

Joint statement by European Cyclists' Federation and Cycling Industries Europe on the European Cycling Declaration

5 July 2023

The European Cyclists' Federation (ECF) and Cycling Industries Europe (CIE) were grateful to participate in an online consultation with European Commission DG MOVE on 3 July 2023 on the writing of the European Cycling Declaration. Announced by Executive Vice-President Frans Timmermans in March 2023 at the urging of the European Parliament, a growing coalition of EU member states and civil society organisations, the European Cycling Declaration is to be a “strategic compass” for EU action to grow cycling into a “full transport mode in its own right,” as described by Timmermans in his speech. Due to be published at the Urban Mobility Days conference in Seville on 4-6 October, the European Cycling Declaration has the potential to truly accelerate cycling and unlock its many benefits for climate, environment, health, jobs and the economy.

We and the more than 80 other participants in the online consultation – representing various European cities and regions, Member States, industry and civil society associations – were unanimous in our view that the European Cycling Declaration must have a very high level of ambition, on par with:

- [Timmermans' speech](#) in March 2023 in which he declared, “Whenever our European initiatives can include a cycling dimension, the Declaration will ensure that it actually does happen.”
- The [European Parliament resolution](#) adopted with overwhelming support in February 2023, calling on the Commission to adopt a European cycling strategy and double the number of kilometres cycled in Europe by 2030, among other things;
- The [EU Member State-led cycling declaration](#), signed by 16 countries to date, which calls for a European cycling strategy, an increase in cycling’s modal share and increases in EU and national funding for cycling, among other things;
- The [Pan-European Master Plan for Cycling Promotion](#), a state initiative at the level of the UN Economic Commission for Europe (UNECE) which has been adopted by 54 European countries.
- A [letter](#) sent by 12 European cities to Commission President Ursula Von der Leyen, Executive Vice-President Frans Timmermans and Commissioner for Transport Adina-loana Vălean, urging the creation of a cycling declaration “that is truly ambitious and contains specific goals and obligations” to implement.
- The 20 EU countries that presently have a [national cycling strategy](#), each with their own ambitious goals to accelerate levels of cycling.

In view of this, we have reformulated the declaration principles drafted by DG MOVE in a manner we believe is more in line with the high level of ambition expressed by Mr Timmermans, the European Parliament and EU Member States.

Under each principle we recommend several commitments that are necessary for delivering on the principles and which the EU institutions and Member States can fulfil in the years to come.

1. **Cycling must be recognised as a fully-fledged mode of transport in all EU laws, policies and funding programmes that relate to mobility and transport.**

- Governments at the regional, national and local levels must elevate cycling to the same playing field as other modes of transport in terms of policy, funding and financing.
- The EU must treat cycling as a full mode of transport across policy sectors and DGs, for example on industrial and business growth, climate and environment, citizen empowerment, social well-being and health.
- The Commission and Member States must apply cycling in climate policies, recognising that the European Green Deal goals cannot be achieved without more cycling. Cycling must therefore play a role in the fulfilment of the EU Emissions Trading Scheme, the Energy

Performance of Buildings Directive, the second-generation National Energy and Climate Plans, the Social Climate Fund and the 100 Climate Neutral and Smart Cities by 2030 mission.

- National public authorities must include cycling in all impact assessments focusing on land-based transport, to ensure that cycling infrastructure is included and to achieve progress on aims to increase the number of kilometres cycled by people in Europe. Such impact assessments must include the health benefits of active mobility.

2. The EU and Member States must grow the levels of cycling for people of all ages, abilities and backgrounds, aiming to double the kilometres cycled by people in the EU by 2030.

- The EU and Member States must work toward a sustained modal shift towards more cycling, measured by a doubling of the kilometres cycled by people in the EU by 2030.
- The EU and Member States must plan for and fund the construction of high-quality cycling infrastructure that enable more people to cycle safely. There must be at least 100,000 kms of new cycle infrastructure and cycle networks in the TEN-T urban nodes by 2030, to make these nodes fully cyclable and to make cycling a full mode of transport.
- The EU and Member States must ensure that everyone living in Europe has access to safe and sustainable modes of transport, including and especially cycling through access to safe cycle infrastructure networks to ensure citizens are not locked into car dependency or transport poverty.
- Member States and local authorities should conduct assessments of existing and planned cycling infrastructure to ensure it is accessible to persons of all ages and abilities using any kind of cycle or personal mobility device. This assessment of infrastructure should recognise cycle parking, bike sharing, urban access, motor vehicle speed limits and digital connectivity, which are also essential infrastructure for cycling.
- National authorities must fully integrate cycling in EU-funded road, rail and waterway projects that are a part of the Trans-European Transport Network (TEN-T).

3. A shift to more cycling can only happen when it becomes safer, and when there is more cycling, the transport network becomes safer for everyone.

- EU, national, regional and local governments must take all actions to reduce deaths and serious injuries of people who cycle. This includes reducing volumes and speeds of motorised traffic, particularly in built-up areas where speeds of motorised traffic should be limited to 30 km/h. Regulations on available new technologies in motorised vehicles that can make traffic safer for everyone, such as Speed Control Function, which can ensure motor vehicles do not go above the speed limit, should be introduced.
- The EU, having a clear competence for vehicle regulation, must undertake an analysis of the European motor vehicle fleet and propose policy interventions to limit and reverse the increase in the mass and size of motor vehicles that interact with, and could pose significant risk to, cyclists and pedestrians.

4. More EU financial investments, at the level of €20 billion until 2030, are needed to unlock the potential for cycling. These need to be supplemented by corresponding investments at the national level.

- Member States must optimise existing EU structural funds to unlock more financial investments for cycling infrastructure and promotion.
- Fiscal and financial incentives for mobility should also treat cycling as a fully-fledged mode of transport and support the modal shift objectives at all levels, for example by using funding opportunities from the European Social Climate Fund to aid citizens in the purchasing of bicycles, or for the funding of bicycle sharing schemes and e-bike sharing schemes as part of public transport systems.
- Member States must implement VAT rate reductions for the purchase, rental and repair of bicycles and e-bikes as mandated by Council Directive (EU) 2022/542 of 5 April 2022.
- Existing EU structural funds should be used to increase cycling at all levels in Europe, and new funding opportunities at the EU, national and local level should be created to promote cycling, whether for the construction of new cycle infrastructure or to enable people to purchase, rent, lease and repair cycles, and to grow the European cycling industry.

- The current approach of ring-fenced funds for certain transport modes should be challenged. Cycling should have equal access to all road-oriented funding (e.g., automotive funding in Horizon Europe, Skills) or comparable instruments should be created for cycling to ensure a level playing field.
- 5. Cycling can stimulate benefits in all settings and journey types, such as in daily mobility, sport, leisure, multimodal trips combined with public transport, and for logistics, not only in cities but also in wider regions and rural areas.**
- EU, national, regional and local governments must prioritise cycling as a sustainable mode of recreation and tourism that can be enjoyed by anyone, which can create numerous economic benefits for local businesses, industry and communities.
 - The EU and Member States and regional authorities must accelerate the development of the EuroVelo cycle route network, which is already recognised as a European inter-cultural treasure, by investing in route maintenance and expansion and in sustainable businesses on EuroVelo routes.
 - National public transport authorities should seek a full integration of cycling into public transport services, to maximise the potential of this combination to provide more options to people to travel sustainably and efficiently. This includes an expansion of bike sharing schemes throughout Europe as a solution to the first and last mile improving access to public transport service to ensure that people are not locked into car dependency or transport poverty.
 - Urban logistics planning at national, city and regional level should recognise and support the integration of cycle logistics into the logistics system, including financial support for relevant infrastructure (e.g., hubs, parking, wider bike lanes) and support for SMEs to use cycle logistics.
 - Regulatory frameworks for vehicles and road use must maintain access to e-bikes for purchase and use as bicycles.
- 6. Harmonised data on cycling at the EU level is necessary to effectively monitor the progress of implementation of the principles and commitments of this declaration, particularly on increasing the modal share of cycling.**
- The Commission must support national, regional and local governments in harmonised data collection on cycling infrastructure, usage, tourism and other relevant indicators.
 - The EU and Member States must speed up the slow progress and lack of resources on harmonised data standards which support policy-making, the development of innovative solutions for safer and more convenient cycling, and the full multimodal integration of cycling with public transport and other sustainable modes. Funding should be provided to accelerate the development and take-up of standardised cycling data sets within MMITS by the EU and Member States.
 - EU statistical and research services should provide adequate funding for measurement of cycling and collection of aggregated statistics, starting with the TEN-T urban nodes.
 - Statistics at EU level should be collected periodically with comparable methodologies to allow for the tracking over time of key indicators like the number of kilometres cycled.
- 7. An increase in cycling across Europe benefits the entire European economy with the creation of one million more high-quality local jobs until 2030 and the strengthening of the European cycling industry.**
- The EU and Member States must recognise the role of cycling to create and transition one million more green jobs in the European cycling sector by 2030.
 - Through the Mobility Transition Pathway being created by the cycling industries in partnership with the European Commission, a detailed action plan maintaining and increasing the competitiveness of cycling industries through resilience, sustainability and digitalization is being developed. This plan should create a level playing field for cycling with other industrial sectors in terms of policy and funding support. This Declaration supports the full implementation of this plan.