

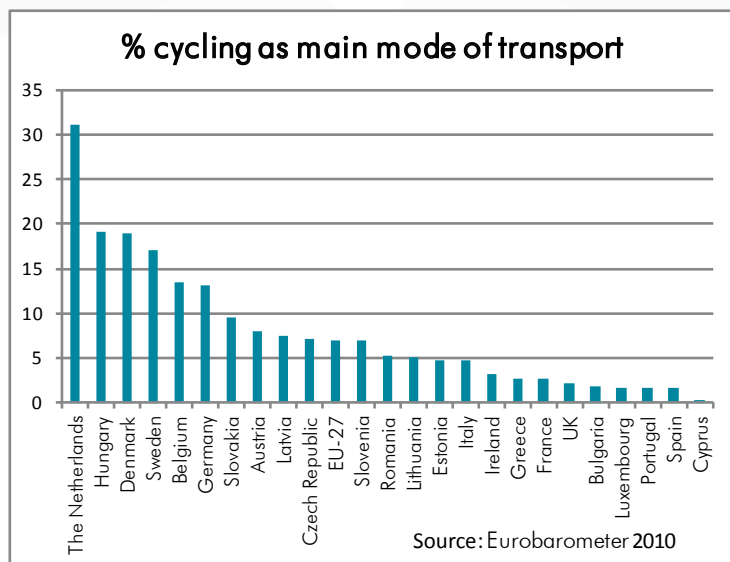
FACTSHEET

National investments in cycling

INVESTING IN ACTIVE MOBILITY IS GOOD FOR THE ECONOMY

No other transport mode costs so little, yet produces so many **positive externalities** as cycling does: improved physical and mental health, reduced air and noise pollution, low demand on scarce (urban) space, a small carbon footprint, reduced fuel dependency etc. Investing in sustainable transport modes, at the expense of car use, is not only good for the environment and quality of life, it can also give a significant boost to the economy (i).

Against a business-as-usual scenario, an increase by 10 % of walking and cycling in the modal split can increase the German GDP by 1.1 % in 2030. Measured in today's German GDP: this equals an economic benefit of about € **29 bn for Germany alone.**



AN ACTIVE ROLE OF NATIONAL GOVERNMENTS IN THE TOP-3 CYCLING COUNTRIES IN EUROPE

It is no coincidence that the 3 most cycling-friendly countries in Europe all see a strong central-government financing of cycling projects.

The Netherlands

	Towns and cities	Waterways authorities	City regions	Provinces	National level	Total
Direct and indirect expenditures	207	6	60	87	49	410
% of total	50 %	2%	12%	24%	12%	100%

The national government co-funds local projects, but also has its own budget lines:

- **Ease congestion with cycle highways:** In 2009, the national ministry of transportation and waterways earmarked € 21 million for building 16 bicycle highways until 2020. Local and regional governments need to invest € 80 million.
- **Bicycle parking at railway stations:** 40 % of daily train travelers arrive by bicycle at the railway station; 15 % grab a bicycle at their destination. A programme of the Dutch railways NS & ProRail (iii) for the period 1999-2012 had the objective to raise the number of parking spots available at the stations from 100,000 to 400,000. In 2007-2012 the allocated budget was € 121 million (€20 million/annum), for 2012-2020 another € 107 million will be invested to expand capacity by another at least 140,000 bicycle parking spaces.

COMPARISON OF NATIONAL INVESTMENTS IN CYCLING IN THE TOP-3 EUROPEAN CYCLING COUNTRIES

	In € million/ year	In €/ year per capita
Netherlands	49	3
Hungary	6.5	0.65
Denmark	22	4

Hungary

In 2007 Hungary adopted a national cycling strategy 2007 - 2013, accompanying the EU financial perspective in the same period. In total, about € 255 million were spent, mainly into cycle infrastructure in towns and cities. The largest single financing source is the EU (European Regional Development Funds) with about € 170 million, co-funded by the national and local authorities. The national co-funding of EU investments is essential - local authorities in Hungary would not have been able on their own to make the required co-funding. In total, the national government invested about € 45 million over a 7 year period, or € 6.5 million/ annually.

Type of call		Local investments	National subsidy	EU subsidy	Total
EU	In € Mio	35	30	170	235
	In %	15	13	72	100
National	In € Mio	5	15	0	20
	In %	25	75	0	100



European Cyclists' Federation - 2013

Denmark

In 2007, the Danish national government presented its first national cycling strategy in an attempt to reverse the downward trend on cycle use. Its financial arm became the 'Bicycle fund 2009 - 2014', equipped with DKR 1 bn (€ 133 million) for co-financing bicycling projects that local governments and organisations carry out (40 % national co-funding) and for building and improving bicycling facilities along the national road network.

	Co-funding* in € Mio	National roads in € Mio	Small islands in € Mio	Total in € Mio
2009	13.1	4.5	-	16.6
2010	16.2	6.5	0.1	22.8
2011	13.5	6	0.1	19.5

* Co-funding is available for these topics:

- Cycling cities
- Commuting and cycling
- Cycling to school and leisure activities
- Recreational and tourist cycling
- Campaigns
- Innovation, development and demonstration



Notes

i - Fraunhofer-Institut für System- und Innovationsforschung ISI, Wirtschaftliche Aspekte nichttechnischer Massnahmen zur Emissionsverminderung im Verkehr, March 2013. Study commissioned by the Federal Environmental Agency, Germany. (English title: Economic aspects of non-technical measures to reduce traffic emissions".)

ii - Ibid, p. 126. And 156. An increase of scenario M1 (+10 % walking and cycling in the modal split) increases the German GDP by 1.11 %. In 2012 the German GDP was around € 2,643 bn.

iii - Prorail is a government task organisation that takes care of maintenance and extensions of the national railway network infrastructure, of allocating rail capacity, and of traffic control.

About ECF

With over 70 members across nearly 40 countries, the European Cyclists' Federation (ECF) unites cyclists' associations from across the globe, giving them a voice on the international level. Our aim is to get more people cycling more often by influencing policy in favour of cycling within political, economic, and social institutions.