speed medium traffic volume crossing	
17312	54.3241322 11.01951328	High speed medium traffic volume crossing	

Minor sections

In the table below all minor sections with issues are listed. First table shows the issues that meet no criterion at all or only the essential criterion. These are marked with black and red respectively. These are followed by a second table with all minor sections with less critical issues.

id	Coordinates	Issue	Image
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15576	54,19745805 11,08901863	Multiple steps - difficult x1	
15541	54,3593747 11,0626346	Badly rideable cobblestones	
15534	54,35474955 11,07958255	Badly rideable cobblestones	

id	Coordinates	Issue	Image
15635	54,10622643 10,8086071	Insufficient width	
15634	54,10663721 10,81068309	Insufficient width	
15628	54,08899128 10,82666044	Dismount	

15624	54,09259792 10,8291224	Insufficient width	
15623	54,09147454 10,84525029	Moderately rideable	
15611	54,09959584 10,88917135	Moderately rideable; Insufficient width	
15610	54,1102704 10,90218641	Moderately rideable; Insufficient width	
15598	54,15833112 10,91985056	Insufficient width	

15584	54,16692878 11,01733138	Insufficient width	
15583	54,16911417 11,02159462	Insufficient width	
15582	54,1883451 11,06074483	Insufficient width	
15577	54,19426938 11,07425741	Moderately rideable; Insufficient width	
15576	54,19745805 11,08901863	Multiple steps - difficult x1	



15574	54.20064846 11.0887874	Moderately rideable	
15552	54.31648616 11.02300531	Moderately rideable; Dangerous crossings x1	
15550	54.32414735 11.01915276	Moderately rideable; Insufficient width; Dangerous crossings x1	
15549	54.3266568 11.03151057	Moderately rideable; Insufficient width	
15545	54.34638098 11.04499714	Moderately rideable; Insufficient width	

15544	54,35984532 11,04227284	Moderately rideable; Insufficient width	
15543	54,35886967 11,05650373	Insufficient width	
15538	54,36253403 11,07165373	Insufficient width	
15537	54,36101732 11,07386884	Moderately rideable	
15536	54,35818969 11,07366826	Moderately rideable	



15532	54,35302844 11,08195798	Insufficient width	
15530	54,35857146 11,08700457	Dismount	
15527	54,36598456 11,1059722	Insufficient width	
15526	54,37830159 11,09773426	Moderately rideable	
15525	54,38440701 11,10419209	Moderately rideable; Insufficient width	

15524	54.39140894 11.10637	Moderately rideable	
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Signage missing

Between Rostock and Puttgarden, EuroVelo 10 is not signposted as EuroVelo. Cyclists should follow the D2 or Ostseeküstenroute, though signs are sometimes missing, leaving riders without clear guidance. Missing-sign locations are listed in the table below:

id	Coordinates
17343	54.09099428 10.8315669
17331	54.16639785 11.01610307
17321	54.19865476 11.08970841
17319	54.22436385 11.08173552
17318	54.23117493 11.0848713
17316	54.24551586 11.08087007
17308	54.35924019 11.06143967
17305	54.35935477 11.08948455

6.5 Großenbrode – Puttgarden

This daily section begins in Großenbrode and runs 32 km across the Fehmarn Belt to Puttgarden, where it connects with the ferry to Rødbyhavn, Denmark.

The route alternates between rural inland roads and coastal cycle/pedestrian paths, combining sea views with open countryside. The southern part passes through scenic farmland, while the northern stretch follows the coastline with dedicated cycling infrastructure. The crossing of the Femern Bridge adds an extraordinary experience to this stage.

With 30% highly attractive and 36% attractive environments, this section offers the highest landscape quality of the five stages.

6.5.1 Route Infrastructure

Infrastructure type

52% on cycle/pedestrian paths or car-free routes, 39% on public roads, 7% on agricultural roads, and the remainder on home zones.

Traffic category

52% traffic-free, 20% with very low traffic, and 22% with low traffic. 5% has moderate traffic, and no high traffic roads are recorded. Two crossings are marked as dangerous. The DS meets the **Important Criterion** regarding **traffic category**.

Surface and width

42% asphalt, 35% gravel, 13% block/slab paving, and 9% gravel/dirt.

14% perfectly rideable, 57% well rideable, 27% moderately rideable, and 0.9% badly rideable. No unrideable sections are recorded.

68% meets sufficient width; many of the pedestrian/cycle paths are narrower than 2 m.

With only 0.9% being badly rideable and 71% being as good as high quality asphalt the DS meets the **Important Criterion**.

Gradients

The cumulated elevation change on the DS does is ~110 m and does not exceed 500 m. Either is there any segments of 1 km that exceeds 60 m elevation change. The DS meets the **Additional Criterion** regarding **gradients**.

Continuity

The DS has one other continuity obstacles. Furthermore on the Fehmarnsundsbrücke you have to dismount which evaluates to 7.5% of the DS. The DS does not meet **Essential Criterion** in relation to **Continuity**.

Summary

Excluding minor sections #16023 and #15999, this stage meets the **ECS essential infrastructure criteria (signposting not considered)**, with **44%** fulfilling the additional criteria.

6.5.2 Public Transport Connections

The section is currently affected by the construction of the Fehmarnbelt link.

- Großenbrode: The train station is closed until the expected reopening in 2029. Replacement buses run to Oldenburg in Holstein and Lübeck, but bicycle capacity is very limited.
- Puttgarden: The train station is also closed until 2029. A ferry to Rødbyhavn (Denmark) is operating, with onward train connections. Replacement buses run to Oldenburg in Holstein and Lübeck, with limited bicycle spaces.

For cyclists starting from Germany, Neustadt is the most practical rail access point. From there, four daily stages lead to Oldenburg in Holstein, where trains continue to Lübeck.

6.5.3 Critical issues

Detours

No detours were recorded along the Großenbrode – Puttgarden section.

Obstacles

Dangerous crossings are marked where both accident risk and severity are significant. Unprotected crossings in villages may be unpleasant but are not classified as dangerous.

Dangerous junctions, as well as sections with bad, or moderate rideability are detailed in the tables below.

id	Coordinates	Issue	Image
17299	54.41406472 11.211914	Medium traffic volume and speed	

Minor sections

In the table below all minor sections with issues are listed. First table shows the issues that meets no criterion at all or only the essential criterion. These are marked with black and red respectively. These are followed by a second table with all minor sections with less critical issues.

id	Coordinates	Issue	Image
15509	54.42264955 11.19058369	Badly rideable cobblestones in Burgstaaken	

id	Coordinates	Issue	Image
15523	54.39637973 11.10970613	Moderately rideable	

15522	54.39354263 11.10665858	Moderately rideable	
15521	54.38798551 11.10208121	Dismount; Moderately rideable; Insufficient width	 
15520	54.40468542 11.11432189	Dismount; Moderately rideable; Insufficient width	
15518	54.4054987 11.11408206	Insufficient width	



15517	54.40433209 11.11502568	Moderately rideable	
15515	54.40346248 11.13000696	Moderately rideable	
15514	54.40482832 11.13364659	Moderately rideable	
15512	54.40962455 11.16278412	Insufficient width	
15511	54.40967855 11.16771124	Insufficient width	

15505	54.41406856 11.21187686	Insufficient width; Dangerous crossings x1	
15504	54.41347458 11.21311089	Insufficient width	
15497	54.41146507 11.25381182	Moderately rideable	
15491	54.41490928 11.30256441	Insufficient width	
15490	54.4163156 11.30442269	Insufficient width	
15489	54.42894492 11.29737765	Moderately rideable	



15486	54.4450159 11.27865839	Moderately rideable	
15485	54.44942453 11.27670479	Moderately rideable; Insufficient width	
15482	54.45760872 11.27235427	Insufficient width	
		Moderately rideable at camping road	
15479	54.48836637 11.24100154	Moderately rideable	

15477	54.49002443 11.23821172	Moderately rideable	
15475	54.49316206 11.23718852	Moderate traffic	
15474	54.49122224 11.21884579	Moderate traffic	

Signage missing

Between Rostock and Puttgarden, EuroVelo 10 is not signposted as EuroVelo. Cyclists should follow the D2 or Ostseeküstenroute, though signs are sometimes missing, leaving riders without clear guidance. Missing sign locations are listed in the table below.

id	Coordinates
17304	54.40495859 11.11599067
17301	54.41998342 11.19689064
17300	54.41407251 11.21188802
17298	54.41226634 11.21782348



7 Summary for the German Coast Mid stretch: Rostock – Puttgarden

Goal and Daily Sections

The evaluation covered 251 km of EuroVelo 10 (Ostseeküstenroute) between Rostock and Puttgarden in April–May 2025. The aim was to assess route quality, services, and promotion, and to highlight strengths and improvement needs. The itinerary is divided into five daily stages: Rostock – Wismar (70 km), Wismar – Travemünde-Priwall (55 km), Travemünde-Priwall – Neustadt in Holstein (27 km), Neustadt in Holstein – Großenbrode (67 km) and Großenbrode – Puttgarden (32 km).

Infrastructure and Cycling Experience

The route offers a largely positive cycling experience with long stretches along the Baltic Sea, alternating between lively coastal towns, quiet rural areas, and scenic forest paths.

- **Quality:** 99% of the route fulfils the ECS important criteria, of which 55% the additional criteria.
- **Traffic:** 99% is traffic-free or on (very) low-traffic roads, making it a peaceful and secure feel.
- **Infrastructure types:** More than half of the route (57%) runs on separated cycle/pedestrian paths and another 8% on pleasant agricultural roads.
- **Surfaces:** 84% is perfectly or well rideable, with a pleasant mix of asphalt, concrete, and gravel.
- **Scenery:** Attractive and varied environments, with highlights such as cliffs near Travemünde, many different coastal sections and the crossings at Fehmarn and Puttgarden. The Großenbrode–Puttgarden section stands out with 30% highly attractive landscapes.

Challenges

- EuroVelo signage along the route is missing and does not meet the ECF standards stated in the [EuroVelo Transnational Signing Manual](#). This prevents reaching the essential criteria related to signing.
- Detours: 4 registered, mainly due to legal restrictions or maintenance.
- Inaccessible route: 1 section lost to coastal erosion.
- Dismount points: 3 locations where cyclists must walk.
- Dangerous crossings: 12 points with higher traffic risk.
- Other issues: narrow passages (7 critical, 61 minor), plus several uneven or poorly rideable surfaces.

Services and promotion

Cyclists benefit from good public transport access, although rail stations in Großenbrode and Puttgarden are closed until 2029 due to the Fehmarnbelt project. Accommodation is plentiful and well distributed, with many cyclist-friendly options and campsites. Bike services such as rental, repair, and e-bike charging are widely available in towns, meeting ECS standards.

The route is well represented in websites and printed guides, ensuring good visibility for visitors.

Overall Impression

The Rostock–Puttgarden section of EuroVelo 10 is a high-quality and highly attractive cycling route. With its safe infrastructure, varied landscapes, and good services, it offers an excellent basis for cycling tourism. The remaining obstacles are limited in scope and do not overshadow the overall positive riding experience.

Part 4 – German Coast West: Padborg - Puttgarden

This regional chapter has been drafted by Jesper Pørksen, Director of Dansk Cykelturisme, project partner in this project. The reviewed version of this report was shared on 5 January 2026.

1 Overview of the sections

Dansk Cykelturisme has surveyed 7 daily sections from Padborg to Puttgarden.

Dansk Cykelturisme, fully trained by ECF, did the surveying work of the 7 sections using the proprietary “ECS Survey App”. On-field survey has been completed by office work to collect additional data.

A total of 314 km were surveyed between 15/05/2025 and 17/05/2025, in nearly perfect weather conditions:

No.	Start location	Destination	Length (km)	Direction	Survey date
1	Padborg (DK)	Kappeln	79	West-East	15/05/2025
2	Kappeln	Eckernförde	44	West-East	16/05/2025
3	Eckernförde	Kiel	47	West-East	16/05/2025
4	Kiel	Schönberger Strand	30	West-East	16/05/2025
5	Schönberger Strand	Oldenburg	43	West-East	17/05/2025
6	Oldenburg	Großenbrode	32	West-East	17/05/2025
7	Großenbrode	Puttgarden	38	West-East	17/05/2025

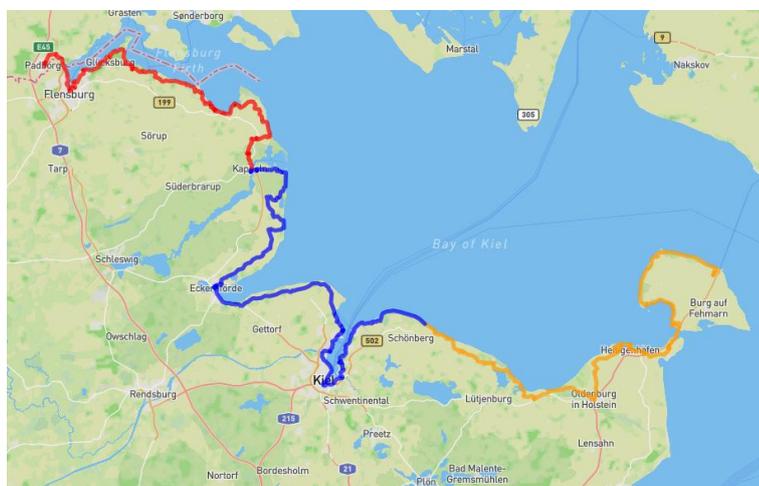


Figure 1 Map of EuroVelo 10 between Padborg and Puttgarden (the route is split into cycling days)

2 Route itinerary deviations

EuroVelo 10 – Baltic Sea Cycle Route follows German National Route D2 (Ostseeküstenroute), but there are some deviations, which are highlighted under the relevant sections below. The route is also continuously being updated, which may lead to discrepancies between signage, apps, route books, online information and downloadable GPX tracks.

Some general impressions:



North of Flensburg



West of Kappeln



Near Olpenitzdorf



Near Damp



Near Schwedeneck



Just outside Heiligenhafen



North of Großenbrode



Fehmarnbelt Bridge



On the dyke near Orth on Fehmarn



On the dyke near Bojendorf on Fehmarn



In the forest just outside of Puttgarden



The ferry in sight!

3 Infrastructure

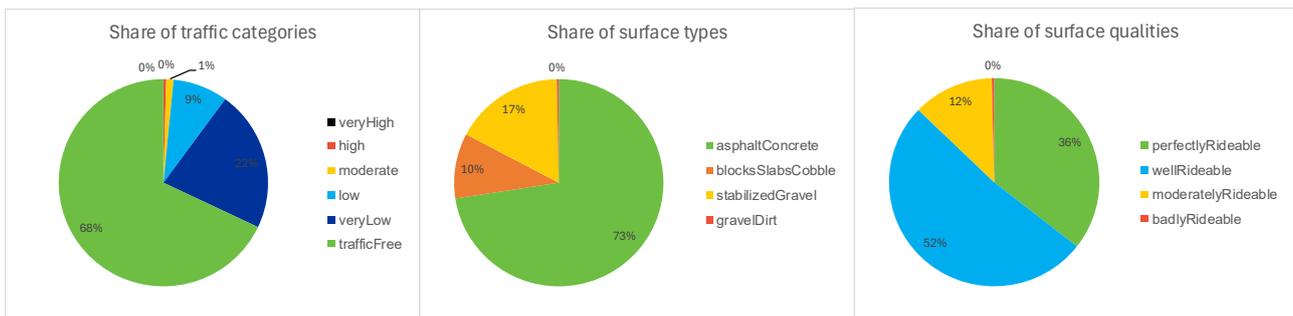
This chapter provides an overview of the infrastructure in general along the seven daily sections. Please consult chapter 6 for more detailed information per daily section.

3.1 Existing route infrastructure

The itinerary of EuroVelo 10 between Padborg (DK) and Puttgarden is for 98% traffic free or has low or very low levels of traffic. About 62% follows cycle and pedestrian paths and another 7% uses other essentially traffic-free infrastructure. Where the route uses public roads or painted cycle lanes, those are mostly on village roads or quiet residential streets.

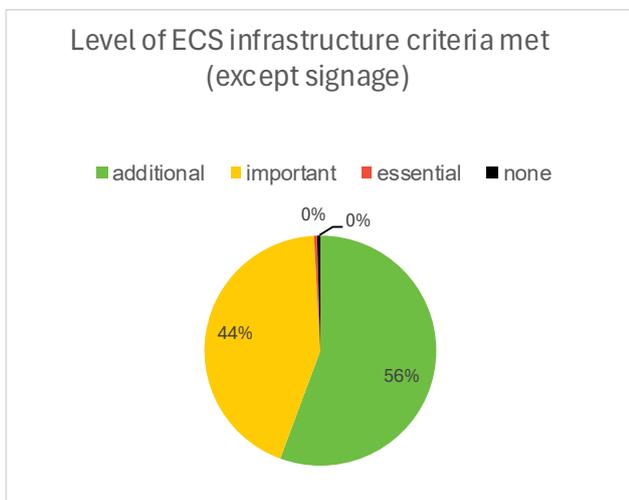
Surface quality is generally good with 87% of the route being either perfectly or well rideable. This is quite impressive as only 73% of the route is on asphalt. The paved surfaces are generally in a good condition, however on some of the cycle- and pedestrian paths where trees give shelter from wind or traffic, roots can be an issue. Another deficit with these paths, which nearly always are bidirectional, is the width.

When not paved the route is either on blocks or stabilized gravel. While the comfort is not as high as on the paved sections, it is at least moderately rideable. Only 1 km is registered as badly rideable.



During the survey several newly installed, wide, perfectly smooth asphalted bike lanes as well as bike lanes under construction were encountered. This is a clear sign of investments in cycling.

The **seven daily sections live up to the ECS infrastructure criteria regarding traffic category, surface quality, width, legal and physical obstacles recorded as points**. 56% meet the additional criteria, while the rest is meeting the important criteria.





Continuity

The route does not contain any physical disruptions that make cycling impossible. However, on a few occasions cyclists must dismount. One occasion is the crossing of the Kielerkanal (DS3) which is done on a small ferry (see picture below). Another is the crossing of the Fehmarnsundbrücke (**DS7**), where cyclists are obliged to walk. On the latter this means that cyclists must dismount for more than 1% of the daily section, hence this daily section **does not fulfil the essential criteria regarding continuity**.

All daily sections in overview:

DS1 has one dismount section, hence this daily section lives up to the important criteria.

DS2 has no obstruction, hence this daily section lives up to the additional criteria.

DS3 has no obstruction, hence this daily section lives up to the additional criteria.

DS4 has no obstruction, hence this daily section lives up to the additional criteria.

DS5 has no obstruction, hence this daily section lives up to the additional criteria.

DS6 has no obstruction, hence this daily section lives up to the additional criteria.

DS7 has one dismount section longer than 1% of the daily section and therefore does not fulfil the essential criteria.

Gradients

With around 2.000 meters of climbing over a stretch of more than 300 km, the route is essentially flat, as it follows the Baltic coast through the coastal lowlands. The other side of that medal is that coastal routes like these can occasionally be very windy. This was especially the situation on the exposed coastline West of Schönberger Strand and on the Western and Northern shore of Fehmarn.

With no cumulative elevation gain or loss on any daily sections exceeding 500 meters, nor any too steep or long slopes (+60 meters of elevations gain on any 1 km), the route gradients live up to the **additional criteria**.

Signposting

National signposting is intermittent and variable with a noticeable change in quality somewhere on DS3 between Eckernförde and Kiel. On the two first DS the national signposting is generally in a good to very good condition. After DS3 the quality deteriorates, with more missing and broken signs. Fehmarn is an exception though. Here the signposting had no issues. No EuroVelo 10 signs have been observed at all.

Signposting **does not meet the essential criteria** due to the missing EuroVelo 10 signs. The national signposting is in line with the national standards on the essential level, but not to the important criteria since there are signs missing at main junction and probably also the fact that the signage is hardly visible at night (even though it is recommended to use retroreflective foils the signposting is placed well above reach of correctly adjusted bicycle lightning).

Attractiveness

The Padborg–Puttgarden section of EuroVelo 10 is a very attractive cycling route that offers a pleasant and interesting cycling experience. The route leads through attractive landscapes, connects cultural and natural attractions and is not exposed to nuisances. The route attractiveness lives up to the **additional criteria**.

Compliance with D2

The route follows German national route D2 (Ostseeküstenroute), but not always. During the survey there were several detours due to either construction works, legal matters – no cycling allowed – or an unprecise GPX track.

Public Transport

Most DS are well connected with public transport, see 3.1.

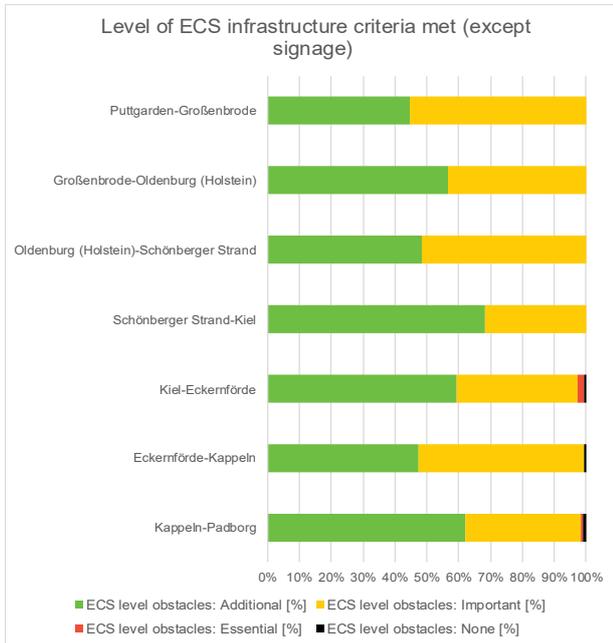


The passenger and bicycle ferry across Kielerkanal



Cyclist dismount in Heiligenhafen

3.2 Infrastructure criteria met by section



This chart shows the shares of the seven daily sections (DS) that meet or do not meet the essential, important and additional criteria of the European Certification Standard. As can be seen, there are generally very few rideability or safety issues and only on the three DS at the bottom. Note that this chart does not include signposting or legal restrictions.

3.3 Critical deficiencies

As will be shown in detail in Chapter 6, if we do not consider the absence of EuroVelo signing, only three of the seven daily sections have critical deficiencies, and limited to only a few minor sections.

The critical deficiencies are either related to a sub-standard road surface quality, resulting in bad rideability except for experienced cyclists on rugged bicycles, or high traffic volume. Another reoccurring, but not as critical issue, is insufficient width, particularly on bidirectional cycle paths.

These challenges will be further elaborated under each daily section in Chapter 6.

There are only few challenges regarding obstacles, crossings or high traffic volumes. However, especially on later DS several damaged or missing signs have been registered.

4 Services

4.1 Existing services

Public transport

The route is well served by public transport (PT). Except for Kappeln and Schönberger Strand all daily sections start or end in cities with local or regional train connections. Bus service is operating in all cities. However, as the cycle route follows the coast and the main train lines operate further in the hinterland, there are some distance to train services in between DS start and end.

All train platforms are accessible by ramps and/or elevators.

Kiel and Puttgarden have ferries to Scandinavia and the Baltics, most of which take cyclists and create connections with the Danish, Swedish and Lithuanian sections of EuroVelo 10. Connections vary however from year to year as ferry companies negotiate contracts with different ports.

In Kiel there is a free ferry across the Kielerkanal. It is also possible to circumnavigate the city of Kiel by taking one of the ferries across the Kieler Förde - <https://www.sfk-kiel.de/>

A similar option is offered across the Flensburger Förde - <https://www.xn--cykelfrgen-i6a.dk/>

In Kappeln and Schönberger Strand only bus service operate. According to bahn.de it is not possible to carry bikes on those busses. This means more than 75 km of distance between access to PT with bikes on those DS.

In Schleswig-Holstein, bikes are generally allowed on regional trains, but not always on all connections. You'll need a separate bicycle ticket, and there's no guaranteed space, especially during peak hours or on popular tourist routes. Some lines may have additional baggage cars for cyclists, and it's always a good idea to check in advance if you're traveling on a busy route.

The public transport connections meet the **essential criteria**

Start/end daily section	Train service	Bus service	Ferry service
Padborg	Yes	Yes	No
Kappeln	No	Yes	Only touristic
Eckernförde	Yes	Yes	Only touristic
Kiel	Yes	Yes	Yes (several destinations)
Schönberger Strand	No ⁶	Yes	No
Oldenburg in Holstein	Yes	Yes	No
Großenbrode	Yes	Yes	No
Puttgarden	Yes	Yes	Yes (Rødby, DK)

⁶ According to Wikipedia a train service to Kiel should operate from end of 2025:
https://de.wikipedia.org/wiki/Bahnstrecke_Kiel_S%C3%BCd%E2%80%93Sch%C3%B6nberger_Strand

Accommodation

The Western German Baltic Coast does not seem to have the same density in accommodation offers as the Eastern part, but finding a place to stay is still easy.

The cities/towns: Flensburg, Glücksburg, Kappeln, Eckernförde, Kiel, Heiligenhafen all offer an abundance of accommodation options. In between there are sufficient rural and coastal campsites and smaller B&B.

Nearly all daily sections start or end in cities with many different options.

Start/end daily section	Camping	Hotel	Hotel cyclist friendly*
Padborg	Yes (Kruså)	Standard/luxury (Flensburg)	Yes (Flensburg)
Kappeln	Yes (Oplenitz)	Standard/luxury	Yes
Eckernförde	Yes (Hemmelmark)	Standard/luxury	Yes
Kiel	Yes (Laboe)	Standard/luxury	Yes
Schönberger Strand	Yes	Standard/luxury	Yes (5 km away)
Oldenburg in Holstein	Yes (Weissenhäuser Strand)	Luxury (Weissenhäuser Strand)	No
Großenbrode	Yes	Standard/luxury	No
Puttgarden	Yes	Standard	No

*www.bettundbike.de

With exception of DS Oldenburg-Großenbrode that is missing a certified cyclist friendly accommodation, all the other daily sections have at least one hotel cyclist friendly. All daily sections fulfil the **additional criteria**, **except the DS** Oldenburg-Großenbrode meeting the important criterion.

Food, drink and rest areas

In all cities there are restaurants and supermarkets. In the bigger cities, Flensburg, Kappeln, Eckernförde, Kiel, there are several options for eating out or go shopping. In the more developed tourism destinations – Damp, Hohwacht, Heiligenhafen, Fehmarn - there are many cafés, restaurants, beach bars or other informal watering holes direct along the route. In the rural areas eating options are limited to the central towns.

The same applies to rest areas, public toilets and drinking water. They are quite rare outside the towns.

Most daily sections, though not all, fulfil the **additional criteria**.

Bike services

Bike repair services are available in the major towns: Flensburg, Kappeln, Eckernförde and Kiel, as well in the tourist areas in Olpenitz, Damp, Hohwacht and Heiligenhafen. No public e-bike charging stations have been seen. Charging of e-bikes will however be possible at most accommodations or even in cafes or restaurants as long as cyclists bring their own chargers.

The developed touristic areas offer numerous bike-rental options.

In the area between Kiel and Schönberger Strand a bike sharing scheme “SprottenFlotte” exists.

Bike services fulfil the **important criteria**.

Bookable offers

There are many bookable offers, particularly by German and Dutch operators, which cover the German sections of EuroVelo 10:



- Mecklenburger Radtour: <https://www.mecklenburger-radtour.de/ostsee-radreisen#c11117>
- Augustus Tours: <https://www.augustustours.de/de/radreisen/ostseekuestenradweg.html>
- .
- Radweg Reisen: <https://www.radweg-reisen.com/ostseekuesten-radweg>
- Wikinger Reisen: <https://www.wikinger-reisen.de/radreisen/deutschland/mecklenburg-vorpommern/7672R.php>
- Die Landpartie: <https://www.dielandpartie.de/regionen/ostseekuestenradweg/>
- Cycletours: <https://cycletours.nl/fietsvakanties/landen/duitsland/oostzee/>
- SNP naturreizen: <https://www.snp.nl/reis/duitsland/ostseeradweg-rugen-en-usedom>

The bookable offers fulfil the **important criteria**.

4.2 Critical deficiencies

More public toilets, water points and rest areas will need to be provided for all sections.

5 Marketing / Promotion

5.1 Existing promotional tools

Web communication

EuroVelo 10 and the German national Ostseeküstenroute are promoted through a fair number of websites:

<https://de.eurovelo.com>

<https://www.auf-nach-mv.de/radwandern/fernradwege/a-ostseekuesten-radfernweg>

<https://www.ostsee-schleswig-holstein.de/entdecken/radfahren/ostseekuestenradweg/>

Web communication fulfils the **important criteria** (except for timetables).

Print communication

There's a selection of printed guides and maps available, inter alia:

The route is covered by BikeLine guidebook: Ostseeküsten-Radweg, 2023.

The route is described in the guidebook: Kompass RadVergnügen Ostseeküste, 2022.

Map: Kompass Fahrradführer Ostseeküsten, 2018, and the maps from AFDC.

Print communication fulfils the **essential criteria**.

Information along the route

There is hardly any information panels along the route.

Information along the route does **not** fulfil the **important criterion**.

5.2 Critical deficiencies



There is no information panels provided along the route.

6 Description of the route conditions by section

6.1 Daily section 1: from Padborg (DK) to Kappeln (D)

The first daily section (DS) runs between the Danish border town Kruså and Kappeln at the Schlei River mouth. With a length of 79 km it is quite long for a daily section, especially since cycling through Flensburg can take some time with many road crossings – more on that later.

On several occasions the route is laid directly on the coast with unspoiled views on the Baltic Sea.

From Flensburg and Langballigau a small ferry with bicycle carriage connects with the Danish EuroVelo 10.

Around half of the stretch is traffic free, the other half has very low or low amounts of traffic with only a few very short exceptions. The surface is mainly asphalt and the ride comfort is generally good.

6.1.1 Route infrastructure

99% of the DS meet the ECS criteria (signposting is not considered). 62% the additional criteria, 36% meet the important criteria and 0,6% meet the essential criteria.

1% does not meet the ECS criteria due to bad surface quality.

80% of the infra is on asphalt and the rest on (stabilised) gravel. The gravel generally offers a good riding experience except for two minor sections.

In terms of safety only 0,6% has high traffic, however two other traffic safety concerns (dangerous crossings) have been registered.

Around 70% has sufficient width. This is quite good in comparison with the other DS.

6.1.2 Public transport connections

The DS is not well served by public transport connections as Flensburg is the only train station. In Kappeln only busses operate, but according to bahn.de. they do not offer carriage of bicycles.

6.1.3 Critical issues

There were a couple of short detours where the actual route diverged from the GPX, one at the harbour front of Flensburg, the other just after the crossing of Lippingau. At the latter cycling on the beach is not possible.

Two other questionable detours have been registered. The first is through the Blasberg Park in NE Flensburg. The park is nice, but it seems strange to leave Mürwiker Strasse just to return a few hundred meters down the road, while adding a good portion of elevation in the meanwhile. It also means crossing Mürwiker Strasse two times more than necessary for cyclists coming from South.

The second is in the town Kieholm, where cyclists coming from either West or East are guided North to cross B199 instead for just going straight over the intersection. The reason behind is probably safety: to avoid cyclists cross B199 in the intersection where the road is at its widest. But it did not feel safe to cross the road further North. The speed limit is 80 km/h and the traffic is dense.



Quite a few MSs only have insufficient width. This is mainly due to bidirectional cycle paths which are under 1,9 m in effective width. In Flensburg it was generally an issue (at least for a foreigner) to figure out on which side of the road you were supposed to cycle. Often there were cycle paths on both sides of the road and – looking at the locals – both seemed to be bidirectional.

Detours:

MS	log_position_lat	log_position_lon	Issue
16372	54.791040	9.438091	Detour from GPX in Flensburg
16420	54.758258	9.835343	Detour to avoid beach, which is not cycleable

Obstacles:

MS	log_position_lat	log_position_lon	Issue	Picture
16367	54,81261163	9,42842644	Wide enough but annoying	

16378	54,80371132	9,45143804	Unmarked stone, dangerous when dark	
16444	54,71145966	9,94895747	Dangerous crossings, strange little detour	
16450	54,6718586	9,93336547	Crossing with fast traffic	

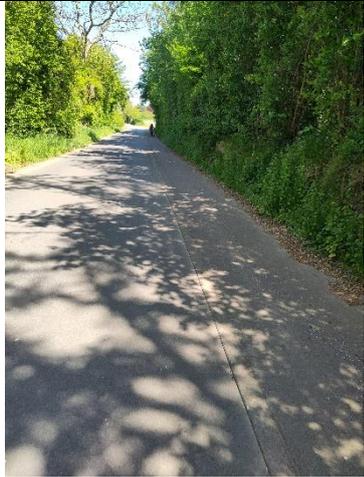
In the table below the minor sections with insufficient width and/or bad or moderate rideability are listed. Those marked with red live up to only the essential criteria. Those marked with black does not live up to the ECS at all.

MS	log_position_lat	log_position_lon	Issue
16360	54,83734632	9,41493583	Moderately rideable
16369	54,80035729	9,42637044	Insufficient width
16373	54,79313418	9,43846202	Insufficient width
16374	54,79300788	9,4436272	Insufficient width
16375	54,79338723	9,4487166	Insufficient width
16376	54,79566989	9,45008183	Insufficient width,



			Trees and streetlights narrow it down
16380	54,81444842	9,4670288	Moderately rideable; Insufficient width, cycle paths on both side of the road, but cyclists cycle in both directions on both sides
16381	54,81659835	9,47340327	High traffic
16385	54,82187995	9,49634703	Insufficient width
16391	54,85396781	9,57105161	Insufficient width
16393	54,85302653	9,58321435	Insufficient width
16394	54,85096363	9,58571958	Insufficient width
16402	54,81624362	9,67208113	Insufficient width
16403	54,81369525	9,67085733	Insufficient width
16405	54,80462624	9,7268546	Insufficient width
16411	54,78578146	9,79426521	Insufficient width
16412	54,78695344	9,79818863	Moderately rideable; Insufficient width
16414	54,77995432	9,80096247	Moderately rideable
16415	54,77572095	9,80015269	Moderately rideable
16418	54,76958988	9,82080938	Dismount; Moderately rideable; Insufficient width, it is not clear for how long to dismount.
16419	54,75951664	9,83288883	Moderately rideable; Insufficient width
16422	54,75204406	9,86205617	Insufficient width, at the beginning a short dismount section
16426	54,76797553	9,88905186	Badly rideable, bumpy and narrow
16427	54,7631181	9,90281621	Moderately rideable
16428	54,77141768	9,94094529	Insufficient width, maybe it is allowed to cycle on the road?
16431	54,75356774	9,95938085	Moderately rideable
16432	54,75171141	9,95841508	Moderately rideable; Insufficient width
16435	54,73103388	9,98146283	Moderately rideable; Insufficient width
16437	54,72405129	9,98475178	Moderately rideable
16438	54,7201056	9,9871584	Moderately rideable, due to construction site
16440	54,71611333	9,9762993	Insufficient width
16441	54,71076856	9,95342299	Moderate traffic
16442	54,71135366	9,95081477	Moderately rideable; Insufficient width
16449	54,6718588	9,93336417	Insufficient width, heavy traffic



16391		16422	
16426		16428	
16435		16437	

In the table below all minor sections with signposting issues are listed:

MS	log_position_lat	log_position_lon	Issue	Picture
16389	54,84109188	9,53455841	The lower arrow needs to be turned	
16389	54,8418832	9,54530054	Hard to see when coming from Flensburg	
16420	54,75965028	9,83293062	Sign points in wrong direction	

6.2 Daily section 2: from Kappeln to Eckernförde

This DS is 44 km long and connects Kappeln and Eckernförde, two cities with a wide offer of services. However, only Eckernförde has a train station.

The route in between is flat and rural. It passes through a few beach resorts like Olpenitzdorf, Schönhagen and Damp providing good options for having a rest and resupply. Olpenitzdorf did not make the best impression though. It is quite monotonous with plenty of houses looking very similar.

Most of the route is close to the sea, but it runs in the hinterland without sea view.

The destination of the route in Eckernförde could be adjusted a bit so that it ends in the lively harbour area instead of at a parking lot in the Eastern part of the city. At time of the survey, it was not possible to follow the route around the Förde due to construction works. Therefore, a small detour was registered.



6.2.1 Route infrastructure

99% of the DS meet the ECS criteria (signposting is not considered). 52% the important criteria and 47% meet the additional criteria. 73% follows dedicated cycle and pedestrian paths. The entire stretch is either traffic free or has very low or low traffic.

85% of the infra is on asphalt and 10% on blocks. 3% is on (stabilised) gravel and 1% on gravel/dirt. 90% is either perfectly or well rideable. 9% is moderately and 1% is badly rideable.

Like on the previous DS insufficient width is an issue, with only 50% living up to the criteria. No obstacles have been encountered.

6.2.2 Public transport connections

Only Eckernförde has good railway connections, both regional and IC.

6.2.3 Critical issues

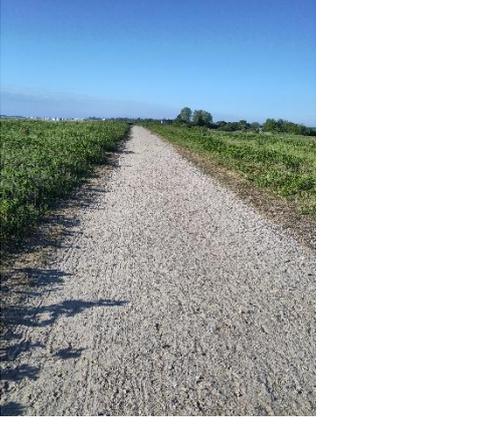
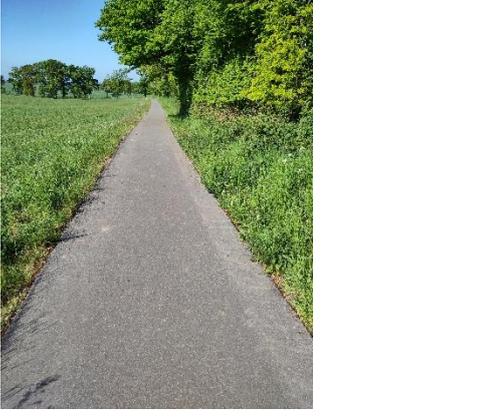
Detours:

MS	log_position_lat	log_position_lon	Issue
16467	54,634653	10,028954	Small route deviation over parking lot
16497	54,4730896	9,83363392	Detour due to construction works

In the table below all minor sections with insufficient width and/or bad or moderate rideability. Those marked with red live up to only the essential criteria. Those marked with black does not live up to the ECS at all.

MS	log_position_lat	log_position_lon	Issue
16457	54,66234085	9,95061622	Insufficient width
16465	54,65167663	10,03069816	Moderately rideable; Insufficient width, a bit sandy
16469	54,62677843	10,01724308	Insufficient width
16470	54,61669967	10,00591287	Insufficient width, Betonplatten
16472	54,61867739	9,9778328	Moderately rideable
16474	54,61189635	9,98096187	Insufficient width
16477	54,5860532	9,99777426	Insufficient width, Parts of MS nicely separated by green fence
16480	54,58133296	10,02063259	Insufficient width
16483	54,56601491	9,99215784	Insufficient width
16484	54,56613594	9,98280862	Insufficient width
16485	54,55468222	9,98950948	Insufficient width
16486	54,54993678	9,99274697	Insufficient width
16487	54,53797293	9,98903122	Insufficient width
16488	54,51524413	9,93635834	Insufficient width
16489	54,51305362	9,93389348	Badly rideable, roots and partly cobbles
16490	54,50172109	9,90367562	Insufficient width, MS nicely separated by green fence
16492	54,48080007	9,8516026	Moderately rideable; Insufficient width
16495	54,47733065	9,84436036	Moderately rideable; Insufficient width
16496	54,47429411	9,83316907	Moderately rideable; Insufficient width
16498	54,47411594	9,83895724	Moderately rideable

16457			15458	
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16460		16465	
16470		16488	

In the table below all minor sections with signposting issues are listed:

MS	log_position_lat	log_position_lon	Issue	Picture
16469	54,62672688	10,02015345	Ostseeküstenradweg splits	
16475	54,60371855	9,98302531	Easy to overlook coming from west	



16481	54,58101617	10,02520732	Missing		
16482	54,56877623	10,02577327	Missing		
16498	54,47445161	9,83633972	Missing		

6.3 Daily section 3: from Eckernförde to Kiel

This DS is 47 km. It connects Eckernförde with the capital city of Schleswig-Holstein, Kiel. That you are entering a bigger city is noticeable on at least the last 5 km of the DS with even more people and increasing levels of traffic. Kiel has everything to offer in terms of service. But a high amount of traffic is also an issue exiting Eckernförde, before you enter the forest in Kiekut.

The rest of the route is quite rural without any touristic beach resorts. A noticeable part of the route is however monotonous. This is especially the case for Aschauer Landstrasse/Bäderstrasse, a stretch of 9 km without much variation.

The route is flat and has good rideability.

6.3.1 Route infrastructure

97% of the DS meets the ECS criteria (signposting is not considered). The rest is sub-standard. 59% meets the additional criteria and the rest the important criteria.

The surface is 86% asphalt, 11% blocks and 3% gravel. 94% is either perfectly or well rideable. Only 6% is moderately rideable.

73% is traffic free, 25% has very low or low traffic. 2% has high traffic.

There are width issues on 33% of the DS. One gate narrower than 1,3 m has been registered.

6.3.2 Public transport connections

Both Eckernförde and Kiel have train connection, regional and intercity. A small passenger and bicycle ferry crosses the Kieler Channel free of charge.

6.3.3 Critical issues

Obstacles:

MS	log_position_lat	log_position_lon	Issue	Picture
16508	54,44306155	9,91121115	Under 1,30 m wide	

In the table below all minor sections with issues are listed. Those marked with red live up to only the essential criteria. Those marked with black does not live up to the ECS at all.

MS	log_position_lat	log_position_lon	Issue
16500	54,47005915	9,83925562	Insufficient width, construction on road

16505	54,44740592	9,87274009	Insufficient width, heavy traffic
16506	54,44605635	9,88133665	Moderately rideable
16508	54,44306155	9,91121115	Chicanes or poles below 1,30 m and heavy traffic
16514	54,47202019	10,0841286	Insufficient width
16515	54,47961604	10,11566038	Insufficient width
16516	54,47839935	10,12248494	Insufficient width
16517	54,42994519	10,16500346	Insufficient width
16518	54,430029	10,16642732	Insufficient width
16522	54,41071007	10,18455002	Moderately rideable
16527	54,39413124	10,17437238	High traffic
16530	54,38517119	10,15874646	High traffic
16531	54,3717658	10,15466237	Insufficient width
16534	54,36873439	10,13414524	Moderately rideable
16537	54,35564181	10,13500922	Insufficient width

16508		16515	
16517		16522	

16527			16534		
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In the table below all minor sections with signposting issues are listed:

MS	log_position_lat	log_position_lon	Issue	Picture
16501	54,46850132	9,83824832	Hard to see	
16518	54,43003036	10,16642384	Missing	
16521	54,41719903	10,17405137	Small deviation to track, track goes left	

16527	54,39413274	10,17437007	Missing (not just covered by vehicle)	
16530	54,38517131	10,15874807	Missing	
16536	54,36048424	10,13095268	Missing	

6.4 Daily section 4: from Kiel to Schönberger Strand

This is a short DS of only 30 km. At the beginning the route goes along the Kieler Förde, later it enters the more exposed Baltic coast. The first part of the route is well planned. It benefits from good cycling infrastructure in the urban area, before it continues along the Förde coast with a mix of smaller villages and forests. After Marina Wendtorf it gets more monotonous. And if it is windy cyclists have no shelter from the wind. The route is flat.

Schönberger Strand does have a camp site, a supermarket and various eating options, but the next cycle-friendly accommodation is around 5 km away.

No signposting issues have been observed on this DS.

6.4.1 Route infrastructure

100% of the DS meet the ECS criteria. 68% meet the additional criteria and 32% the important criteria.

The surface is 73% asphalt, 25% blocks/cobbles and only 2% gravel. Only 29% is perfectly rideable, 61%, well rideable and 9% is moderately rideable. No MS is below moderately rideable.

A whole 74% follows traffic free cycle and pedestrian paths, the rest is only public roads with either low or very low traffic volume.

Three detours had to be made. One of them due to construction works, the others due to legal issues: cycling not allowed.

6.4.2 Public transport connections

A train service between Kiel and Schönberger Strand has been in planning for long. It is expected that it will operate from end of 2025.

6.4.3 Critical issues

Detours:

MS	log_position_lat	log_position_lon	Issue
16553	54,35716911	10,18010782	Detour due to construction works
16566	54,41748941	10,27811105	Detour due to legal issue
16569	54,41454094	10,4135531	Very long stretch without variation. Detour because no cycling allowed on dyke

In the table below all minor sections with rideability and/or insufficient width or other issues are listed. Those marked with red live up to only the essential criteria. Those marked with black does not live up to the ECS at all.

MS	log_position_lat	log_position_lon	Issue
16543	54,31558852	10,15417562	Insufficient width
16544	54,3215731	10,16686235	Insufficient width
16545	54,32542171	10,1814334	Insufficient width
16547	54,32834397	10,187115	Moderately rideable
16551	54,34827623	10,18762787	Insufficient width

16556	54,364934	10,19534447	Moderately rideable
16562	54,40358167	10,21977672	Moderately rideable
16564	54,41494914	10,23939462	Moderately rideable
16565	54,41479042	10,26903602	Insufficient width
16567	54,4193036	10,29254137	Moderately rideable

16547		16564	
16565		16567	
16569		16569	



6.5 Daily section 5: from Schönberger Strand to Oldenburg (Holstein)

This DS is 43 km long and connects Schönberger Strand with Oldenburg in Holstein. The route has a good mix of cycling directly on the coast and more in the hinterland. On the route you pass by some attractive nature areas as well as some popular beach resorts like Hohwacht and Weißenhäuser Strand.

Insufficient width is an issue on nearly half of the DS. More than a ¼ of the route only has moderately rideability. Quite a few signposting issues and some obstacles were also registered.

The DS has more elevation than the previous DS, but it is still mainly flat.

6.5.1 Route infrastructure

100% of the DS meet the ECS criteria. 48% meet the additional criteria and 52% the important criteria.

The surface is 78% asphalt, 3% blocks/cobbles and 19% gravel. Only 31% is perfectly rideable, 42%, well rideable and none less than 27% is only moderately rideable. No MS is below moderately rideable, though.

A whole 70% follows traffic free cycle and pedestrian paths, 9% is on roads with limited access, the rest is on public roads with either low or very low traffic volume. One MS has moderate traffic.

6.5.2 Public transport connections

Only Oldenburg on this DS has a train station. From Hohwacht there is around 6,5 km to the train station in Lütjenburg.

6.5.3 Critical issues

Detours:

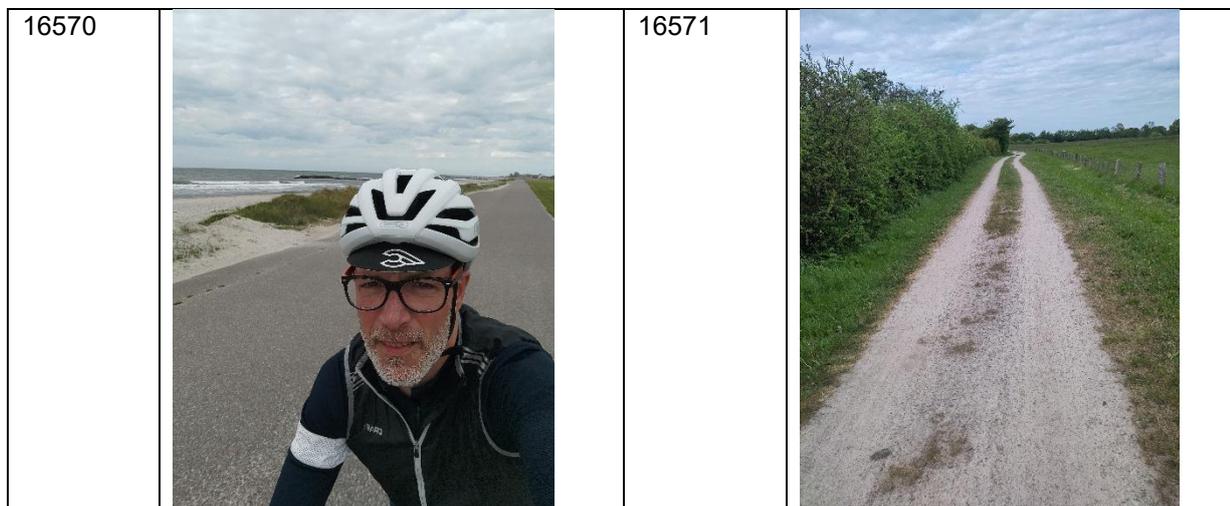
MS	log_position_lat	log_position_lon	Issue
16570	54,40270059	10,44371441	Very long stretch without variation. Detour because no cycling allowed on dyke

Obstacles:

MS	log_position_lat	log_position_lon	Issue	Picture
16592	54,31203755	10,6787559	95cm	
16592	54,31037869	10,67945667	Dismount on bridge	
16597	54,29225869	10,71532829	Crossing with fast driving traffic, uphill and bad overview	
16602	54,30772477	10,78478454	Dismount for a short stretch	

In the table below all minor sections with bad or moderate rideability and/or insufficient width are listed. Those marked with red live up to only the essential criteria. Those marked with black does not live up to the ECS at all.

MS	log_position_lat	log_position_lon	Issue
16571	54,39920692	10,44134519	Moderately rideable; Insufficient width
16572	54,39857332	10,44343516	Moderately rideable; Insufficient width
16573	54,39761117	10,45889223	Moderately rideable; Insufficient and changing width
16574	54,3888892	10,48546694	Moderately rideable; Insufficient and changing width
16576	54,3816725	10,49309174	Moderately rideable; Insufficient width, roots
16577	54,37436385	10,49557665	Moderately rideable; Insufficient width, roots
16580	54,36400146	10,53377605	Moderately rideable; Insufficient and changing width
16582	54,35022705	10,57689969	Moderate traffic
16584	54,35096323	10,59510881	Insufficient width
16585	54,35035641	10,60488101	Moderately rideable; Insufficient width
16586	54,34425528	10,60461531	Moderately rideable; Insufficient width
16587	54,33679438	10,64509999	Insufficient width
16590	54,32097956	10,66197803	Moderate traffic
16591	54,31798672	10,67550924	Insufficient width
16592	54,30819131	10,68614351	Moderately rideable; Insufficient width; Chicanes or poles x1; Dismount point x1
16593	54,30668638	10,68925029	Moderately rideable
16594	54,30008531	10,68742426	Insufficient width
16597	54,29911584	10,73800294	Insufficient width; Dangerous crossings x1
16598	54,29911587	10,73800303	Insufficient width; Invalid geometry
16599	54,3006401	10,74982184	Insufficient width
16602	54,30709704	10,79249759	Dismount point x1
16603	54,31109162	10,80807817	Moderately rideable; Insufficient width
16607	54,30263574	10,85100297	Insufficient width





16572		16573	
16574		16584	
16592			

In the table below all minor sections with signposting issues are listed:

MS	log_position_lat	log_position_lon	Issue	Picture
16571	54,3992414	10,44129194	Missing	
16571	54,3992093	10,44134642	Not readable	
16574	54,39761386	10,4588979	Missing	
16580	54,37105495	10,5143644	No reference to ostseeküstenradweg in general	



16585	54,35035604	10,60487959	Not readable	
16594	54,30669442	10,68925079	Not readable	
16660	54,30463978	10,75543041	Route continuous straight ahead	

6.6 Daily section 6: from Oldenburg (Holstein) to Großenbrode

This DS is 32 km long and should connect Oldenburg in Holstein with Großenbrode, but the DS ends on the Fehmarnsund Bridge, where there is absolutely no service. It would make more sense to stop the DS in Großenbrode, which seems to have a lot to offer. It could even be an idea to prolong the previous DS, so that it continues through Oldenburg to Großenbrode, but it will add 27 km to the 43 km it already has.

The route offers a pleasant and quiet ride on smaller rural roads with nearly no traffic, except for Heiligenhafen with its concentrated touristic offer.

The DS has a bit of elevation, but it is still moderate and easy to manage for most cyclists.

A few obstacles and signposting issues have been observed.

6.5.1 Route infrastructure

100% of the DS meet the ECS criteria. 57% meet the additional criteria and 43% the important criteria.

The surface is 75% asphalt, 14% blocks/cobbles, 9% gravel and 2% dirt. Only 24% is perfectly rideable, 58% well rideable and 18% is only moderately rideable. No MS is below moderately rideable.

Around 50% follows traffic free cycle and pedestrian paths or roads with limited access. The rest is on public roads with either low or very low traffic volume.

6.5.2 Public transport connections

Both Oldenburg and Großenbrode have a train station, however there is no public transport connections where the DS actually ends.

6.5.3 Critical issues

Detours:

MS	log_position_lat	log_position_lon	Issue
16627	54,38153125	10,97202605	Cycling on track is not allowed. Alas the detour.
16635	54,36581046	11,01882413	Detour due to construction works
16643	54,3965051	11,10897724	If you want to cross the bridge you must enter the bridge before it elevates – see picture below



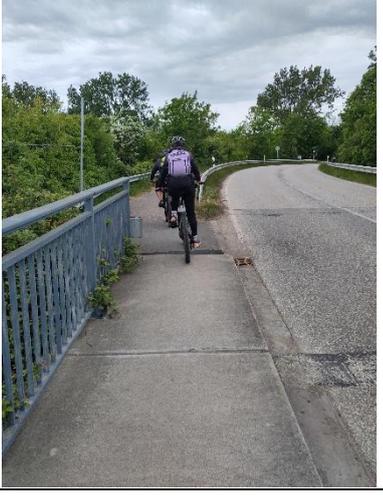
Obstacles:

MS	log_position_lat	log_position_lon	Issue	Picture
16626	54,38102682	10,952436	Cyclists dismount	
16641	54,37835528	11,08643159	Hard to overview traffic	

In the table below all minor sections with bad or moderate rideability and/or insufficient width are listed. Those marked with red live up to only the essential criteria. Those marked with black does not live up to the ECS at all.

MS	log_position_lat	log_position_lon	Issue
16610	54,29624128	10,88461358	Moderately rideable
16611	54,29909692	10,88634255	Moderately rideable; Insufficient width
16612	54,30287564	10,88714021	Insufficient width
16613	54,31453996	10,8873181	Insufficient width
16614	54,31745891	10,88805257	Insufficient width
16616	54,32198362	10,88729494	Insufficient width
16623	54,37562424	10,95272836	Moderately rideable; Insufficient width
16624	54,37655887	10,95600481	Moderately rideable
16626	54,38243912	10,95400389	Moderately rideable
16630	54,37159128	10,98851455	Moderately rideable
16635	54,36581046	11,01882413	Moderately rideable
16636	54,36159236	11,03396514	Insufficient width
16637	54,3619128	11,04090948	Insufficient width
16638	54,36596356	11,07889479	Insufficient width
16639	54,36959379	11,08448066	Insufficient width
16641	54,38019196	11,08860119	Insufficient width

16642	54,3879904	11,10198689	Moderately rideable
16643	54,3965051	11,10897724	Moderately rideable; Insufficient width

16623		16624	
16630		16641	
16643			



In the table below all minor sections with signposting issues are listed:

MS	log_position_lat	log_position_lon	Issue	Picture
16639	54,36957638	11,08434874	Missing	



6.7 Daily section 7: from Großenbrode to Puttgarden

This DS is 38 km long and connects Großenbrode (or the Fehmarnsund Bridge) with Puttgarden. It sets off with a 1 km long dismount section: you must walk on the bridge!

After this obstruction to the ride the island of Fehmarn offers a very nice ride all the way to the ferry town of Puttgarden. Especially on the South-Western part of the island cyclists pass through several cozy villages with plenty options for having a rest and/or something to eat or drink.

Cycling is often done on the dyke. The width was not seen as a challenge, but it is still registered as insufficient in the table below. Some narrow gates, however, can be a challenge for loaded touring bikes or bikes with trailers.

On the North-Western part it gets more rural and cyclists are more exposed to the wind, which can be quite strong.

Insufficient width is an issue on half of the DS. Although 2/3 of the DS is on gravel, the surface is generally in a very good condition offering good rideability. 85% is traffic free.

There were no signposting issues or detours.

The DS is very flat.

6.5.1 Route infrastructure

100% of the DS meet the ECS criteria. 45% meet the additional criteria and 55% the important criteria.

The surface is 65% stabilized gravel, 33% asphalt and 2% blocks. Only 27% is perfectly rideable, 66% are well rideable and only 7% is only moderately rideable. No MS is below moderately rideable.

As mentioned, 85% of the DS is traffic free. 12% has low or very low traffic and only 2% moderate traffic.

6.5.2 Public transport connections

Both Großenbrode and Puttgarden have train stations. In between only busses operate.

6.5.3 Critical issues

Obstacles:

MS	log_position_lat	log_position_lon	Issue	Picture
16654	54,44868195	11,08547761	Narrow gate, around 1 m	
16654	54,45004168	11,05295237	Narrow gate, around 1 m	
16655	54,44805921	11,04858135	Narrow gate, around 1 m	

16666	54,52954044	11,09062857	Narrow gate, around 1 m	

In the table below all minor sections with bad or moderate rideability and/or insufficient width are listed. Those marked with red live up to only the essential criteria. Those marked with black does not live up to the ECS at all.

MS	log_position_lat	log_position_lon	Issue
16644	54,40482801	11,11438412	Dismount; Moderately rideable; Insufficient width
16645	54,40820219	11,11615685	Moderately rideable; Insufficient width
16646	54,41504319	11,11610694	Moderate traffic
16650	54,43859358	11,09841101	Insufficient width
16654	54,44877246	11,05196992	Insufficient width; Chicanes or poles x2
16655	54,44624469	11,02990059	Insufficient width; Chicanes or poles x1
16656	54,4436696	11,02142138	Insufficient width
16659	54,47369628	11,00955226	Moderately rideable
16666	54,51220279	11,18472793	Insufficient width; Chicanes or poles x1
16667	54,508918	11,19539804	Moderately rideable
16670	54,49274929	11,21027784	Moderately rideable; Insufficient width

16644		16650	
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16654	 A gravel path runs through a rural landscape with a white house and trees on the left and a field on the right.	16656	 A wide gravel path stretches along a body of water under a blue sky with clouds.
16667	 A gravel path is shown in an open field with a fence and trees in the background.	16670	 A multi-story hotel building with a sign on top, viewed from a street with a person in the foreground.



7 Summary for the German Coast – Western stretch: Padborg – Puttgarden

Goal and Daily Stages

The evaluation covered 314 km of EuroVelo 10 (Ostseeküstenroute) between Padborg (DK) and Puttgarden in May 2025. The aim was to assess route quality, services, and promotion, and to highlight strengths and improvement needs. The itinerary is divided into seven daily stages: Padborg – Kappeln (79 km), Kappeln – Eckernförde (44 km), Eckernförde – Kiel (47 km), Kiel – Schönberger Strand (30 km), Schönberger Strand – Oldenburg (43 km), Oldenburg – Großenbrode (32 km) and Großenbrode – Puttgarden (38 km).

Infrastructure and Cycling Experience

The route offers a largely positive cycling experience with long stretches along the Baltic Sea, alternating between lively coastal towns, quiet rural areas, and scenic forest paths.

- **Traffic:** 98% is traffic-free or on (very) low-traffic roads, making it a peaceful and secure feel.
- **Infrastructure types:** More than half of the route (62%) runs on separated cycle/pedestrian paths and another 7% on essentially traffic free roads.
- **Surfaces:** 87% is perfectly or well rideable, with a pleasant mix of asphalt, concrete, and gravel.
- **Scenery:** Attractive and varied environments with many scenic coastal sections and improving urban cycling in cities like Flensburg and Kiel.

Challenges

- EuroVelo signage along the route is missing and does not meet the ECF standards stated in the [EuroVelo Transnational Signing Manual](#). This prevents reaching the essential criteria related to signing.
- Detours: 11 registered, mainly due to legal restrictions or maintenance. A few due to an incorrect/unprecise track
- A few sections not living up to the ECS criteria due to bad rideability
- A few sections living up to only the essential criteria due to high traffic
- Dismount points: 2 locations where cyclists must walk – one of them is the Fehmarn bridge.
- Dangerous crossings: 4 crossings with higher traffic.
- Other issues: insufficient width on many bidirectional cycle paths plus several uneven or poorly rideable surfaces.

Services and promotion

Cyclists benefit from good public transport access, although rail stations in Großenbrode and Puttgarden are closed until 2029 due to the Fehmarnbelt project. Accommodation is plentiful and well distributed, with many cyclist-friendly options and campsites. Bike services such as rental, repair, and e-bike charging are widely available in towns, meeting ECS essential and important criteria.

The route is well represented in websites and printed guides, ensuring good visibility for visitors.

Overall Impression

The Padborg–Puttgarden section of EuroVelo 10 is a high-quality and highly attractive cycling route. With its safe infrastructure, varied landscapes, and good services, it offers an excellent basis for cycling tourism. The remaining obstacles are limited in scope and do not overshadow the overall positive riding experience.

7. Denmark

This regional chapter has been drafted by Jesper Pørksen, Director of Dansk Cykelturisme, project partner in this project. This report was shared on 10 April 2025.

1 General considerations

The evaluation covers EuroVelo 10 – Baltic Sea Cycle Route on the islands of Lolland-Falster in Denmark.

The route survey on which the route evaluation report is based has been carried out by Dansk Cykelturisme, the National EuroVelo Coordination Centre for Denmark.

Dansk Cykelturisme has surveyed 5 daily sections from Nakskov (Tårs) to Vordingborg.

In the field survey only signposting with reference to EuroVelo or missing/damaged/wrong signposting has been registered. EuroVelo 10 follows National Route no. 8 and 9 on Lolland-Falster. As the route was surveyed in winter, when the ferry connection between Stubbekøbing and Bogø does not operate, an off-season itinerary which goes via the bridge over Storstrømmen was included. In the overview underneath this is included as section 5.

2 Overview of the sections

A total of 185 km has been surveyed between dates 13/11/2024 and 18/12/2024:

No.	Start location	Destination	Length (in km)	Surveying period
1	Nakskov (Tårs)	Rødbyhavn	65	13/11/2024
2	Rødbyhavn	Maribo	23	14/11/2024
3	Maribo	Nykøbing	32	14/11/2024
4	Nykøbing F.	Stubbekøbing	38	18/12/2024
5	Stubbekøbing	Vordingborg	27	18/12/2024

The final destination of the last section is not Vordingborg but Kalvehave, where the cyclists are back on the official EuroVelo 10, but due to practical reasons (connectivity to public transport) the survey was stopped earlier.



Near Nakskov



On the disused railway track near Maribo



On the Northeastern coast of Falster

On the dyke of Lolland



On the East coast of Falster



On the old Storstrømsbridge

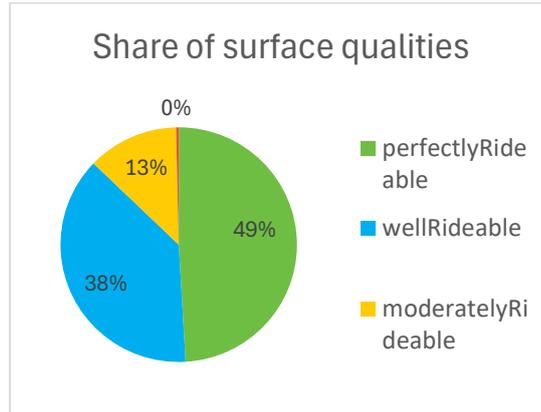
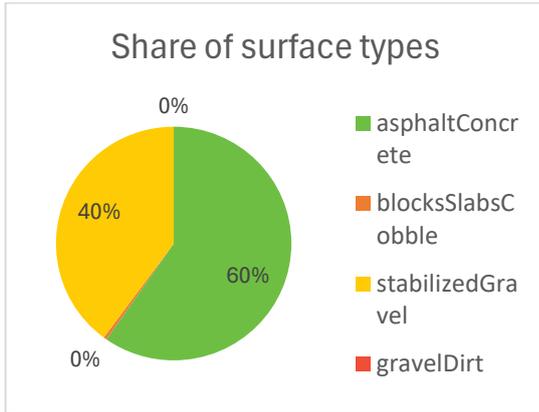
2 Infrastructure

This chapter provides an overview of the infrastructure in general along the route on Lolland-Falster. You can find more detailed information per section under heading 6.

2.1 Existing route infrastructure

The itinerary of EuroVelo 10 on Lolland-Falster is quite unique for Denmark as a very large part of the route is completely free of traffic. The traffic-free sections are mainly on the dyke of Lolland (water management road), which the route follows all the way from Nakskov to Rødbyhavn. From Rødbyhavn to Maribo the route continues to be traffic-free, following an old railway track. The rest of the route is more similar to routes in general, with a mix of low-traffic roads, dedicated cycling infrastructure and forest roads or paths.

60% of the route is paved, the rest is stabilized gravel. This is a higher gravel share than for the national routes in general, however nearly 90% of the routes is either well rideable or perfectly rideable.



10 The water management road on the dike



11 A very narrow path on the old railtrack

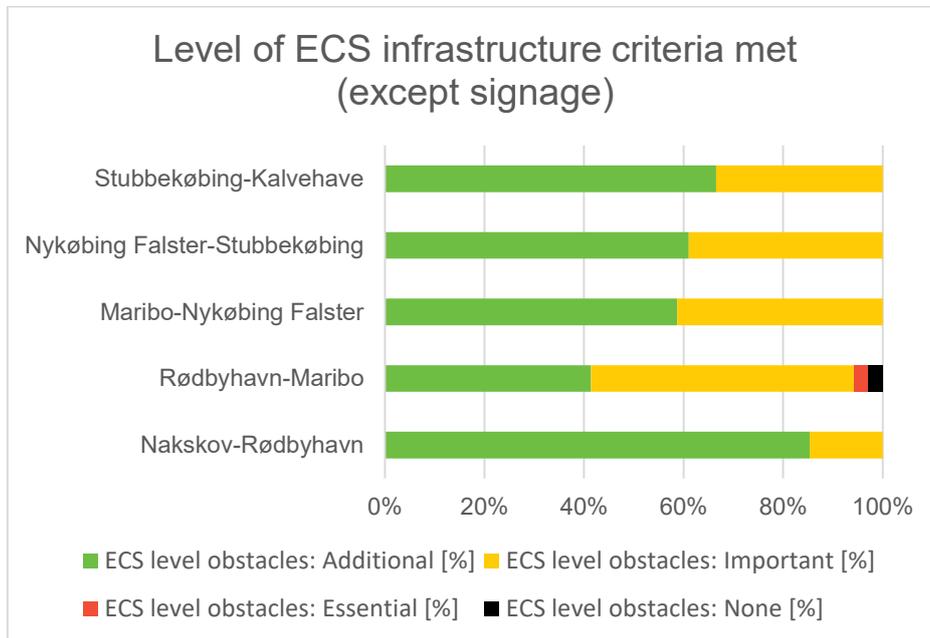
With a total elevation gain of 591 meters distributed over the 185 km surveyed the route must be considered very flat. There are no demanding gradients. However, a large part of the route follows the coastal line and is exposed to wind. This is especially the case on the dike from Nakskov to Rødbyhavn. On the East coast of Falster, where the route also has a proximity to the coast, cyclists are not as exposed as they enjoy shelter from trees.

The route is completely signposted as a national route. The signposting is generally in a good state, though with some inconsistencies. The route between Nakskov and Nykøbing the signposting with national route 8 is supplemented with EuroVelo 10 signposting. After Nykøbing the route follows national route 9 until it rejoins national route 8 again on the Eastern coast of Falster. Between Nykøbing and Stubbekøbing the national signposting is supplemented with EuroVelo 7 signposting, which follows the same itinerary, and only a few EuroVelo 10 signs were registered.



The route is quite well connected with public transport. In Nakskov, Rødbyhavn, Maribo and Nykøbing there are train connections. On all trains it is allowed to bring bicycles. From Tårs just North of Nakskov there is a ferry connection to the island of Langeland for those cycling the route towards West. This ferry runs all year round. From Stubbekøbing on Northern Falster to the island of Bogø another ferry connection gets cyclists northwards, however only between April and October.

2.2 Infrastructure criteria met by section



This table shows the shares of Lolland-Falsters' five daily sections (DS) that meet or do not meet the essential, important and additional criteria of the European Certification Standard. As can be seen nearly all DS live up to either the additional criteria or the important criteria. Only the DS Rødbyhavn-Maribo has a minor section that does not live up to the essential criteria (3% of the DS).

2.3 Critical deficiencies



Overall, the route lives up to the ECS criteria. Some challenges were registered though:

- <5 km have very high traffic volume
- <1 km is badly rideable
- 23 km are only moderately rideable
- A few crossings are dangerous
- Quite a few segments are too narrow
- Some route sequences are not logical

Those challenges will be elaborated further under each daily section.

3 Services

3.1 Existing services

Public transport

The route is well served by public transport (PT). Except for Stubbekøbing all daily sections start or end in cities with local or regional train connections. Bus service is operating in all cities.

From Nakskov (Tårs) there is a ferry connection to Langeland (Spodsbjerg) and from Stubbekøbing there is a ferry connection to Bogø. From Rødbyhavn there is a ferry service to Puttgarden (D), which connects with the German part of EuroVelo 10.

Start/end daily section	Train service	Bus service	Ferry service
Nakskov (Tårs)	Yes	Yes	Yes (Bogø)
Rødbyhavn	Yes	Yes	Yes (Puttgarden, D)
Maribo	Yes	Yes	
Nykøbing F.	Yes	Yes	
Stubbekøbing		Yes	Yes (Spodsbjerg)
Vordingborg	Yes	Yes	

It is possible to carry normal bicycles and trailers (wheels of the trailers must be taken off and it must not be larger than 30x60x100 cm) on all the trains as well as on the busses. It is not allowed to bring special bicycles like tandems or cargo bikes. There are more than 6 services a day.

PT fulfils the **important criteria**.

Accommodation

The route has a good and diverse offer of accommodation options. Except for Stubbekøbing all daily sections start or end in cities with both camping and standard accommodation options, e.g. hotels. In all cities, i.e. in the outskirts, there are also shelters for those seeking basic accommodation facilities in the nature. Shelters are also to be found along the daily sections.

Shelters are mainly free of charge. Some of them can be booked in advance.



2 Bursø shelter

Start/end daily section	Camping	Hotel (cyclist friendly)	Other
Nakskov (Tårs)	Yes	Yes	Shelter
Rødbyhavn	Yes	Yes	Shelter
Maribo	Yes	Yes	Shelter
Nykøbing F.	Yes	Yes (cyclist friendly)	Shelter
Stubbekøbing	Yes		Shelter
Vordingborg	Yes	Yes	

There is only one (maybe two) certified cyclist friendly accommodation along the route. Due to the lack of certified cyclist friendly accommodation options, the accommodation offer only fulfils the **important criteria**.

Food, drink and rest areas

In all cities there are restaurants and supermarkets. In the bigger cities, Nakskov, Maribo, Nykøbing and Vordingborg, there are several options for eating out or go shopping. In Rødbyhavn and Stubbekøbing the offer is limited.

On the daily sections it will often be possible to find drinking water and public toilets at churches. However, the route does not pass directly by churches for every 15 km, whereas only the **essential criteria** is met – there is no important criterion for this category.

Bike services

Bike repair service is available in Nakskov, Maribo, Nykøbing and Vordingborg. No public pedelec charging stations have been registered. Charging will however be possible at any accommodation facility (except for shelters) or even in cafes or restaurants as long as cyclists bring their own chargers.

Bike service fulfils the **important criteria**.

Bookable offers

A few bookable offers cover either the complete route or parts of EuroVelo 10 on Lolland-Falster.

Abel Reizen offers the complete bike tour on EuroVelo 10 on Lolland-Falster and beyond:

<https://www.abel-reizen.nl/e-bike-fietsvakantie/denemarken/oostelijkelusoostzeerouten8/>

Mecklenburger Radtour offers a bike tour between Berlin and Copenhagen, which follows EuroVelo 10/EuroVelo 7 from Nykøbing to Stubbekøbing:

<https://en.mecklenburger-radtour.de/detail/bike-path-berlin-copenhagen>

Radweg Reisen offers a bike tour between Odense and Copenhagen, which follows EuroVelo 10 on some of the way on Lolland-Falster:

<https://www.radweg-reisen.com/radtour-odense-kopenhagen>

The bookable offer fulfils the **important criteria**.

3.2 Critical deficiencies

More certified cyclist friendly accommodation options are needed to reach the additional criteria for accommodation.

There might be an increasing demand for public pedelec charging stations.

4 Marketing / Promotion

4.1 Existing promotional tools

Web communication

EuroVelo 10 is communicated via the official national website <https://ruter.dk/>. The website includes an interactive map with POIs, accommodation, PT (no integration of timetables) and download of GPS-tracks. The website can also be used on a mobile device.

Web communication fulfils the **important criteria** (except for timetables).

Print communication

The route is shown on the regional map from Scanmaps: <https://www.scanmaps.dk/0251d58>

The route is covered by Esterbauers guidebook: Ostsee-Radweg in Dänemark, 2024.

The route is described in the guidebook: Cykelture i Danmark, 2024.

Print communication fulfils the only **essential criterion**.

Information along the route

Some information boards along the route have been observed and registered. They usually focus on either the national route 8 or 9 or the regional route Naturlandet Rundt. Only one of the information boards had a reference to EuroVelo (7, but not EuroVelo 10).



3 Information board with reference to EuroVelo



Information along the route does **not** fulfil the **important criterion**.

4.3 Critical deficiencies

Since many of the existing information panels are of older date, it could be an idea to develop new information panels including all the routes.

5 Organisation / Financing

5.1 Existing organisations for development and maintenance

The key local authorities associated with the route are:

- Lolland Kommune
- Guldborgsund Kommune
- Vordingborg Kommune

The tourism destination VisitLolland-Falster is in charge of communication and marketing.

The national Road Directorate (Vejdirektoratet) is overall responsible for the coordination of the national cycling routes.

The association Danish Cycling Tourism is the National EuroVelo Coordination Centre for Denmark.

5.2 Existing financial resources

There is no fixed budget for the maintenance of the route in the municipalities.

Neither is there a fixed budget in the tourism destination.

The national bicycle fund (Cykelpuljen) can support route improvement projects.

The national business development fund (Erhvervsfremmebestyrelsen) can support tourism development and marketing projects.

EU funds are also an opportunity for cross border project.

6 Description of the route conditions by section

An overview of the 5 daily sections:

No.	Start location	Destination	Length (in km)	Surveying period
1	Nakskov (Tårs)	Rødbyhavn	65	13/11/2024
2	Rødbyhavn	Maribo	23	14/11/2024
3	Maribo	Nykøbing F.	32	14/11/2024
4	Nykøbing F.	Stubbekøbing	38	18/12/2024
5	Stubbekøbing	Vordingborg	27	18/12/2024

6.1 Daily section 1: from Nakskov (Tårs) to Rødbyhavn

The first daily (DS) section starts at the harbour in Tårs (ferry to Langeland) and ends at another harbour in Rødbyhavn (ferry to Puttgarden, D). The section is 65 km long. Over 2/3 of the route goes on a dyke, ¼ is on stabilized gravel. Most of the route is traffic free. It is flat and rural. The only town apart from Rødbyhavn is Nakskov. The route was surveyed in November but in fair weather conditions.

6.1.1 Route infrastructure

The complete DS meet the ECS criteria (signposting is not considered). 85% meet the additional criteria. The rest meet the important criteria.

While most of the routes is on stabilized gravel, it is still well rideable. The rest is perfectly rideable besides <3% which is only moderately rideable.

95% is either traffic free, has very low or low traffic. Only 5% is with moderate traffic.

Quite a few minor sections (MS) have insufficient width (12 MS of a total length of 7,5 km).

The DS is fully signposted with reference to EuroVelo (17 EuroVelo logos have been registered).

6.1.2 Public transport connections

See general chapter.

6.1.3 Critical issues

In the table below all minor sections with insufficient width are listed:

MS	log_position_lat	log_position_lon
14516	54,84652293	11,07932947
14519	54,83769544	11,10987623
14520	54,83488095	11,10588676
14521	54,83238392	11,11532032
14522	54,83400846	11,11813052
14525	54,82841353	11,13998468
14526	54,82263384	11,15421428
14529	54,82339862	11,13997816
14530	54,82540544	11,1301509
14531	54,81850142	11,12375316
14532	54,82243407	11,11156795
14538	54,70777196	11,25169547

Three of those are very narrow with a width below 1 meter (total length of 2 km). They are marked with bold above. On MS14531 a pole or chicane has additionally been registered. It's wide enough but considered unnecessary.

Two missing signs have been registered:

MS	Picture
----	---------

14509	
14533	

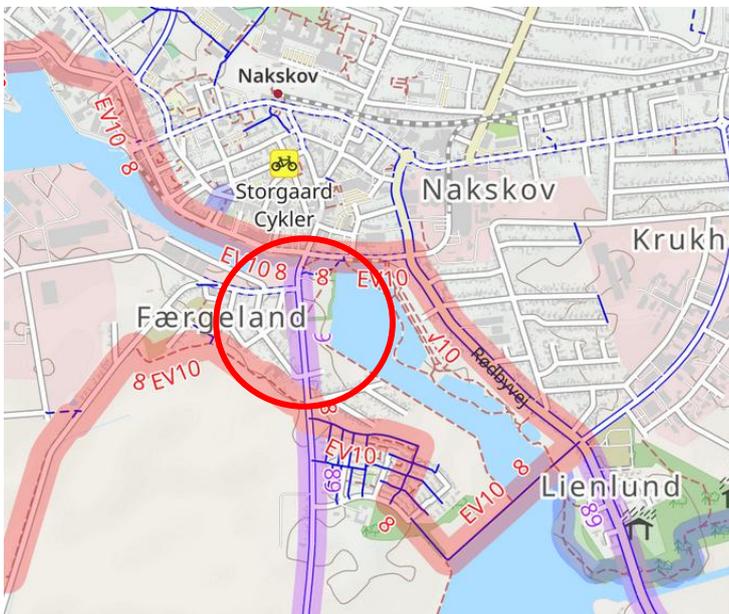
Three MS are considered monotonous/unattractive:

MS	Picture
----	---------

	
14509	
14525	
14526	

MS14526 has also a nuisance due to the parallel road with high traffic volume.

Finally, the itinerary in Nakskov seems to have an unnecessary detour to the East before it goes in the opposite direction. No attraction or service point was observed, which could support the detour. On the contrary the road Rødbyvej with high traffic volume (>5000) and a narrow cycling path is considered a nuisance, see MS14526 above. As can be seen on the map below, an option could be to adjust the itinerary so that it makes a shortcut following the purple route highlighted in the red circle.



6.2 Daily section 2: from Rødbyhavn to Maribo

This DS is only 23 km long and connects the harbour of Rødbyhavn with Maribo, a small city with a variety of services and good PT connections. Nearly half of the DS follows a disused railway line. It offers a solitude ride fenced by apple trees. The rest is either on cycling infrastructure or public roads. Most of the route is traffic free. It is flat and rural. There are only two small towns and service along the route is very limited, apart from a few shelters. The route was surveyed in November but in fair weather conditions.

6.2.1 Route infrastructure

Nearly the complete DS meet the ECS criteria (signposting is not considered), only 3% does not. 41% meet the additional criteria, 53% the important criteria and 3% the essential criteria.

The surface is nearly 50/50 asphalt and stabilized gravel. 80% is either perfectly rideable or well rideable. 17% is moderately rideable and 3% is badly rideable.

97% is either traffic free, has very low or low traffic. Only 3% is with high traffic.

Quite a few minor sections (MS) have insufficient width (9 MS of a total length of 11,9 km).

Other issues are high traffic volumes and surface quality. This will be elaborated below.

The DS is fully signposted with reference to EuroVelo (7 EuroVelo-logos have been registered).

6.2.2 Public transport connections

See general chapter.

6.2.3 Critical issues

In the table below all minor sections with insufficient width are listed:

MS
14550
14551
14552
14553
14554
14555
14564
14565
14566

Four of those are very narrow with a width below 1 meter (total length of 7,2 km). They are marked with bold above. On MS14554 a dangerous crossing has been registered (Nystedvej). The overview is good, but traffic speed is high.

MS14546 is a cycling- and pedestrian path. The surface is asphalt, but it is in a very bad condition, hence it is only badly rideable. The length is below 1 km.

Two missing signs have been registered:

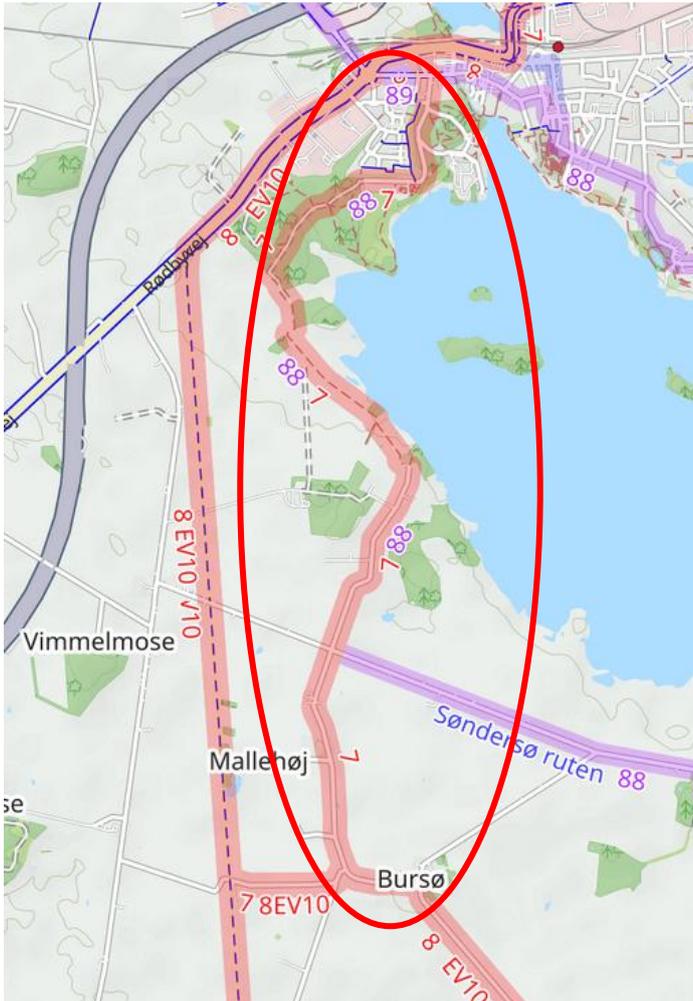
MS	Picture
14544	
14556	

Two MS are considered monotonous/unattractive:

MS
14543
14565

MS14543 has also high traffic volume of >4000.

The fact that nearly half of the DS follows a disused railway gives on one hand a pleasant undisturbed ride. On the other hand, it gets a bit monotonous at length. This is also affected by the ride quality of the track: several parts of the track are very narrow and on the day of the survey the surface was generally rather soft. One option to reduce the length of the route following the railway could be to move the itinerary to another national route (no. 7) that runs parallel – see map below. The condition of this alternative route must first be checked though.



6.3 Daily section 3: from Maribo to Nykøbing F.

This DS is again rather short with a length of only 32 km. It connects Maribo with Nykøbing F., the biggest city in the destination with a varied service offer and interregional train connections. On the route cyclists pass by Saksøbing, another small town on the islands with a good service offer.

There are some very fine roads around the manor Krenkerup East of Maribo.

Around half of the DS uses public roads. The rest is on cycling infrastructure. Nearly half of the DS is traffic free. The other half has either very low or low traffic. Only 5% has moderate traffic. Like the other DSs the terrain is flat. Nearly all of the route is perfectly rideable.

The route was surveyed in November but in fair weather conditions.

6.3.1 Route infrastructure

The complete DS meet the ECS criteria (signposting is not considered). 59% meet the additional criteria, the rest the important criteria.

The surface is 98% asphalt and only 2% stabilized gravel. 98% is perfectly rideable, 2% is well rideable.

40% is traffic free, 55% has very low or low traffic. Only 5% is with moderate traffic.

A few minor sections have insufficient width (3 MS of a total length of 4,8 km).

Other issues are moderate traffic volumes and barriers. This will be elaborated below.

The DS is fully signposted with reference to EuroVelo (6 EuroVelo logos have been registered). On the other hand, there are a few signposting issues.

6.3.2 Public transport connections

See general chapter.

6.3.3 Critical issues

In the table below all minor sections with insufficient width are listed:

MS
14569
14574
14584

The two first are painted cycle lanes, the last is a cycling- and pedestrian path.

Two obstacles have been registered. The first is a too narrow gate (110 cm), the second a dangerous crossing in a roundabout.

MS	Picture
14584	



14588

Several sign issues have been registered:

MS	Picture	Comment
14575		Easy to overlook

14577		Not visible coming from West
14578		Unclear direction

14578		Can be overlooked
14580		Arrow right is missing

14581		Does not conform to national rules
14586		Not relevant

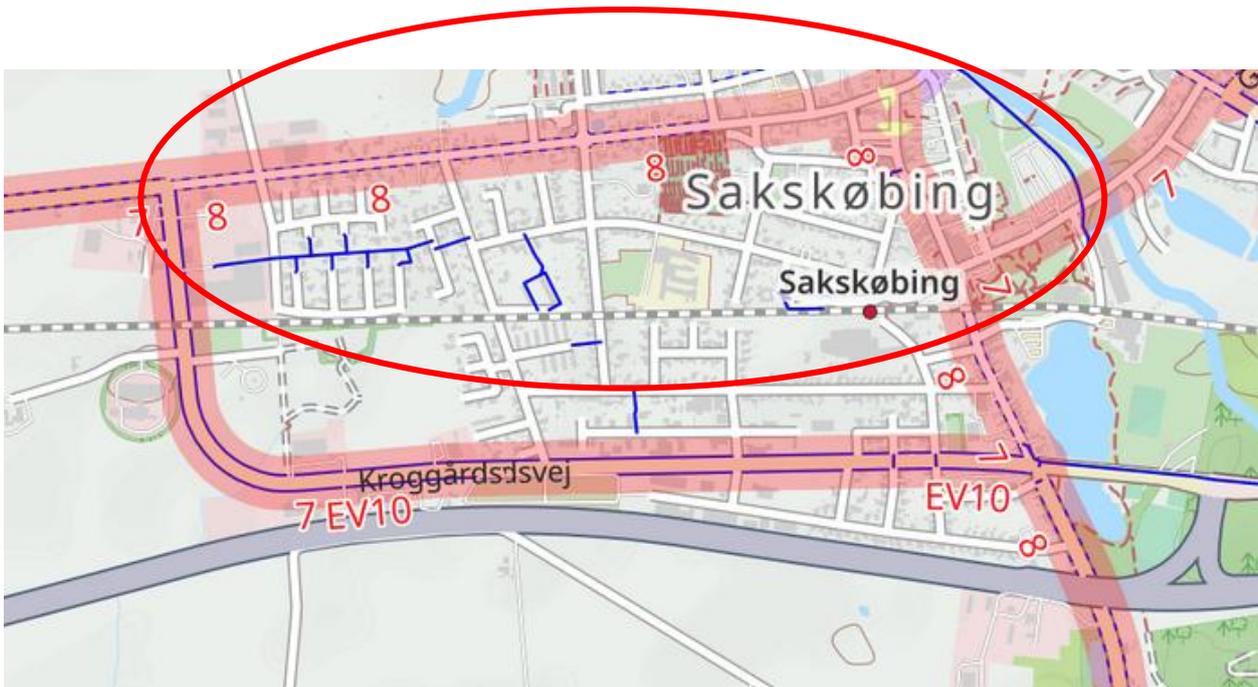


Quite a few MS are considered monotonous/unattractive:

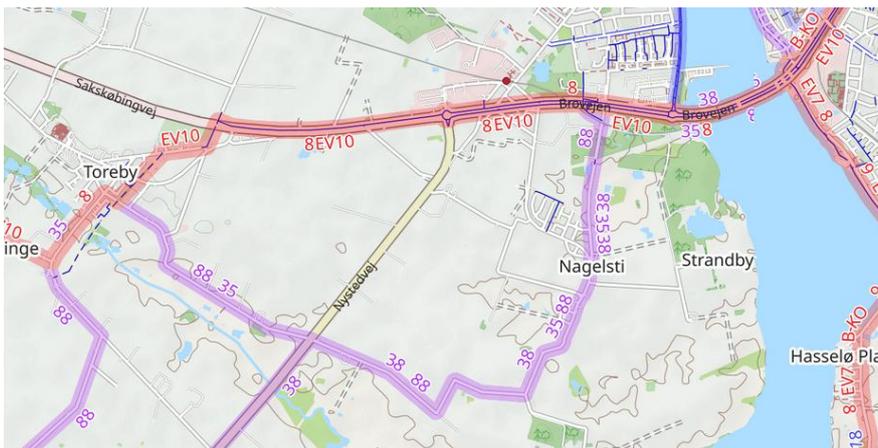
MS
14570
14571
14574
14575
14576
14577
14578
14587
14588
14589
14590
14591

Those marked with bold also have the issue of nuisance due to heavy traffic (8000).

The itinerary around Sakskøbing could be improved. The present route takes a detour around the city centre. Instead of entering the city, it passes through an industrial area along a road with moderate traffic. A better option seems to be to change the itinerary from South to North around the city – see map below. This way the route would be closer to the city centre and the railway station.



Another improvement could be to avoid Brovejen as much as possible. Brovejen has heavy traffic (>8000). Maybe the itinerary following the regional routes – see map below – could be a better alternative.



6.4 Daily section 4: from Nykøbing F. to Stubbekøbing

After three sections on the island of Lolland this DS is the first section on the island of Falster. It connects Nykøbing F. with Stubbekøbing. From Stubbekøbing a small ferry takes cyclists to the island of Bogø, where the route continues. As the ferry does not operate all year long, an alternative route is available for those who cycle off season. This alternative is covered below under 6.5.

The route along the East coast is very appealing. It takes you through an old forest with great views of the sea.

Stubbekøbing has a limited service offer. There is a campsite, but no hotels. Shops are available.

Most of the DS uses public roads. The rest is either on cycling infrastructure or forestry roads. None of the DS has more than low traffic. Especially after reaching the East coast the terrain gets hillier – for a Danish context – but only with short and moderate slopes. The route is mostly on asphalt, and when not it is stabilized gravel. Around 60% is perfectly or well rideable. The rest is moderately rideable.

Several overlapping routes can make the signposting confusing at some times.

The route was surveyed in December. It was cloudy and occasionally rainy.

6.4.1 Route infrastructure

The complete DS meet the ECS criteria (signposting is not considered). 61% meet the additional criteria, the rest the important criteria.

The surface is 62% asphalt and 38% stabilized gravel. 45% is perfectly rideable, 17% is well rideable and 38% is moderately rideable. This mainly applies to the forestry management roads along the East coast.

Nearly 20% is traffic free, the rest has either very low or low traffic.

A few minor sections have insufficient width (3 MS of a total length of 1,9 km).

The only other issue is that several MS are only moderately rideable (10 MS of a total length of 14,2 km).

The DS is fully signposted with reference to EuroVelo, but in opposite to the previous DSs this DS is signposted with reference to EuroVelo 7 and not EuroVelo 10 – the two routes share nearly the same itinerary (5 EuroVelo logos have been registered).

Two missing signposts were registered.

6.4.2 Public transport connections

See general chapter.

6.4.3 Critical issues

In the table below all minor sections with insufficient width are listed:

MS
14720
14732
14736

They are all on cycle- and pedestrian paths. The MS marked with bold is only 0,6 meters wide.

No obstacles have been registered.

There are several routes following the same itinerary. This can make the signposting confusing at some times. Two missing signs have been registered:

MS	Picture	Comment
----	---------	---------

14730		Missing in both directions
14731		Missing in the other direction

Three MS are considered monotonous/unattractive:

MS
14711
14712
14730

The first marked with bold also have the issue of nuisance due to heavy traffic (>5000).

6.5 Daily section 5: from Stubbekøbing to Vordingborg

This DS is not part of the official route, but an alternative route cyclists need to take in the off season when the ferry between Stubbekøbing and Bogø does not operate. The alternative route follows two regional routes (R40 and R88) and the national route 7 for the last bit – and is signposted accordingly.



The route has only limited recreational value. A large part of the route goes either on or along a road with moderate traffic. Further, no sights are communicated along the route. The route goes through one town, Nørre Alslev, with limited accommodation options and some service facilities.

A new bridge across Storstrømmen is being build – the third largest in Denmark. It is planned to be opened later in 2025 and will include a cycle path just like the old bridge. When the new bridge is ready, the route itinerary will change a bit.

Vordingborg is a city with all kinds of services.

Nearly half of the DS uses public roads, the other half is on cycle paths. Half of the route is traffic free, the other half has up to moderate traffic. The surface is 100% asphalt, and the vast majority is perfectly rideable.

The route was surveyed in December. It was cloudy and occasionally rainy.

6.5.1 Route infrastructure

The complete DS meet the ECS criteria (signposting is not considered). 67% meet the additional criteria, the rest the important criteria.

The surface is 100% asphalt. 77% is perfectly rideable, 11% is well rideable and the rest is moderately rideable, i.e. the surface on the old bridge.

51% is traffic free, 9% has very low traffic, 24% low traffic and 15% moderate traffic.

A few minor sections have insufficient width (4 MS of a total length of 4,5 km).

Other issues are moderately rideable (2 MS of a total length of 3,5 km) and moderate traffic (3 MS of a total length of 4,2 km).

The DS is signposted as part of two regional routes respectively one national route. There is no reference to EuroVelo.

6.5.2 Public transport connections

See general chapter.

6.5.3 Critical issues

In the table below all minor sections with insufficient width are listed:

MS
14748
14753
14756
14757

The first is a painted cycle lane, the others are cycle paths.

No obstacles have been registered.

Eleven MS (with a total length of 15,0 km) are considered monotonous/unattractive:



MS
14741
14742
14743
14744
14745
14746
14747
14748
14749
14751
14752

Those marked with bold also have the issue of moderate traffic (1500).

7 Summary for Denmark

- EuroVelo 10 from Tårs to Kalvehave (5 daily sections) is 185 km in length
- Most of the route is either on public roads (39%) or water/forestry management roads (28%)
- More than half of the route is traffic free
- 60% is on asphalt and 40% on stabilized gravel
- Half of the route is perfectly rideable, 38% is well rideable, the rest is moderately rideable
- Only on one daily section (Rødbyhavn-Maribo) critical minor sections have been registered (badly rideable and high traffic)
- There are a few places where the route itinerary could be improved
- The first three daily sections are fully signposted, with intermittent EuroVelo 10 signing. Indeed, there are national signs missing the EuroVelo 10 route information panels.⁷ Daily section 4 is signposted with reference to EuroVelo 7 and daily section 5 has no reference to EuroVelo
- There is a good level of service in the start and end point of each daily section. In between the service is more limited
- All daily sections can easily be reached by train
- The route is communicated via the national website ruter.dk and also via the website of the destination

⁷ Note from ECF: this could prevent reaching the essential criteria level depending on the number of signs missing a EuroVelo 10 route information panel. Cyclists must be able to cycle the route following EuroVelo 10 signage or thanks to continuity signage. For more information on continuity signage: [EuroVelo Transnational Signing Manual](#).

8. Conclusion

In less than a year, more than **2,600 km** of the southern part of EuroVelo 10 – Baltic Sea Cycle Route has been surveyed by **twelve EuroVelo Route Inspectors**, using the **ECS methodology**. This is an impressive achievement of the Baltic Biking Upgrade project. New data was collected not only on the quality and safety of the route infrastructure, but also on the services and the promotion of the route.

This report is the result of a **two-year long process** including the training of project representatives, the field survey, additional desktop research, data correction and analysis and drafting phase. Several versions of national and regional reports were created, following feedback rounds with ECF. This led to the final production of this consolidated report containing the full results and analysis of the ECS surveys. This represented a considerable challenge, requiring substantial efforts to harmonise the various reports to the greatest extent possible.

Overall, the South Baltic part of EuroVelo 10 is **highly qualitative** with a majority of the route being traffic-free and 82% of the route being on perfect or good quality surfaces.

Due to its coastal nature, the route features very few climbs. It is predominantly flat, but also occasionally windy due to its proximity to the sea.

Most parts of the route follow the coastline or remain near it, which is **highly attractive** for the route. There are also many cultural and natural attractions, including museums and UNESCO sites as the Curonian Spit, the Malbork Castle, the Sowiński National Park, the old harbour of Wismar, the Old Town of Lübeck, and the Hanseatic cities of Stralsund and Karlskrona.

Accommodation and food can be easily found in all surveyed regions, with a range of services labelled as cycling-friendly, meeting the specific needs of cyclists.

EuroVelo Certification

The [European Certification Standard](#) methodology defines a series of criteria tailored to three user groups: regular cyclists, occasional cyclists, and cyclists with more demanding needs, such as families or users of special cycles. In essence, the more demanding the user group, the more stringent the criteria.

As of January 2026, [Certified EuroVelo routes](#) must comply with the essential criteria along the entire route (meeting the needs of regular cyclists) and with the important criteria along at least 70% of the itinerary (meeting the needs of occasional cyclists). Certification is only available for sections of minimum 300 km. It is also important to note that the ECS methodology is undergoing an update in 2026, and both the ECS criteria and the requirements for EuroVelo Certification may therefore be subject to change.

EuroVelo Certification therefore serves as a **recognised quality label**, guaranteeing a **high-standard cycle route**. It is a valuable promotional tool, guaranteeing increased visibility on EuroVelo.com’s interactive maps, while also acting as a strong incentive for cycle tourists.

In this context, the present report provides an **initial indication of EuroVelo 10’s potential to achieve EuroVelo Certification**.

Overall, the **full surveyed stretch of EuroVelo 10 cannot yet be certified**, as it does not meet the essential criteria along its entire length. The main shortcomings relate to missing EuroVelo signage, route discontinuities, poorly rideable sections, segments with very high traffic levels, insufficient services in certain areas, and communication aspects requiring improvement in some regions. Further details are provided in the respective national and regional chapters, including summaries and detailed information per daily section.

However, the route in the West Pomerania region of Poland is close to meeting the required standards. In particular, the daily sections 2 (Kołobrzeg–Dziwnówek) and 3 (Mielno–Kołobrzeg) already meet the Certification thresholds, complying with the essential criteria along their entire length and the important criteria along at least 70% of the route. Other sections fall short of the essential criteria only by small margins, mainly due to poorly rideable surfaces. While further analysis would be required through the formal Certification application process, this preliminary assessment provides grounds for optimism.

To facilitate an overall understanding, ECF has prepared the table below, offering a **general overview of the ECS criteria met by each surveyed daily section**, based on the information contained in the regional and national reports provided:

Country	Daily section	Length (km)	ECS infrastructure criteria (except signing)	ECS signing criteria	ECS public transport criteria	ECS services criteria	ECS marketing / promotion criteria
Denmark							
	Nakskov (Tårs) > Rødbyhavn	65	Important	Essential (tbc)			
	Rødbyhavn > Maribo	23	None	Essential (tbc)			
	Maribo > Nykøbing F.	32	Important	Essential (tbc)	Important	Important	Essential
	Nykøbing F. > Stubbekøbing	38	Important	None			
	Stubbekøbing > Vordingborg	27	Important	None			
Germany							
<u>West</u>	Padborg (DK) > Kappeln (DE)	79	Important	None	Essential (tbc)	Important	Essential

	Kappeln > Eckernförden	44	Important	None			
	Eckernförde > Kiel	47	Important	None			
	Kiel > Schönberger Strand	30	Important	None			
	Schönberger Strand > Oldenburg	43	Important	None			
	Oldenburg > Großenbrode	32	Important	None			
	Großenbrode > Puttgarden (Western loop)	38	None	None			
<u>Mid</u>	Rostock > Wismar	70	Important*	None	Essential	Important	Essential
	Wismar > Travemünde-Priwall	55	Important*	None			
	Travemünde-Priwall > Neustadt in Holstein	27	Important*	None			
	Neustadt in Holstein > Großenbrode	67	Important*	None			
	Großenbrode > Puttgarden (Eastern loop)	32	Important*	None			
<u>Rügen</u>	Stralsund > Gingst	48	None	None	Important	Important (tbc)	Essential
	Gingst > Kap Arkona	64	None	None		Important (tbc)	
	Kap Arkona > Ostseebad Binz	66	None	None		Important (tbc)	
	Ostseebad Binz > Putbus	49	None	None		Important (tbc)	
	Putbus > Stralsund	44	None	None		Important (tbc)	
<u>East</u>	Swinoujscie > Wolgast	41	None	None	Important	Important (tbc)	Essential
	Wolgast > Greifswald	50	None	None		Important (tbc)	



	Greifswald > Stralsund	38	None	None		Important (tbc)	
	Zingst > Stralsund	56	None	None		Important (tbc)	
	Rostock > Zingst	64	None	None		Important (tbc)	
Poland							
West Pomerania	Świnoujście > Dziwnówek	52	None	Important / Additional (tbc)	Important (tbc)	Additional	Additional (tbc)
	Dziwnówek > Kołobrzeg	59	Essential	Important / Additional (tbc)			
	Kołobrzeg > Mielno	35	Essential	Important / Additional (tbc)			
	Mielno > Darłowo	41	None	Important / Additional (tbc)			
	Darłowo > Ustka	46	Essential	Important / Additional (tbc)			
Pomerania	Ustka > Rowy	21	Essential*	Essential (tbc)	Essential (tbc)	Important (tbc)	Essential (tbc)
	Rowy > Łeba	58	None	Essential (tbc)			
	Łeba > Sławoszyno	61	None	Essential (tbc)			
	Sławoszyno > Gdynia	57	None	Essential (tbc)			
	Gdynia > Gdańsk	27	Important	Essential (tbc)			
	Gdańsk > Mikoszewo	23	None	Essential (tbc)			
	Mikoszewo > Elbląg	57	None	Essential (tbc)			
Warmia-Masuria	Elbląg > Braniewo	45	None	None	None	None	None
Lithuania							
	Būtingė → Klaipėda	45	None	None	Essential (tbc)	Important (tbc)	None
	Klaipėda → Neringa municipality	58	None	None		Important (tbc)	None
Sweden							
	Malmö > Skanör	47	Important (tbc)	None	Important (tbc)	Important (tbc)	Essential (tbc)
	Skanör > Trelleborg	31	None	None			
	Trelleborg > Ystad	47	Important (tbc)	None			
	Kristianstad > Brösarp	53	Important (tbc)	None	Important (tbc)	Unknown	Unknown

	Smedby > Mönsterås	57	Essential (tbc)	None	Important (tbc)		
	Mönsterås > Oscarshamn	28	Essential (tbc)	None	None		
	Oscarshamn > Figeholm	52	None	None	None		
	Figeholm > Blankaholm	35	Important (tbc)	None	None		
	Blankaholm > Västervik	51	None	None	None		
	Nyköping > Vagnhärad	55	Essential (tbc)	None	Important (tbc)		
	Vagnhärad > Stockholm	67	None	None	Important (tbc)		
	Stockholm > Åkersberga	42	Unknown	None	Important (tbc)		
	Åkersberga > Gavel	51	None	None	None		
	Armsjörtorget > Sundsvall	42	None	None	Essential (tbc)		
	Sundsvall > Bergeforsen	24	Important (tbc)	None	Essential (tbc)		

TBC: to be clarified/confirmed

* Although 1% of this stretch did not meet the required level criteria, the daily section was still considered to have met the overall criteria.

Disclaimer: some necessary information was sometimes missing in order to complete the evaluation and led to assumptions; further analysis would be required in case of a formal EuroVelo Certification application process.

It is also important to note that the ECS methodology is undergoing an update in 2026, and both the ECS criteria and the requirements for EuroVelo Certification may therefore be subject to change.

Next steps

This detailed report on route quality further demonstrates the **high potential of EuroVelo 10 – Baltic Sea Cycle Route**. Owing to its geographical location and specific climate, EuroVelo 10 is increasingly emerging as a hotspot for “coolcations”, as rising summer temperatures in Southern Europe make Northern destinations more attractive.

EuroVelo 10 is already among the **most popular cycling routes in Poland and Germany**. During the peak holiday season, booking accommodation in certain areas can therefore even become challenging. In Poland, this strong demand has contributed to a **gradual extension of the off-season**, supported by milder winters and a growing number of services operating year-round – a positive development for local service providers and businesses.

At the same time, climate change also brings significant challenges for cycle routes, including along EuroVelo 10. Cliff erosion observed on the western coast of Germany, for example, raises important questions regarding the long-term maintenance and resilience of coastal cycle paths. Climate resilience and seasonality aspects – such as surface durability, extreme weather events and off-season conditions – could be further explored through a dedicated project.



As **cycle route quality directly influences tourism development** and the performance of cycling-friendly SMEs, **public authorities** are strongly encouraged to use this report as **a reference for guiding improvements and prioritising future investments**. In particular, municipalities, regions and states are invited to examine the sections concerning their territories in order to identify the most pressing areas for action.

After addressing the critical issues identified in this report, the responsible authorities may also consider **applying for EuroVelo Certification** by submitting a formal request to ECF, along with the necessary documentation, including measures to address the gaps highlighted in this report.

This will contribute to strengthened governance and to an even higher-quality and more attractive cycle route, bringing us closer to the broader objectives of the BBU project. It will further enhance the **international attractiveness of EuroVelo 10**, which will **benefit local and regional SMEs** and in turn, the social and economic development of the South Baltic Area as a whole.



Interreg
South Baltic



Publishing credits

This document was finalised in January 2026 within the project “BALTIC Biking Upgrade” (2023-2026) aiming at developing EuroVelo 10 – Baltic Sea Cycle Route, supporting local SMEs in creating cycling-friendly services and organising the long-term management of EuroVelo 10.

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- Germany:

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