



DCF and ECF Memorandum on Danish Presidency 01/2012

This memorandum provides an overview of the Dansk Cyklist Forbund (DCF/ Danish Cyclists' Federation) and the European Cyclists' Federation (ECF) views on the priorities and policies that must shape the European Council transport policy during the Danish Presidency in the first half of 2012. It refers to the White Paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system", the "Connecting Europe Facility" and the Commission legislative proposals on EU Cohesion Policy 2014 – 2020.

ECF Key Messages in brief

1. Focus on the modal shift.
2. Create an EU cross-service strategy on non-motorised transport.
3. Increase investment in cycling infrastructure.
4. Include EuroVelo within the TEN-T Network.
5. Take further steps developing SUMP's.
6. Incorporate cycling in the EU framework for internalisation of external costs.

Introduction

Cycling is good for the economy. The economy suffers from unpredictable travel times and congestion, stemming from an imbalance in supply and demand. Cycling as an efficient land-use mode of transport can be a powerful solution in finding a better balance. As the Commission acknowledgesⁱ, 50 % of all car trips are shorter than 5 kms, and a large share of these trips could be readily substituted by walking and cycling.

A recent studyⁱⁱ compared bicycle vs. car use and its total costs to the economy. The result: every km cycled costs 1.55 cents, whereas every km driven by car costs 98.38 cents. In other words:
every km cycled instead of driven saves the economy 96.83 cents.

According to the best available dataⁱⁱⁱ, people in the EU-27 currently cycle about 94 billion km annually.

This means that **Cycling saves the European economy 91 billion Euro annually. Hence, doubling cycling by 2020 could save Europe another 91 billion Euro.**



ECF Key Messages in detail

1. Focus on the modal shift.

The inclusion of sustainable mobility behaviour in the recent White Paper is welcomed. However, more attention should be given to encouraging people to consider alternative forms of transport rather than continuing their accustomed mobility patterns (e.g. through awareness raising campaigns). As in other fields of life marketing plays a crucial role.

We welcome that the European Commission has suggested an ambitious CO₂ reduction target by 2050. However, experience shows that the growth in transport volumes has largely outpaced the energy efficiency gains in the transport sector. Therefore we doubt whether primarily looking at technological solutions will achieve the set target. It should not be an "either/or" approach, but an "as well as".

In particular as regards passenger transport, a modal shift in urban centres is much needed. In order to reduce congestions, a more efficient use of urban space is required, i.e. by increasing walking and cycling at the expense of individual motorized transport.

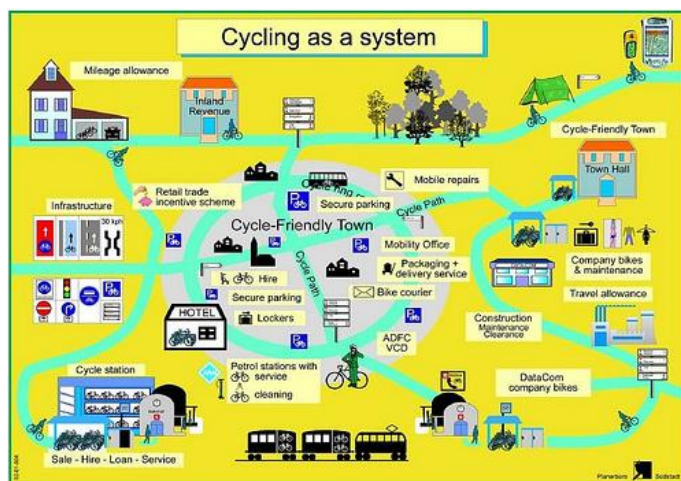
2. Create an EU cross-service strategy on non-motorised transport.

The EC Policy Orientations on Road Safety 2011 – 2020 state: "Given the significant environmental, climate, congestion and public health benefits of cycling, it merits reflection whether more could be done in this area." It is now time for this 'reflection' to be put onto paper as the Master Plan Walking and Cycling.

Walking and cycling are primary but not exclusive urban responsibilities. At a national level, many governments have realized that an integrated strategy is needed, as walking and cycling cover different horizontal policy fields: transport and mobility, environment, regional development, health, tourism, enterprise, and sports.

Countries that have presented a strategic plan on cycling in the past include Austria, Belgium (Flanders, Brussels, Wallonia), Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Lithuania, the Netherlands, Malta, Slovenia and the UK.^{iv}

Europe also needs such a strategy if it is to fully tap into the potential of walking and cycling.



Ride your Bike. German National Cycle Master Plan 2002 – 2012.



3. Increase investment in cycling infrastructure.

As the EC Policy Orientations on Road Safety 2011 – 2020 suggests, cyclists should be entitled to better infrastructure in order to improve road safety. 15% of EU co-funding in transport should be allocated to walking and cycling. At the moment only 0.7% of EU co-funding in transport is earmarked for cycling.

Historically speaking, cycling is a sector which suffers from under-investment both within most EU countries and from the EU itself. Only 0.7% of EU co-funding in transport is earmarked for cycling infrastructure for the financial period of 2007-2013. Hence, we believe that 15% of these funds (TEN-T, structural and cohesion funds) being allocated to walking and cycling is justified. Cycling infrastructure that could be co-funded includes:

- Urban Infrastructure: Integrated bicycle infrastructure networks;
- Sub-urban/ Regional/ National Infrastructure: Bicycle highways;
- European Infrastructure: EuroVelo, the European long-distance cycle route network;
- Bike rental schemes;
- Bike parking stations at intermodal hubs (railway stations, etc.).

Best Practice Example: The Dutch

The Netherlands is considered as being the best cycling country in Europe with a cycling modal share of 27%. All authorities invest a combined total of € 410 million in cycling infrastructure (i.e. € 25 pp/a). Out of this budget, about € 100 million will be spent annually on creating a 675 km bicycle highway network by 2020. The rate of return-of-investment is about

1 : 1.44 – 3.58, depending on the scenario.

The two Dutch Scenarios:

- 1) Construction of bike highway network;
- 2) Construction of bike highway network + 50% of all Dutch bikes are electric bicycles.



Picture: Cycling Infrastructure in the Netherlands.

Table: Return on Investment for Different Scenarios

	Benefits with bike highways	Benefits if 50 % of bikes are Pedelects (electric bicycles)
Mobility and economic benefits (reducing congestion; improving accessibility)	Ca. € 40 million (- 0.7 % car use in the Netherlands; + 1.3 % cycling → 3.8 million hours less lost in traffic jams à 10 €/ h)	Ca. € 100 million (- 1.6 % car use in the Netherlands; + 3.3 % cycling → 9.4 million hours less lost in traffic jams à 10 €/ h)
Health	Ca. € 100 million (117 saved lives in terms of reduced mortality/ HEAT for cycling)	Ca. € 250 million (306 saved lives in terms of reduced mortality/ HEAT for cycling)
Environment	€ 4 million (80 000 saved CO ₂ × 50 €/ t CO ₂ ; Is about 0.5 % of total annual Dutch CO ₂ emissions)	€ 8 million (120.000 saved CO ₂ × 50 €/ t CO ₂ ; is about 0.9 % of total annual Dutch CO ₂ emissions)
Total	€ 144 million	€ 358 million



4. Include EuroVelo within the TEN-T Network.

ECF is managing the development of EuroVelo, which aims to create a network of long-distance cycle routes connecting the continent. EuroVelo routes provide key links between and within urban areas and its completion would considerably improve the mobility of European citizens, in a sustainable and energy-efficient manner.

Integrating the EuroVelo Network into TEN-T (at the very least as part of the proposed Comprehensive Network⁴) should be high on the transport agenda. It should be considered as an opportunity for promoting European trans-border cycling infrastructure networks, as well supporting soft mobility and sustainable tourism.

The European Parliament already gave its support to EuroVelo in its resolution on the European Commission Green Paper on the Future of TEN-T, which “Asks the Commission and the Member States to consider the Eurovelo-Network and Iron Curtain Trail as an opportunity for promoting European trans-border cycling infrastructure networks, supporting soft mobility and sustainable tourism”.



Map: EuroVelo routes

5. Take further steps developing SUMP.

Sustainable Urban Mobility Plans (SUMPs) represent a primary way to promote walking, cycling and public transport. The Commission should take further steps to support local authorities through incentives and recommendations in developing sustainable urban mobility plans.

In the White Paper on Transport, the Commission suggests a number of concrete actions which ECF finds interesting and would like to see developed further, including on:

- “Establish procedures and financial support mechanisms at European level for preparing Urban Mobility Audits, as well as Urban Mobility Plans ... Examine the possibility of a mandatory approach for cities of a certain size, according to national standards based on EU guidelines.”
- “Link regional development and cohesion funds to cities and regions that have submitted a current, and independently validated Urban Mobility Performance and Sustainability Audit certificate.”
- “Examine the possibility of a European support framework for a progressive implementation of Urban Mobility Plans in European cities.”

ECF encourages the EU to be bold on this issue: Cities with more than 100,000 inhabitants should be obliged to present a Sustainable Urban Mobility Plan; every town and city applying for European regional development and cohesion funds should only receive EU funds when having submitted a Sustainable Urban Mobility Plan and/or a Urban Mobility Audit.



6. Incorporate cycling in the EU framework for internalisation of external costs.

Cycling saves the European economy 91 billion Euro annually. As the savings generated from cycling are largely derived from cycling's health benefits, a horizontal policy covering the different policy fields must include cycling in the EU framework for internalisation of external costs and its application guidelines.

Cycling is good for the economy. The economy suffers from congestion, stemming from an imbalance in supply and demand. Cycling as an efficient land-use mode of transport can be a powerful solution in finding a better balance. As the Commission acknowledges, 50 % of all car trips are shorter than 5 kms, and a large share of these trips could be readily substituted by walking and cycling.

A recent study compared bicycle vs. car use and its

total costs to the economy. The result: every km cycled costs 1.55 cents, whereas every km driven by car costs 98.38 cents. In other words: **every km cycled instead of driven saves the economy 96.83 cents.**

According to the best available data, people in the EU-27 currently cycle about 94 billion km annually. This means that **Cycling saves the European economy 91 billion Euro annually.**

It should be remembered that the savings generated from cycling are largely derived from cycling's health benefits. However, the data cited only takes reduced

mortality into account, and not reduced morbidity. These figures can therefore be considered very conservative estimates and have likely underestimated the economic savings brought about by cycling.

Table: Costs for the Overall Economy: Bicycle vs. Car

Indicator [€-ct/km]	Internal		External		Total	
	Bicycle	Car	Bicycle	Car	Bicycle	Car
Health	0	0	89,89	0	89,89	0
Noise	0	0	0	-1,02	0	-1,02
Accidents	-6,29	-1,44	-8,42	-1,85	-14,71	-3,29
Running costs	-10,2	-38,3	0	-	-10,2	-38,3
Travel time	-66,53	-54,29	0	-	-66,53	-54,29
Pollutants	0	0	0	-0,63	0	-0,63
CO ₂	0	0	0	-0,85	0	-0,85
Total	-83,02	-94,03	81,47	-4,35	-1,55	-98,38
Difference bicycle - car	11,01		85,82		96,83	

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About Us



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

As well as advocating for better cycling policies and promoting cycling at the international level in general, ECF has a range of programs including EuroVelo, the European cycle route network, the global networks "Scientists for Cycling" and "Cities for Cyclists", 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.

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Danish Cyclists Federation (DCF), founded in 1905, is one of the oldest cyclist organizations in Europe. DCF is based in Copenhagen has around 20.000 members with 40 local representations all around Denmark.

The main goal of DCF is strengthening the cycling culture in Denmark. Besides the small group of paid staff in the Copenhagen office, DCF's work is mainly based on voluntary work.

DCF is one of the founding members of ECF.

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i Commission Staff Working Document Accompanying the White Paper - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, par. 61.

ii Trunk G. (2011) Gesamtwirtschaftlicher Vergleich von Pkw- und Radverkehr. Ein Beitrag zur Nachhaltigkeitsdiskussion. Masterarbeit am Institut für Verkehrswesen der Universität für Bodenkultur, Wien

iii EU Energy & Transport in Figures, Statistical Pocketbook, 2001, EU Transport in Figures, Statistical Pocketbook 2000.

iv ECMT (2004) National Policies to Promote Cycling.

v In October, DG MOVE published proposals for new guidelines for the TEN-T. It advocates splitting the TEN-T into a 'Core' Network and a 'Comprehensive' Network. Whilst acknowledging the inter-relationship between the two, the former would be given greater priority and therefore funding. At the moment, EuroVelo is not recognized as part of the TEN-T at all.



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