

Better taxes, more cyclists.

How smart tax measures can put people on bikes (instead of cars)



Fietsersbond

- Independent non-profit organization
- Dutch speaking cyclist union in Belgium, with GRACQ.
- Working in Brussels and Flanders.
- 11 Staff members
- 80 local groups, 500 volunteers



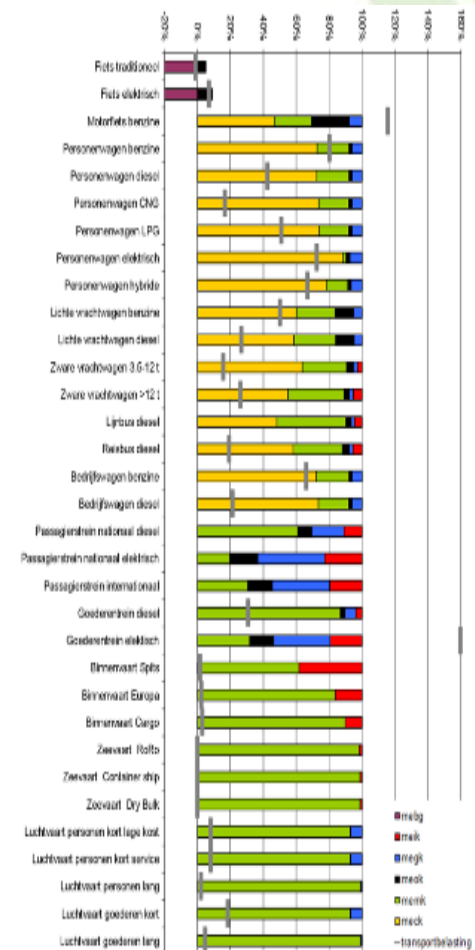
Cost of Mobility

- EU citizen gives € 750 to others car use each year
- Belgium ahead with € 950
- Total cost for society (costs minus benefits) in Belgium € 10,2 billion
- (Udo Becker, De Ware kosten van Mobiliteit 2012)



Internalize external costs

- (Not) all costs and benefits
 - Marginal external costs
 - Bicycle: 5X benefit
 - Gasoline car: 80% (66%CC)
 - Diesel car: 40% (21% CC)
 - Motorcycle: 117%
 - Electric car: 76%
 - Light Truck diesel: 27%
 - Heavy Truck diesel: 26%
 - Airplane short: 8%
 - Airplane long: 2%
- (Transport en Mobility 2017)



Good incentives

- Bicycle fee
- Company tax-reduction for bicycle investments
- Municipal intervention when buying regular/electric/ cargo bikes



Bicycle fee

- € 0,23/km , cycling to work only
- **Bike to work Flanders: increase**
2000: 12,90% → 2015: 15,40%
- **Overall cycling in Flanders: decrease**
2000: 14,60% → 2015: 12,41%

FRAUDE MET FIETSVERGOEDINGEN
ONTDEKT



"HOEZO? GEEN RECHT OP
FIETSVERGOEDING?!"

Bad incentives

- In General low taxes on car use
- Company cars
- Absence of Parking policy
- Tax reduction for long distance commuting
- Tax reduction for buying electric cars

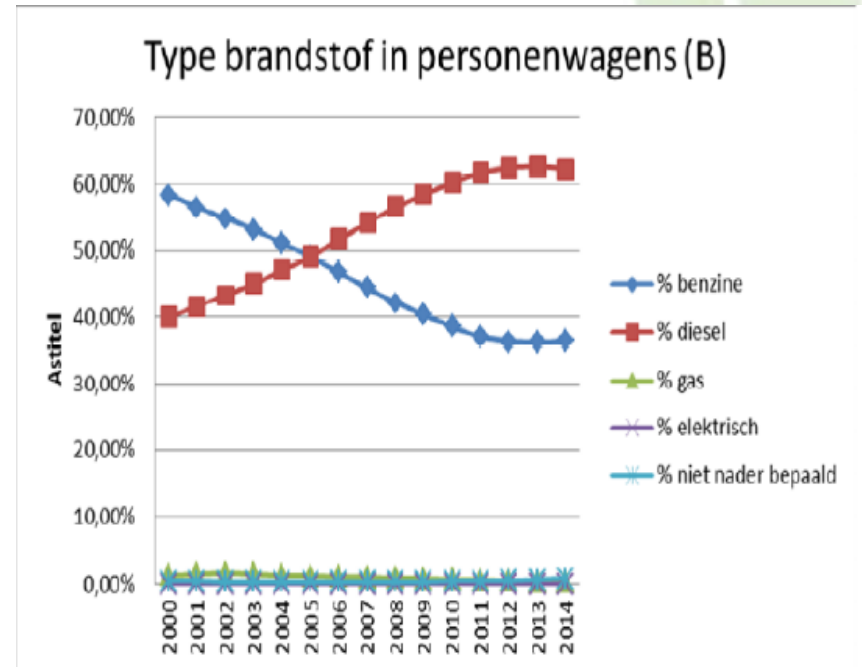


Major Congestion problem



Tax-policy works

- Heavier taxes on diesel
- 22,9% of new cars are diesel. 6 years ago it was 62,9%
- 72% diesel cars within company cars



Propositions

- Higher car taxes:
 - End Company cars
 - Real parking policy
 - Higher tax on fuel
 - Smart congestion charge
- Tax reduction:
 - Moving away
 - Proximity
 - General

