



# Förderung von Radverkehr in Zeiten von COVID-19

Österr. Städtetag, 28. Oktober 2020

Fabian Küster, Senior Policy Officer

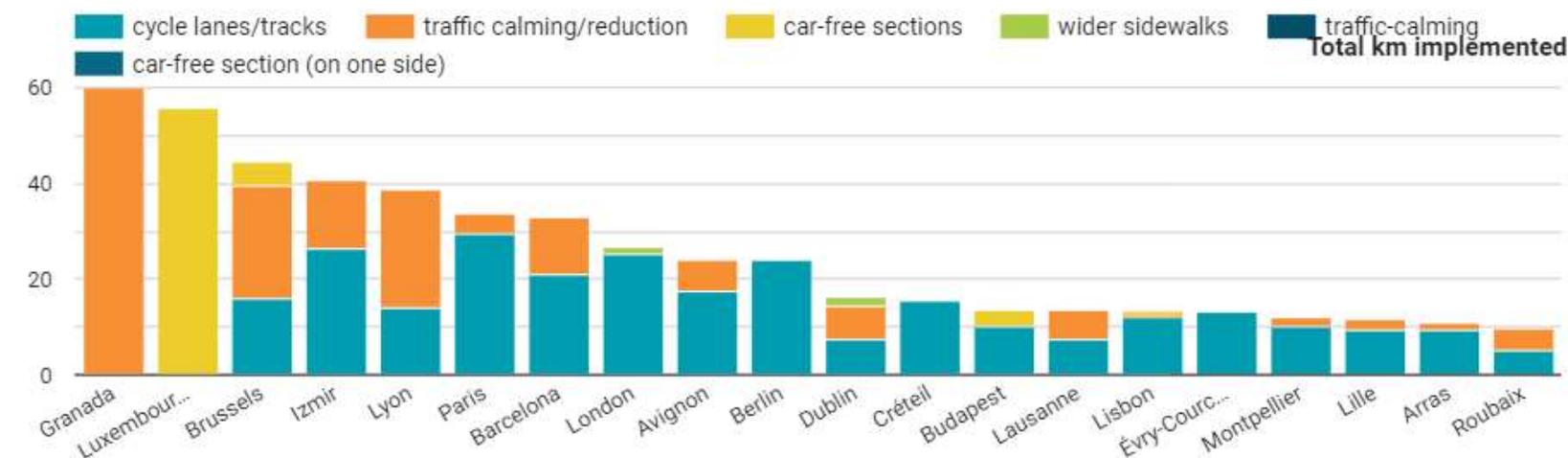
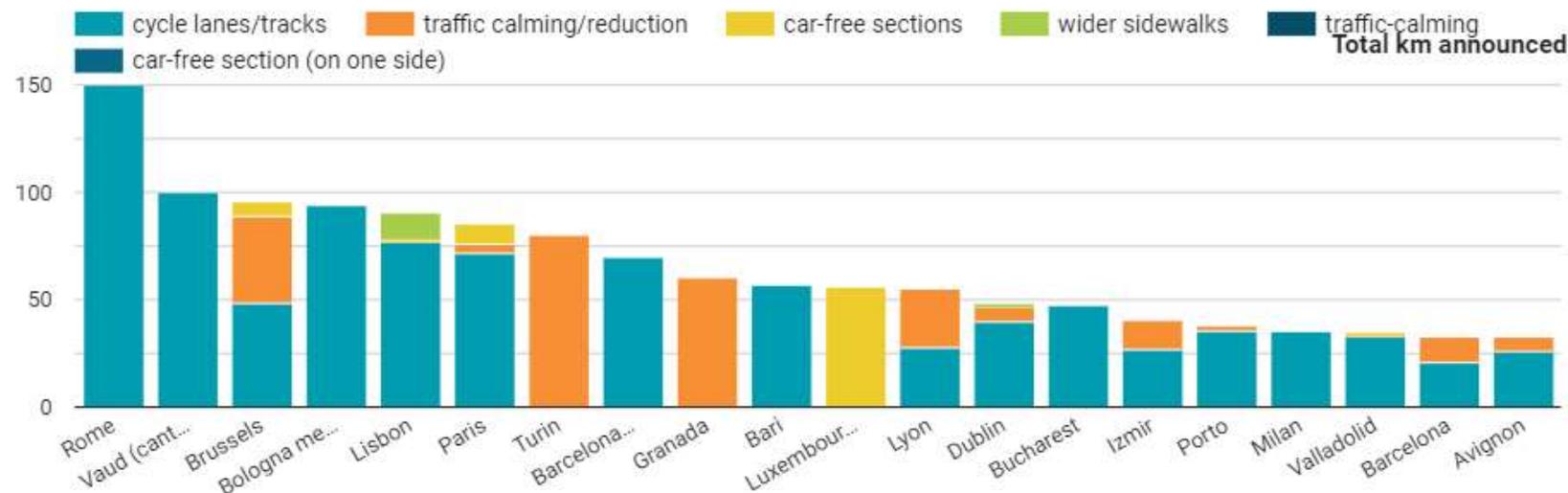


**Die ÖPNV-Nutzung ist in vielen Städten um  
70 bis 90 Prozent eingebrochen.**

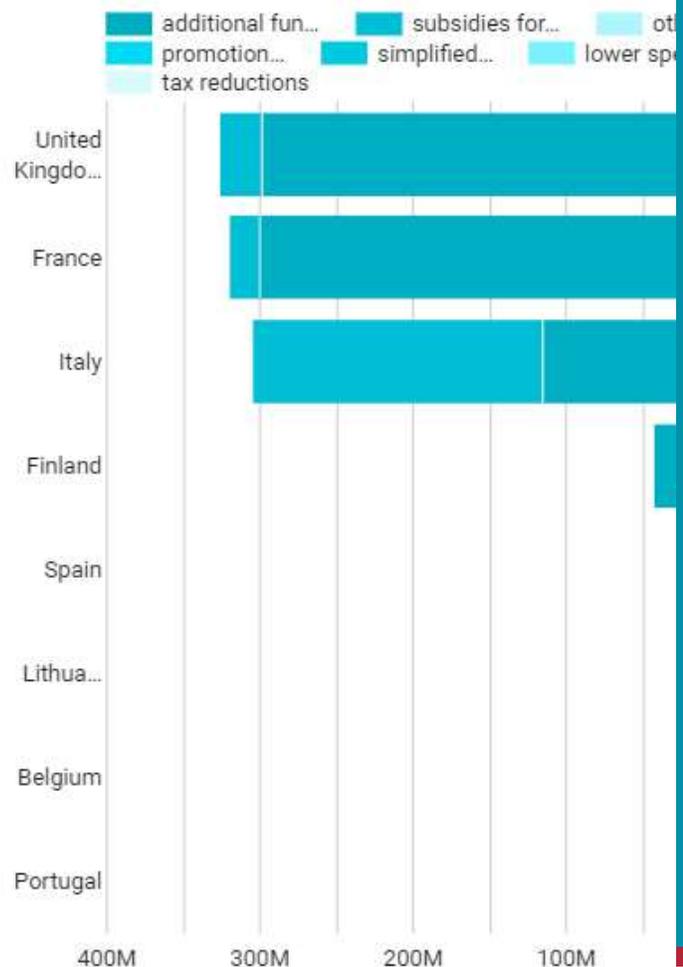
McKinsey-Analyse: Wie verändert Covid-19 die Mobilität?

Country ▼

USE FILTER TO VIEW COUNTRY SPECIFIC RANKINGS



Additional budget allocated for cycling promotion measures



## ANNEX I: POTENTIAL FUNDING FROM EU SOURCES TO AUSTRIA, 2021-2027

**Table 1: EU funds available, 2021-2027: commitments, EUR billion**

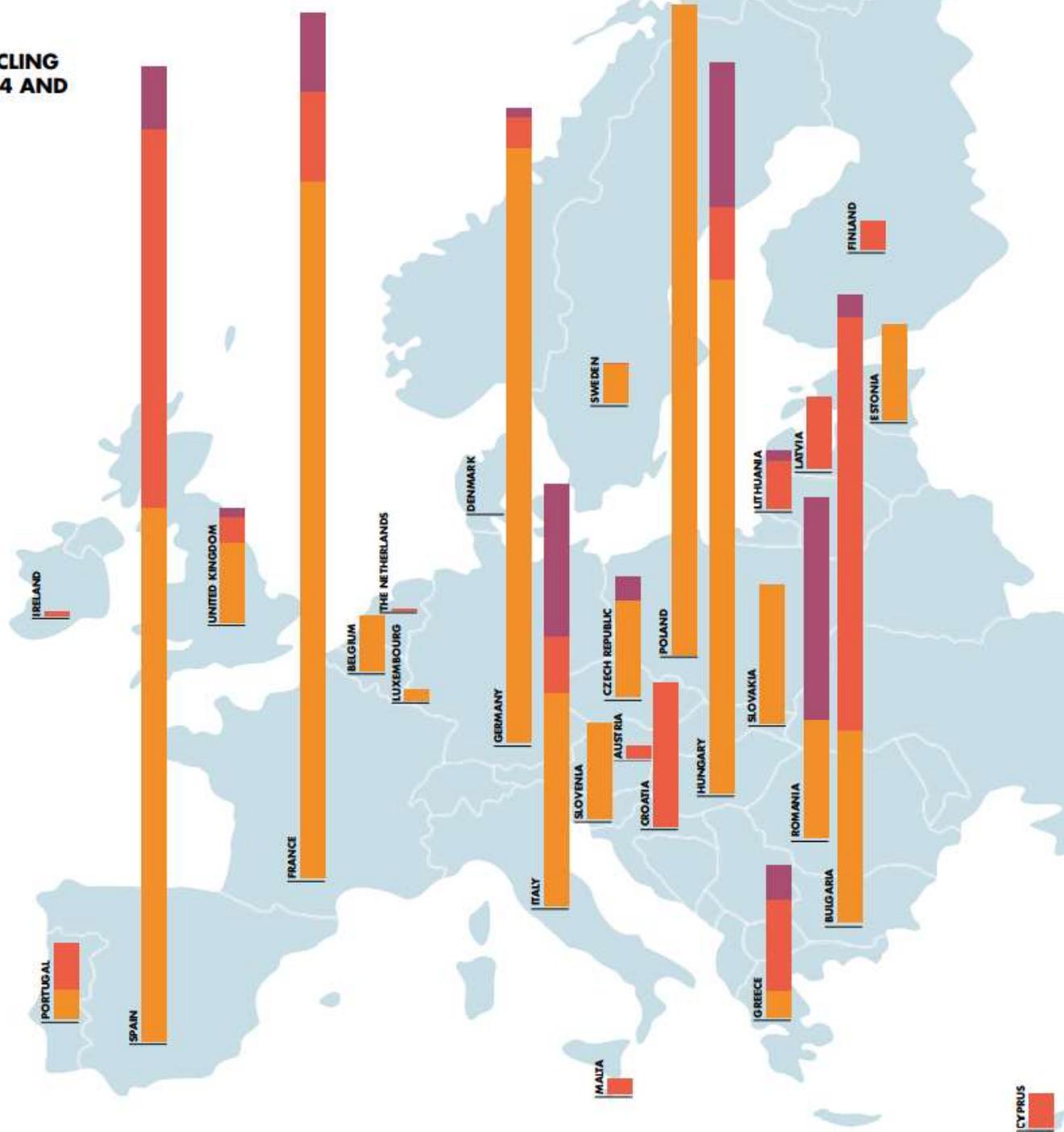
Programme	Amount	Comments
Cohesion policy funds (ERDF, ESF+, Cohesion Fund)	1.1	In current prices. Includes funding for European territorial cooperation (ETC). Does not include amounts transferred to the Connecting Europe Facility.
Common agricultural policy – European Agricultural Fund for Rural Development, and direct payments from the European Agricultural Guarantee Fund	8.5	In current prices.
Recovery and Resilience Facility	3.0	In 2018 prices. Indicative grants envelope, sum of 2021-2022 and estimated 2023 commitments. Based on the Commission's summer 2020 GDP forecasts.
Just Transition Fund	0.1	In 2018 prices. Commitments both under the multi-annual financial framework (MFF) and Next Generation EU.
ETS auction revenue	0.2	Indicative: average of actual 2018 and 2019 auction revenues. The amounts in 2021 to 2027 will depend on the quantity and price of auctioned allowances.



EUROPEAN COMMISSION

# OVERVIEW OF EUROPEAN FUNDS AVAILABLE FOR CYCLING AT A NATIONAL AND REGIONAL LEVEL BETWEEN 2014 AND 2020 BASED ON CURRENT INFORMATION

Country	Estimated amount of funding available (€ million) based on:			Total
	Explicit references	Implicit references	Indirect references	
Austria	0.0	2.6	0.0	2.6
Belgium	11.4	0.0	0.0	11.4
Bulgaria	40.0	85.7	4.6	130.3
Croatia	0.0	30.0	0.0	30.0
Cyprus	0.0	7.0	0.0	7.0
Czech Republic	20.0	0.0	5.0	25.0
Denmark	0.0	0.0	0.0	0.0
Estonia	20.0	0.0	0.0	20.0
Finland	0.0	6.0	0.0	6.0
France	196.8	25.2	22.3	244.4
Germany	123.4	6.2	1.8	131.4
Greece	5.5	18.7	7.0	31.2
Hungary	106.7	15.0	30.0	151.7
Ireland	0.0	1.0	0.0	1.0
Italy	44.5	12.0	31.5	88.0
Latvia	0.0	15.0	0.0	15.0
Lithuania	0.0	10.0	2.0	12.0
Luxembourg	2.5	0.0	0.0	2.5
Malta	0.0	3.2	0.0	3.2
Poland	403.7	0.0	0.0	403.7
Portugal	6.0	9.5	0.0	15.5
Romania	25.0	0.0	46.0	71.0
Slovakia	28.7	0.0	0.0	28.7
Slovenia	20.0	0.0	0.0	20.0
Spain	135.5	96.2	15.7	247.4
Sweden	8.0	0.0	0.0	8.0
The Netherlands	0.0	0.3	0.0	0.3
United Kingdom	16.7	5.3	1.9	23.8
<b>Summary</b>	<b>1,324.8</b>	<b>408.1</b>	<b>308.3</b>	<b>2,041.2</b>



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# UNLOCKING EU FUNDS FOR CYCLING INVESTMENTS

A GUIDE TO 2021-2027 PROGRAMMING DOCUMENTS

## BELGIUM



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# Recovery and Resilience Facility: 672.5 bn Euro

**“Bike lanes are exactly the kinds of investments we want to see through the Recovery and Resilience Facility. They create 30 % more jobs in construction than conventional road projects”,**

Céline Gauer, Head of the Recovery and Resilience Task Force at the European Commission's Directorate General, at Urban Mobility Days

# Frankreich

1.2 Mrd Euro for  
Radverkehr und Öffis

Vorteil Radverkehr:  
Relativ schnell  
umsetzbar!

## Développer les mobilités du quotidien: plan vélo et projet de transport en commun

Montant  
consacré  
à la mesure  
**1,2 Md€**

Le plan de relance consacre 1,2 Md€ au vélo et au développement des transports collectifs tels que métro, tramway, bus et RER métropolitain, pour apporter des solutions de mobilité plus respectueuses de l'environnement.

Le plan de relance mobilise 1,2 Md€ pour :

- **Développer l'usage du vélo:** des aides seront apportées aux collectivités pour financer des pistes cyclables et des places de stationnement sécurisé.
- **Développer les transports en communs:** le plan de relance soutiendra le développement d'offres ferroviaires dans les zones urbaines les plus denses, l'amélioration de services existants, la création de nouvelles lignes de transports collectifs en site propre...

Ces moyens viennent compléter le financement des collectivités et pourraient permettre un investissement total dans les territoires proche de 5 Md€. Ceci générera immédiatement des emplois pour la réalisation des travaux, estimés à plus de 55 000 équivalents temps plein.

### Exemple de projets:

En Île-de-France sont visées l'amélioration de lignes régionales ferroviaires structurantes: RER E à l'ouest, tronçon central des RER B et D. Seront poursuivis également le déploiement du tramway T3 et T1 ainsi que des bus comme le TZ en 2 et 3 notamment. En province et Outre-mer, la mesure permettra de soutenir plus de projets de transports collectifs portés par les collectivités locales: tramways, bus à haut niveau de service, etc.



**THANK YOU  
FOR YOUR ATTENTION**

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# Europäischer Fonds für Regionalentwicklung (EFRE)/ Kohäsionsfonds 2021 - 2027

	2007-2013 in billion Euros	2014-2020 in billion Euros	
Road	42.6	29.6	
Rail	23.1	18.6	
transfer from Cohesion Fund to Connecting Europe Facility		(11.3)	
Seaports	3.1	2.4	
Airports	1.6	0.4	
<b>Cycling/walking</b>	<b>0.7</b>	<b>2.0</b>	
Inland waterways	0.4	0.8	
<b>Urban transport</b>	<b>8.1</b>	<b>12.7</b>	
ITS	1.0	2.0	
Multi-modal transport	1.8	1.7	
TOTAL	82.5	70.1 (81.4)	

# ECF country guides

A detailed step-by-step manual on how to access more EU funding for cycle investments from ERDF and CF during next MFF 2021 - 2027

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## Country Report - Belgium

The following problems have been identified by the European Commission as the main obstacles for the effective and sustainable development of Belgium:

- Growing traffic volumes boosted by commuting subsidies like tax advantages for company cars create congestion and are putting land transport infrastructure under pressure while inland infrastructure investments remain low<sup>60</sup>.
- Despite significant needs, public investment barely increased and remained below the euro-area average. Belgium has important investment needs in sustainable transport<sup>61</sup>.
- The transport sector is responsible for 35% of non-ETS greenhouse gas emissions in Belgium. A recent study by the European Commission estimates the total external costs of transport for road, rail and inland waterways in Belgium at €27 billion annually, which corresponded to 7% of Belgium's GDP in 2016. These external costs include costs related to accidents, environment (air pollution, climate change, the costs related to energy production, i.e. the well-to-tank emissions, noise, habitat damage) and, only for road, congestion costs amount to some €9 billion<sup>62</sup>.
- Road transport congestion makes air quality in Belgium to be a cause for severe concern. As the European Environment Agency report for the year 2016 shows, there is a significant health burden due to poor air quality with 75,800 years of life loss (YLL) attributable to fine particulate matter concentrations (with 6.7 YLL/1000 residents)<sup>63</sup>.

The following solutions have been recognized by the EC as effective tools to address these challenges:

- Belgium's objective to increase the share of low-carbon transport will involve investing in multimodal mobility systems, strengthening and improving public transport and encouraging the use of soft (i.e. zero emission) mobility<sup>64</sup>.
- Crucial in the success of GHG emission reduction plan will be the decarbonisation of road transport through electrification and modal shift<sup>65</sup>.

## 7.1. URBAN TRANSPORT: VALENCIA CYCLING INFRASTRUCTURE Spain

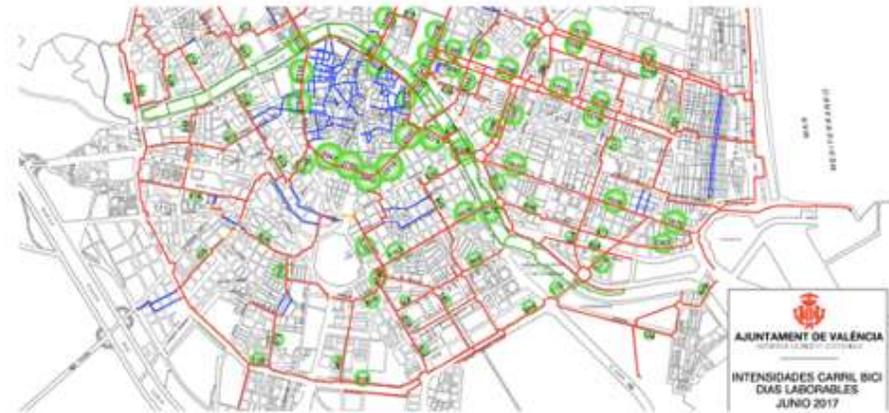
The experience of many Mediterranean cities shows that the provision of cycling infrastructure into the city center is a great solution to many problems plaguing European metropolises, in particular traffic congestion. The construction of a dense network of various paths throughout the urban fabric in Valencia has caused to increase the volume of daily cyclists and decrease motorized traffic substantially.

It is complex to establish a direct cause-consequence relation. However, the growing and stupendous state of health of the Valencian cycle lanes coincides with a continued decrease in the volume of cars circulating through the city center.

The debate on the usefulness of cycling paths in city centers is now taking place in many European metropolises. The example of Valencia seems decisive for its outcome. If cycling paths are built, people use them<sup>15</sup>.



## WHAT ARE THE BENEFITS?



In just two years after the EU funds were used to build bicycle infrastructure in the center of Valencia, the number of cyclists has doubled (picture above). At the same time, the analysis of car traffic shows that the number of motor vehicles on the roads has decreased by more or less the same value as the number of cyclists has increased (picture below).

## EU FUNDS IN PLAY



### INVESTMENT PRIORITIES OF ERDF REGULATION

Favor the transition to a low-carbon economy in all sectors

Conserve and protect the environment and promote resource efficiency

### OPERATIONAL PROGRAMME

Operational Programme 'Comunidad Valenciana' 2014 - 2020

### EXEMPLARY INVESTMENTS WITH AMOUNT OF ALLOCATED FUNDS:

#### Construction of Constitución-Ronda Nord avenue bike path

ERDF	TOTAL
80 642 EUR	161 284 EUR

#### Construction of Avenida Maestro Rodrigo bike path

ERDF	TOTAL
143 136EUR	286 273 EUR

#### Construction of Manuel Candela-Tomás de Montaña bike path

ERDF	TOTAL
221 264 EUR	442 529 EUR

#### Construction of Sancho Tello-Jerónimo Monsoriu bike path

ERDF	TOTAL
71 621 EUR	143 243 EUR

# National Recovery and Resilience Plan

## Flagship investments and Investment modules

- **7 flagship investments, including “Recharge and refuel“ – specific focus on “smart and sustainable mobility”**
- **Flagship further elaborated in investment component: “Clean, smart and fair urban mobility”**

# “Clean, smart and fair urban mobility”- Challenges

- Carbon footprint of transport : “The reduction of X% transport-related GHG emissions does not only require the replacement of road-transport fleets but also game-changing technology and infrastructure transformations and **the transition towards other modes of transport, such as trains, trams, active modes of transport**, etc.”
- Air pollution
- Congestion
- Country-specific recommendations

# “Clean, smart and fair urban mobility”- Objectives

- Twin-transition (“Green and digital”)
- Jobs and growth
- Social resilience: “Investing in active mobility (walking and cycling, also encouraging multimodal connection with public transport e.g. through bike parking facilities at metro stations) will further improve public health thanks to increased levels of physical activity. This can decrease obesity levels and contribute to preventing cancer, hypertension and other chronic diseases.” ... “Clean and smart public transport and improved infrastructure for active transport will protect vulnerable road users. It will help to increase road safety and reduce the number of people injured in accidents and of fatalities.”

# “Clean, smart and fair urban mobility”- Reforms

1. Create the framework for cities/agglomerations to adopt and implement individual Sustainable Urban Mobility Plans (SUMP).
2. Progressively phase out the most polluting vehicles in most polluted urban areas.
3. Support the deployment of sustainable shared mobility services.
4. Simplify and harmonize permitting procedures for alternative fuels infrastructure.

# “Clean, smart and fair urban mobility”- Investments

1. Create a subsidy scheme to allow cities/agglomerations to procure smart, safe and clean public transport fleets, and their related infrastructure, as well as publicly accessible recharging/refuelling points for private and commercial zero and low emissions vehicles. Funding will be limited to investments included in SUMP's and conditional on complying with strictly specified public procurement rules. This investment builds on Reform 1.
2. Introduce a scrapping scheme for the most polluting vehicles. The scheme will provide incentives to give up older and 'dirtier' vehicles, in exchange of mobility services, such as collective transport passes, **allowances to purchase bicycles** or zero or low emission vehicles. This investment enhances the effects of Reform 2.

# Timeline

Proposal for Regulation establishing a **Recovery and Resilience Facility** (RFF) (May 2020); + EC guidance of flagship investments and investment components

As of October 14: Member States can submit their **unofficial draft national recovery and resilience plans** to Commission

Awaiting **final agreement on Regulation** (early 2021)

Member States can submit their **official draft national recovery plans** to Commission

**Official agreement:** by end of April 2021

# Poland

- 50 % more cycling in Polish cities since COVID-19: “*The new needs of citizens must be followed by infrastructure investments so that everyone can reach their destinations safely and comfortably.*”
- **14 out of 16 Polish regions recognized cycle projects** as crucial for rebuilding regional economies and strengthening resilience to COVID-19 and submitted cycling-related proposals to the draft Polish National Recovery and Resilience Plan.
- **Podkarpackie Voivodship: PLN 1.5 billion (EUR ~ 340 million)**
- **Wielkopolskie Voivodship: PLN 300 million (EUR ~ 67 million)**

# ECF recommendations

- 1. Infrastructure investments:** a minimum of 10 % of transport capital investments should be earmarked for cycling. Ireland has already committed to such a target in its coalition agreement.
- 2. E-bike access fund:** In case there are plans to create mobility purchase incentives, including scrappage car schemes, these have to be extended to (electric) bicycles. 10 % of the overall fund to cycling.
- 3. Bicycle tourism:** The tourism sector is among the hardest hit economic sectors. Jobs in the bicycle tourism sector are long-term sustainable jobs mostly in rural areas, and for all levels of qualification.
  - i. Provide and signpost high-quality, safe and direct cycle routes;
  - ii. Develop cycle-friendly services, amenities and concepts to attract and cater for increasing numbers of cycle tourists;
  - iii. Promote cycle tourism and European cities and regions as cycle tourism destinations;

**FRIDAY 30 OCTOBER, 10.00–11.30 CET**

**MORE CYCLING FOR A GREEN RECOVERY  
EU MAYORS DISCUSS WITH FRANS TIMMERMANS**

**#MoreCycling**

**Join European Commission Executive Vice-President  
Frans Timmermans for a high-level round table discussion**