

**Fabian Küster ECF**

# Cycling in Climate Policies

25 June 2019



# Introduction

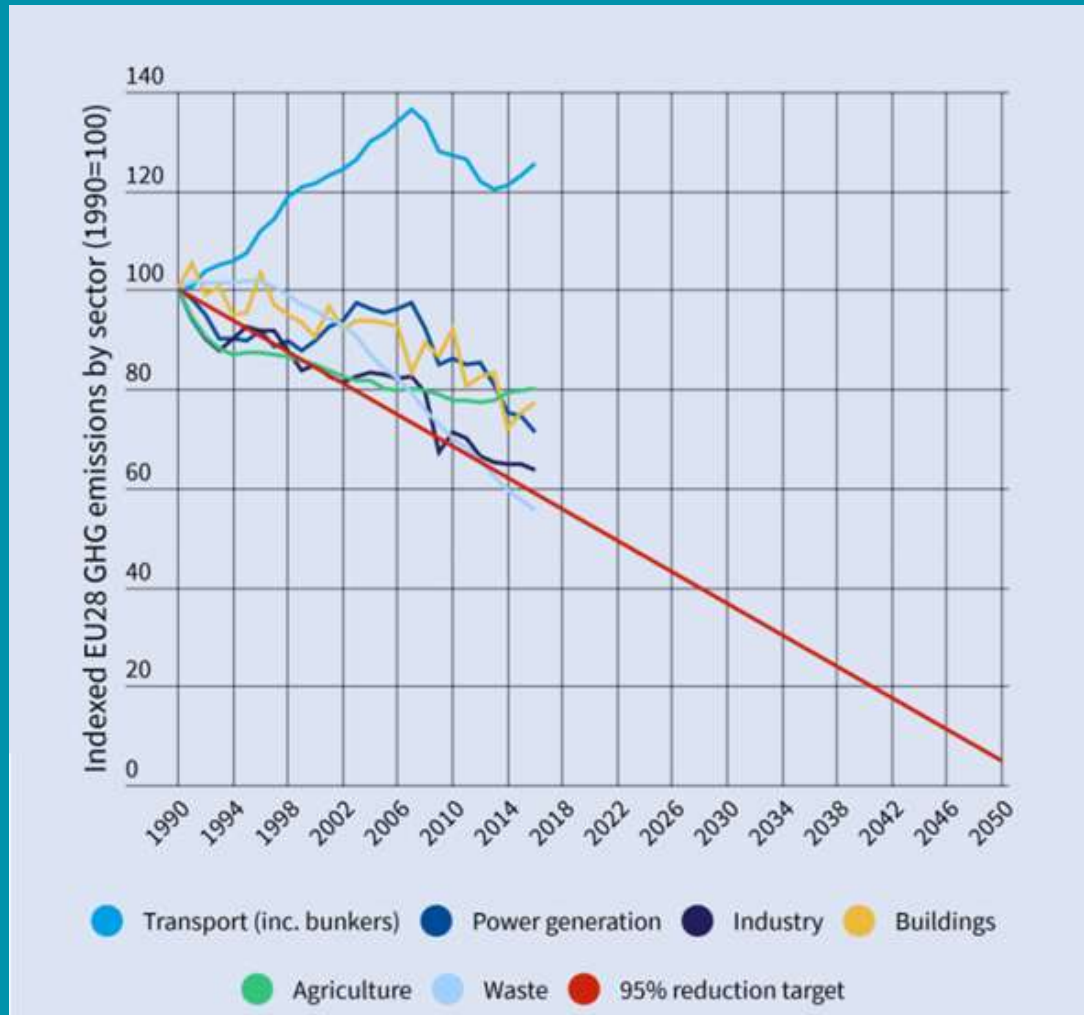
**Trend CO2 emissions in transport sector & CO2 savings potential through more cycling**

**Policy Framework**

**EU-28 National Energy and Climate Plans – An ECF assessment**

# CLIMATE CHANGE ~~EMERGENCY~~ EMERGENCY/ BREAKDOWN

# Greenhouse Gas emissions **per sector**



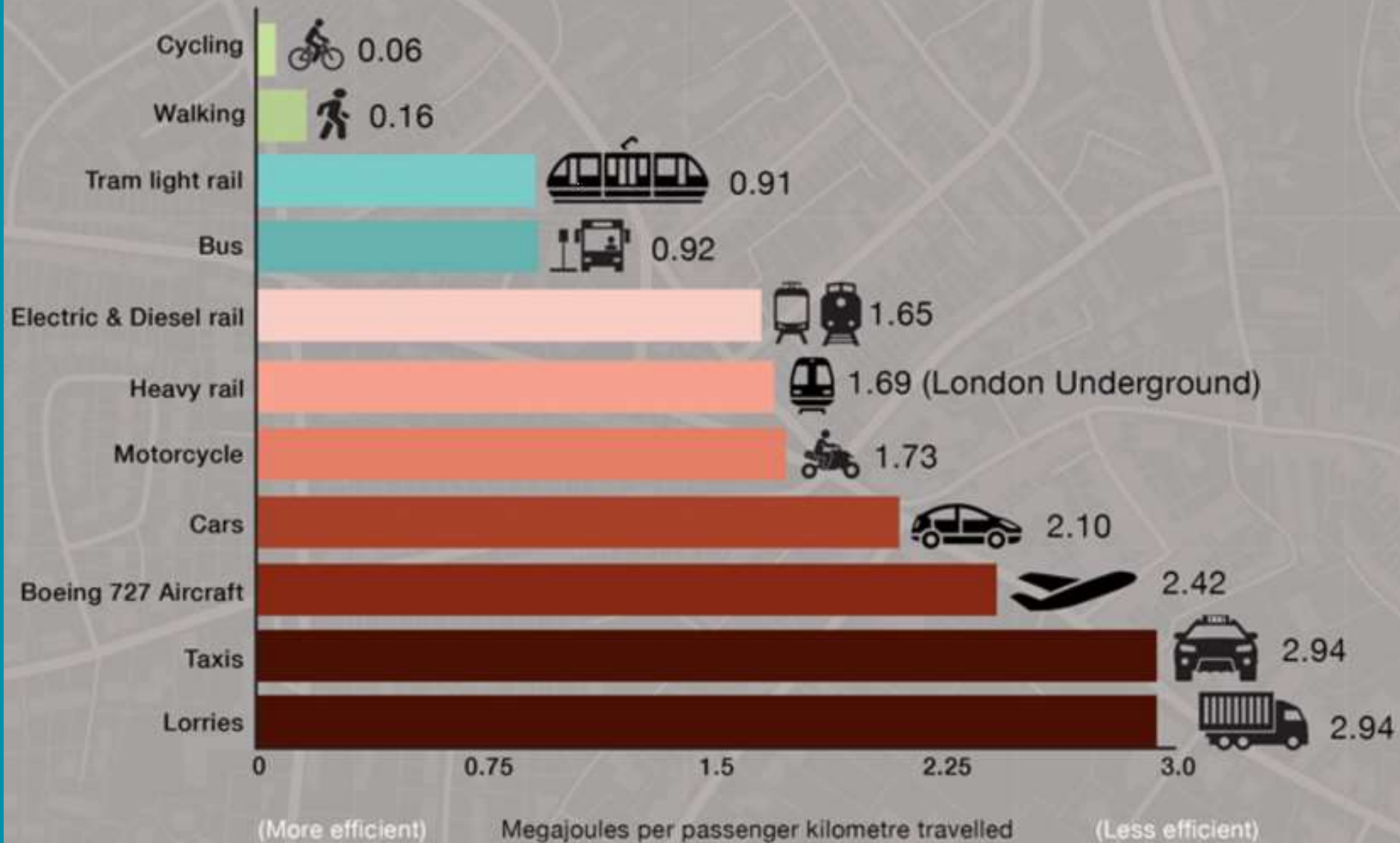
EU-28 GHG emissions since 1990: - 22 %

Transport sector: + 26 %

Since 2013: + 7.5 %

**The transport sector is Europe's largest climate challenge!**

# Transport Energy Efficiency



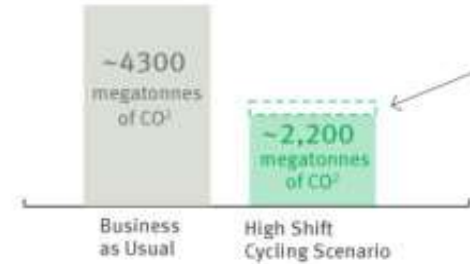


TODAY  
~7% of urban trips, globally, are taken by bicycle and e-bike.

If we shift to a modest  
23% of trips taken by bicycle

or e-bikes by 2050 as part of a comprehensive shift toward sustainable transport (mass transit, walking, and biking), and away from cars, then...

2050 EMISSIONS FROM URBAN TRANSPORT



We could avoid  
~300 megatonnes of global CO2 emissions, a 7% reduction in urban transport emissions over BAU due to cycling, as part of a 47% total reduction in the comprehensive HSC scenario

2015-2050 CUMULATIVE COSTS OF TRANSPORT



And save cities  
\$25 trillion<sup>USD</sup> over the next 35 years due to cycling



Potenziale des Radverkehrs für den Klimaschutz  
im Auftrag des Umweltbundesamtes

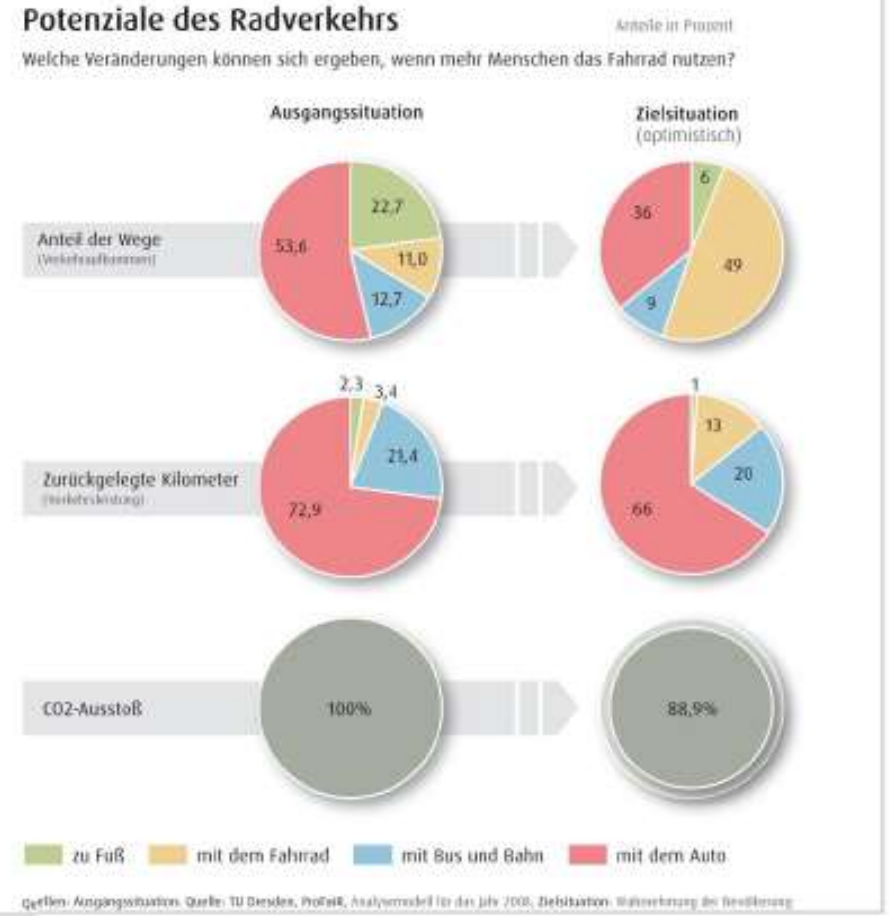


Bild3: Veränderungspotenziale bei tatsächlicher Nutzung des Fahrrades für alle mit dem Rad als gut erreichbar eingeschätzte Wege „Wahrnehmung des Rades als Option“

Institute for Transportation and Development Policies (ITDP): *A Global high-shift scenario, 2015*. Tripling cycling could save 7 % of urban transport emissions.

Prof. Gerd-Axel Ahrens, Prof. Udo Becker, et al *Potenziale des Radverkehrs für den Klimaschutz, 2013*. Quadrupling cycling could save 11 % of transport CO2 emissions.

# WHO HEAT For Cycling – CO2 savings potential in the EU through more cycling

Year	Increase of cycling compared to 2018	Reduced CO2 emissions per year (t of CO2 equivalents)	Reduced CO2 emissions over the whole period (t of CO2 equivalents)
2030	50%	3.391.481	44.089.258
	100%	6.782.963	88.178.516
2040	50%	3.076.697	70.764.038
	100%	6.153.395	141.528.076
	150%	9.230.092	212.292.113
	200%	12.306.789	283.056.151
2050	50%	2.802.572	92.484.886
	100%	5.605.145	184.969.771
	150%	8.407.717	277.454.657
	200%	11.210.289	369.939.542
	250%	14.012.861	462.424.428
	300%	16.815.434	554.909.314

# Policy Framework

## Paris Agreement – Limit Global Warming to 1.5 to 2 degrees C

Global	EU-28	National
Nationally Determined Contributions (NDCs)	2030 EU Climate and Energy objectives  (draft) National Energy and Climate Plans (NECPs)  Proposal EU Commission Nov 2018: net-zero GHG emissions by 2050	Climate plans/ strategies/ laws to achieve national climate objectives



# The National Energy and Climate Plans

All EU countries have to develop a 10-year plan setting out how they will meet the EU's climate change commitments

Covers the period from 2021 to 2030, including a perspective until 2050, to ensure long term consistency in policy objectives.

**28-EU Draft NECPs submitted by 31/12/2018**

**Final versions: 31/12/2019**

# ECF's Assessment of the EU-28 Draft NECPs

## 4 major elements

- a reference to cycling and commitment to a **modal shift goal** (towards cycling);
- a commitment of making **public investments** in favor of cycling;
- a clear reference to national **cycling strategies**, (active) mobility laws and Sustainable Urban Mobility Planning;
- a commitment to targeted **pro-cycling measures**.

# ECF's Assessment of the EU28 Draft NECPs

## The 13 indicators – Max 10 points

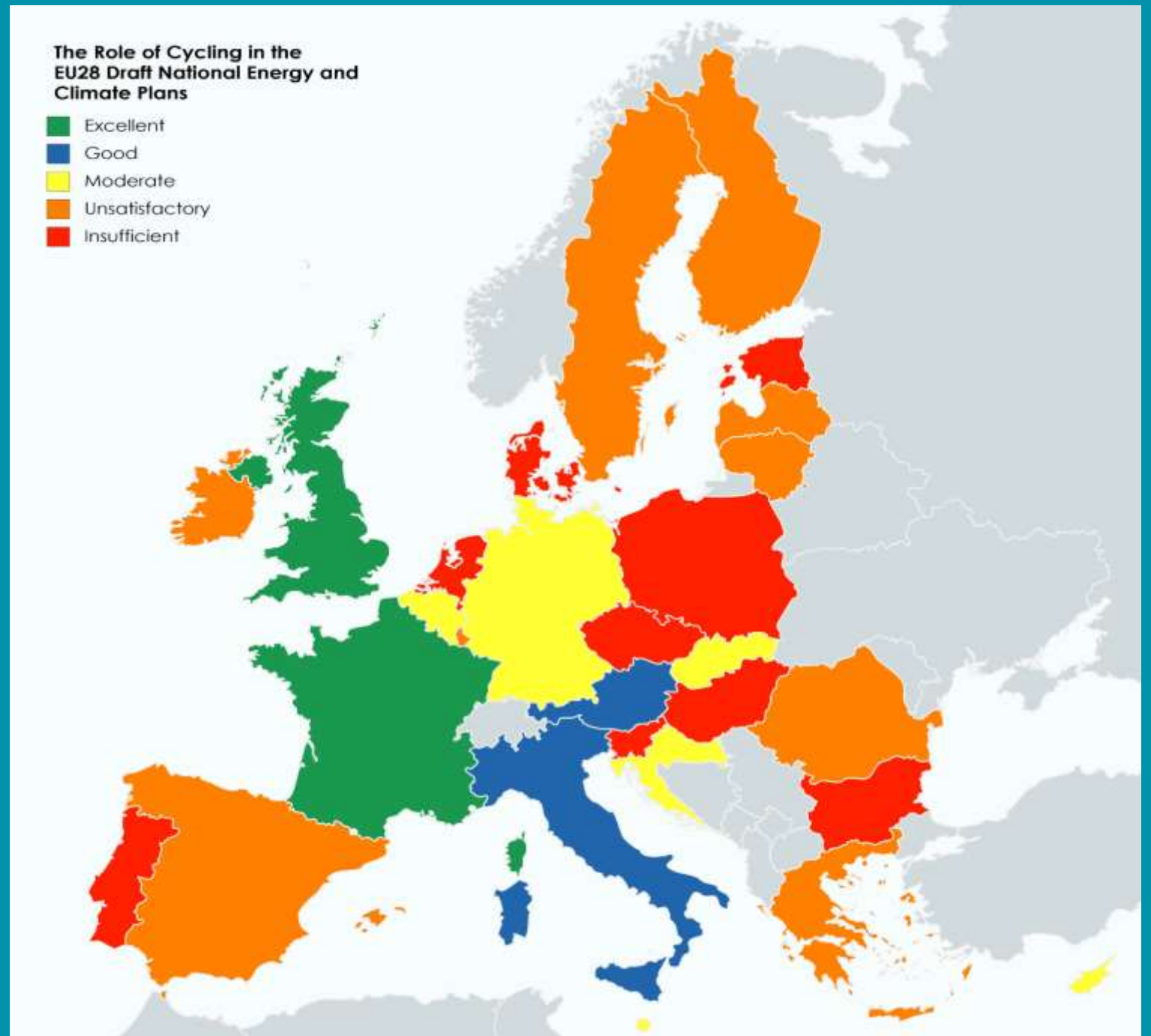
1. Reference to cycling, or at least to “soft, active mobility” (0.5 pt.)
2. General commitment to modal shift goal with increased cycle use (1 pt.)
3. Measurable target to grow cycling by 2030 (or another year (1 pt.)
4. General commitment to invest in cycling (1pt.)
5. Defined budget for cycling (1 pt.)
6. Reference to a Sustainable Urban Mobility Plan (SUMP) (1 pt.)
7. Reference to a National Cycling Strategy (1 pt.)
8. Reference to a (Active) Mobility Law (1 pt.)
9. Building, developing cycling infrastructures (0.5 pt.)
10. Enhanced inter-modality (0.5 pt.)
11. Improved road safety for cyclists (0.5 pt.)
12. Awareness-raising and promotion of cycling (0.5 pt.)
13. Introducing fiscal incentive (0.5 pt.)

## **Clustering** the Draft NECPs

- **an excellent role for cycling (from 8 to 10 points);**
- **a good role (from 6 to 7.5 points);**
- **a moderate role (from 4 to 5.5 points);**
- **an unsatisfactory role (from 2 to 3.5 points);**
- **an insufficient – or inexistent – role (from 0 to 1.5 points).**

# The role of cycling in the draft NECPs:

Assessment	EU Member States
EXCELLENT	France (8), United Kingdom (8.5)
GOOD	Austria (6), Italy (6)
MODERATE	Belgium (4), Croatia (4.5), Cyprus (4.5), Germany (4.5), Malta (5), Slovakia (5.5)
UNSATISFACTORY	Finland (3.5), Greece (2), Ireland (2), Latvia (2), Lithuania (2.5), Luxembourg (3), Romania (2), Spain (2), Sweden (2)
INSUFFICIENT	Bulgaria (1), Czechia (1.5), Denmark (0), Estonia (1), Hungary (0), NL (1), Poland (1), Portugal (0.5), Slovenia (1)



# Overall Assessment of EU-28 draft NECPs

**3/10**

## Disclaimer

“We want to explicitly stress that our approach is strictly limited to assessing the place of cycling within the draft NECPs and should not be understood as an evaluation of the EU countries’ cycling policies as a whole. Thus, a country can be an excellent player towards pro-cycling policies and fall in the lowest category of our ranking; as is the case for the Netherlands, Denmark and Hungary.”

# Good practice examples

**United Kingdom:** Clear reference to Cycling and Walking Investment Strategy (CWIS), which has identified £1.2 billion available for active mobility to 2021. Objective of doubling cycling to 1.6 billion trips in 2025.

**France:** Strong reference to National cycling strategy (“Plan vélo et mobilités actives”) for which €350 million will be allocated, and through the recently adopted Mobility Law (“Loi d’orientation des mobilités”). Quadruple the modal share by 2030.

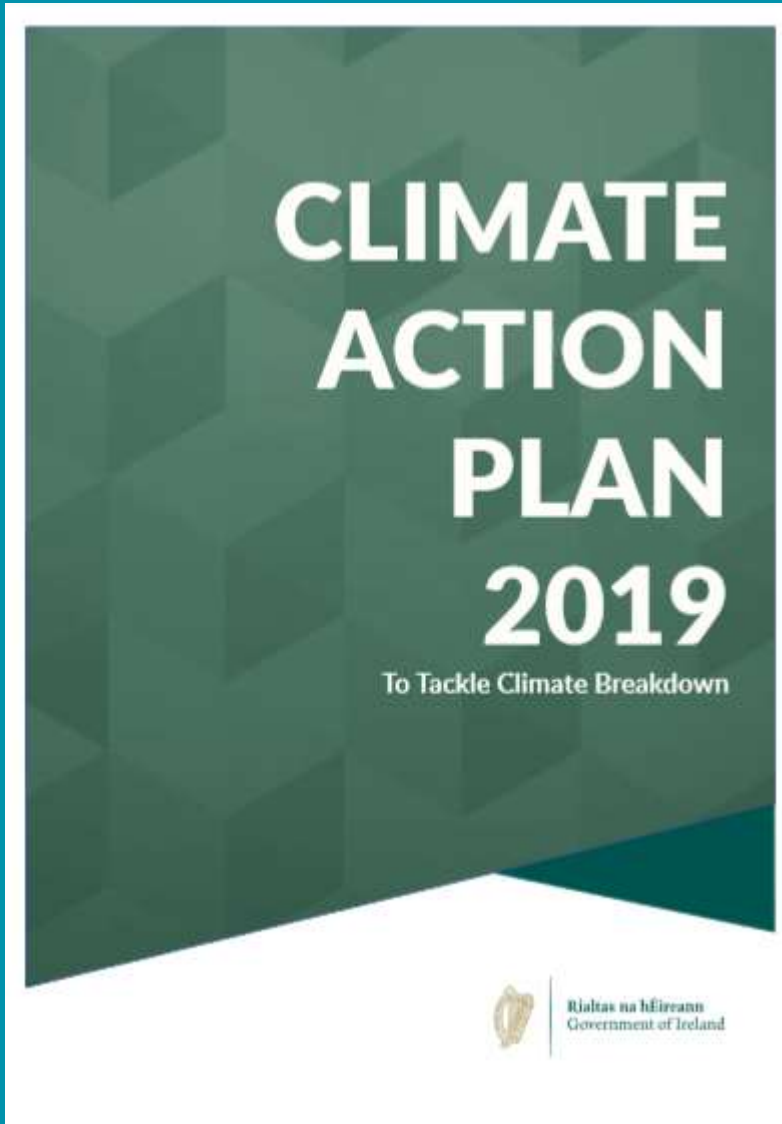
**Italy:** Reference to the ‘Elements for a roadmap to sustainable mobility’ document which plans “a cultural shift” towards cycling. Specifically, €372 million will be allocated for the development of cycling infrastructure between 2016 and 2024.

**Austria:** Reference to the Cycling Masterplan (“Masterplan Radfahren”); listing of several pro-cycling measures, like the development of cycling infrastructure. Objective of increasing the cycling modal share from a current level of 7%, to 13% in 2025.



	Reference to cycling or "active, soft mobility" (0.5)	Modal Shift goal (1)	Measurable target to grow cycling by 2030 (1)	Public investments and funding (1)	Defined budget for cycling (1)	Reference to a Sustainable Mobility Plan (1)	Reference to a (Active) Mobility Law (1)	Reference to a National Cycling Strategy (1)	Building cycling infrastructure (0.5)	Intermodality / Maas (0.5)	Improving road safety for cyclists (0.5)	Awareness-raising & Promotion of cycling (0.5)	Fiscal incentives (0.5)	Score
Austria	x	x	x	x				x	x			x		6
Belgium	x	x	x						x	x		x		4
Bulgaria	x											x		1
Croatia	x			x		x			x	x	x	x		4.5
Cyprus	x	x	x	x					x			x		4
Czechia	x							x						1.5
Denmark														0
Estonia	x								x					1
Finland	x			x					x	x		x		3.5
France	x	x		x	x		x	x	x	x	x	x	x	8
Germany	x	x		x				x	x					4
Greece	x					x						x		2
Hungary														0
Ireland	x			x					x					2
Italy	x	x		x	x	x			x	x		x		6
Latvia	x			x					x					2
Lithuania	x					x				x		x		2.5
Luxembourg	x	x		x					x					3
Malta	x			x		x		x	x	x				5
Netherlands	x									x				1
Poland	x								x					1
Portugal	x													0.5
Romania	x					x			x					2
Slovakia	x			x	x	x		x	x			x		5.5
Slovenia	x								x					1
Spain	x	x										x		2
Sweden	x			x					x					2
United Kingdom	x	x	x	x	x			x	x		x	x		8.5
≈ EU-28														3

# Ireland's Climate Action Plan 2019



## Action 97: Commence full implementation of the National Cycle Policy Framework

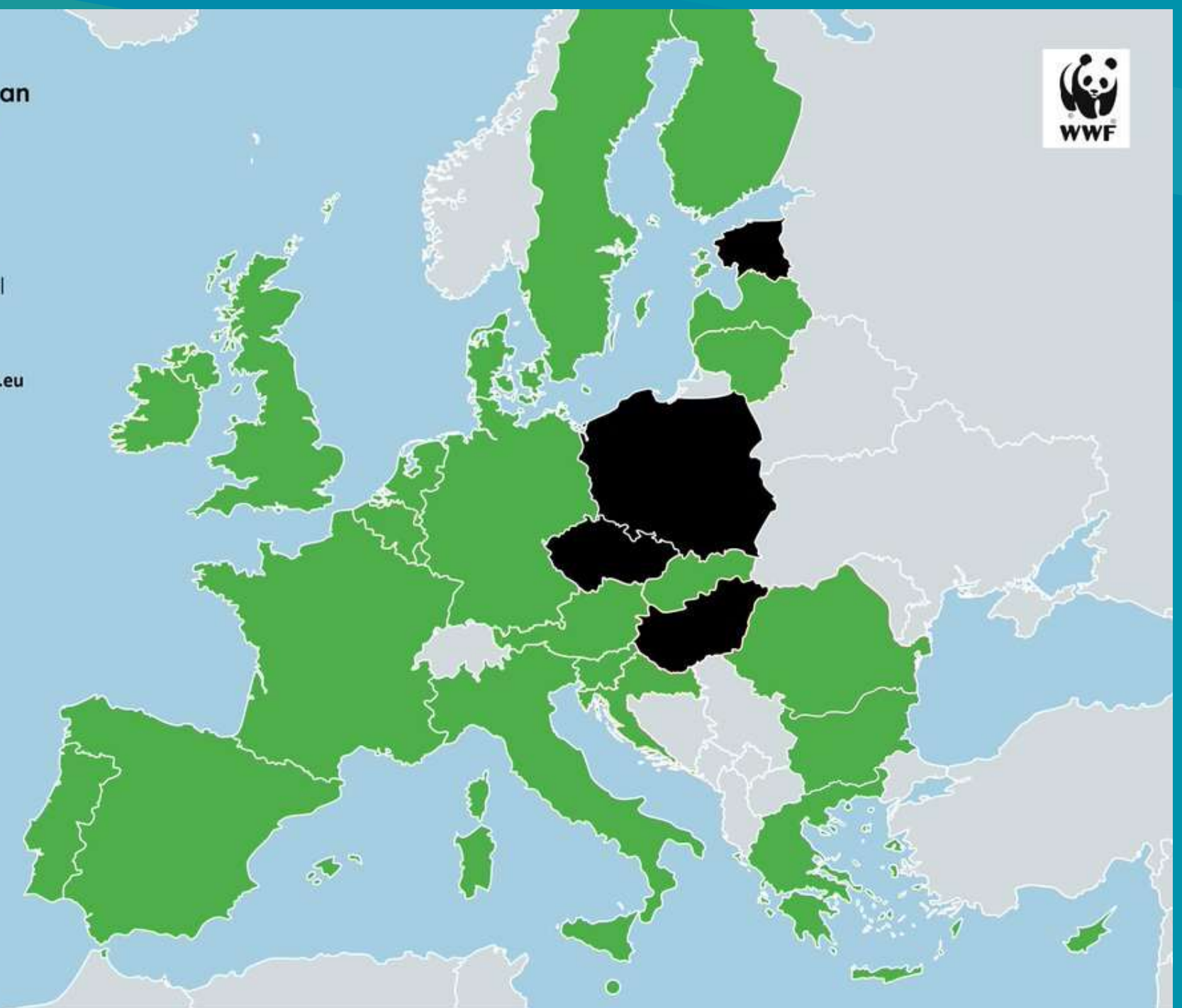
Steps Necessary for Delivery	Timeline by Quarter	Lead	Other Key Stakeholders
Every local authority to set forth a clear pathway and timetable for the installation of dedicated cycling infrastructure	Q4 2020	DTTAS	LAs
Increase funding in dedicated cycling infrastructure	Q4 2020	DTTAS	LAs
Current transport infrastructure programmes to immediately be revised to achieve at least 10% expenditure on facilitating cycling	Q4 2020	DTTAS	LAs



## Which Member States support an EU 2050 climate neutral goal?

- On board
- Looking promising
- Unlikely to block
- Opposed but might do a deal
- Strongly opposed

Want to know more? See explainer on [wwf.eu](https://www.wwf.eu)



## **Conclusion**

**Transport is EU's biggest challenge to achieve net-zero GHG emissions by 2050**

**Yet cycling not (yet) adequately represented in Member States draft NECPs**

**Still time to fix it until 31/12/2019 – Lobby your national ministries!**

**National Climate Plans: Ireland – cycling well represented**

# Thank you !

[www.ecf.com](http://www.ecf.com)

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