

INCLUDING EUROVELO IN THE TEN-T

Briefing Paper

European Cyclists' Federation

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20 April 2012

This briefing paper provides an overview of the ECF's objective to include EuroVelo, the European cycle route network, in the Trans-European Transport Network (TEN-T).



ECF gratefully acknowledges financial support from the European commission. Nevertheless the sole responsibility of this publication lies with the author. The European Union is not responsible for any use that may be made of the information contained therein.

Introduction

EuroVelo consists of 14 long-distance cycle routes with well over 45,000 km already in use. Thousands of additional kilometers are planned and when completed, the network will total over 70,000 km. More than 70% of the network is located on public roads and only 14% consists of separated bicycle paths or lanes. The development of EuroVelo could significantly contribute to achieving the goals of the Treaty of Lisbon, which has clear reference to road transportation (Article 100) without any distinction between different road users¹.

The network includes existing and planned national and regional cycle routes. The development and operation of the EuroVelo routes is carried out by national, regional and local governments, commercial service providers and NGOs. Some countries have integrated the EuroVelo network into their official transport network, allocated significant financial resources for cycling infrastructure and provided coordination with their transport development agency, relevant NGO's and local governments.

The EuroVelo network is managed and coordinated by the ECF on the European level, with financial support from DG ENTR (in 2011 and 2012) and private sponsors. During 2011, the ECF with the help of the DG ENTR made the first EuroVelo Overview Route Database, Route Development Guidelines and prepared a EuroVelo Strategy for completing the network by 2020.

You may find detailed information about the network from the EuroVelo website: www.EuroVelo.org

EuroVelo – contribution to citizens' mobility

European citizens demand high levels of mobility and road safety. They want to travel unimpeded, using seamless transportation networks and the European treaties guarantee this free movement of people across the continent. EuroVelo aims to meet this need by linking up existing regional and national cycle routes and completing missing parts.

The EuroVelo routes provide key links between and within urban areas, as well as proving vital transport links in rural areas. By developing them we can improve local mobility by providing high-quality infrastructure, additional motivation for the users and technical support for the developers. The completion of EuroVelo would considerably improve the mobility of European citizens, in a sustainable, energy-efficient and environmentally-friendly manner.

The EuroVelo network is developing fast and is well supported in some regions. It is therefore considered that it is a worthwhile recipient of European funds in the field of transport, not least because according to the European Commission's White Paper on Transport, it is committed to a 20% cut in carbon emissions from transport by 2030 (compared with 2008), and a 70% cut by 2050. Implementing measures to increasing cycling's modal share would make big steps towards achieving this goal.

Including EuroVelo within the TEN-T and developing the European cycle route network is an opportunity for promoting trans-border cycling infrastructure networks, as well supporting soft mobility and sustainable tourism. It also plays an

important role in intermodal cross-border travel (e.g. widening the catchment area of rail travel). Beside the mobility aspect, cycle tourism is a booming business and strongly supports rural and regional economies. According to a study commissioned by the European Parliamentⁱⁱ, the total estimated economic impact of the EuroVelo Network when complete is 12.5 million holiday trips per year and 33.3 million day excursions per year, generating almost €5 billion direct revenue annually.

Recognition

The ECF has developed a uniform cycle signage system that was acknowledged by the UNECE WP.1 (Working Party on road safety and signalization) in March 2009. EuroVelo signposting can now be found in the Austria, Croatia, Czech Republic, France, Germany, Hungary, Italy, Serbia, Slovakia, Switzerland, the UK and is currently under construction in Belgium, Bulgaria, Finland, Estonia, Denmark, Latvia, Lithuania, Netherlands, Poland, Romania.

The European Economic and Social Committee asked the European Commission to integrate the EuroVelo cycle route network into TEN-T.

On Thursday 15th December 2011, the European Parliament gave significant support to EuroVelo in its response to the White Paper on Transport: "EuroVelo, the European long-distance cycle route network, should be included in the TEN-T network"ⁱⁱⁱ.

Proposal

The ECF highly appreciates the political support of the EuroVelo project and asks

the European Transport ministers to follow the position of the European Parliament and the European Economic and Social Committee (EESC) and suggests to:

1. Integrate the EuroVelo network into TEN-T (at the very least as part of the proposed Comprehensive Network) and consider it as an opportunity for promoting European trans-border transport infrastructure networks, supporting soft mobility and sustainable tourism.
2. Participate in the EuroVelo coordination (which is executed via National EuroVelo Coordination Centers) and ask the Commission to provide financial and technical assistance for the coordination, know-how transfer and communication on the European level.
3. Improve the intermodal connections of the TEN-T developments (in particular at railway and ferry hubs).
4. Integrate cycling infrastructure and accessibility by bike in every relevant TEN-

T development, to remove barriers (include bike paths in all new bridges for example) and to avoid new obstacles (e.g. plan subway or bridge crossings of new motorways).

5. Provide adequate, dedicated European financial resources from the Connect Europe Facility (CEF), Structural, Cohesion and Rural Development Funds.

Definition

Please note that the EuroVelo routes are eligible for inclusion within the TEN-T. Under Article 3.2 of the Community Guidelines for the Development of the Trans-European Transport Network^{iv} it states that “The transport infrastructure shall comprise road, rail and inland waterway networks, the seaports, and inland waterway ports and other interconnection points.” Cycle paths fall under the definition of roads. Furthermore, the latest figures available suggest that over 70% of EuroVelo routes are located directly on public roads.

The EuroVelo network



Further information

For further information on EuroVelo please visit the official website: www.EuroVelo.org; the ECF's website: www.ecf.com or contact:

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The European Cyclists' Federation (ECF)

The European Cyclists' Federation (ECF) represents the interests of bicycle users, is based in Brussels and has over 60 member organisations across 40 countries.

As well as advocating for better cycling policies and promoting cycling at the international level, ECF has a range of programmes including EuroVelo, the global networks "Scientists for cycling" and "Cities for Cyclists", and the Velo-city and Velo-city Global conference series.

ECF is a main partner in several EU funded projects, such as PRESTO and CYCLE Logistics.

ⁱ Treaty on the Functioning of the European Union

ⁱⁱ The European cycle route network, EuroVelo can be viewed here: <http://www.ecf.com/cycling-tourism/>

ⁱⁱⁱ Response to Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (2011/2096(INI))

^{iv} Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network