

Brussels/Leipzig, 22<sup>nd</sup> of May 2013

Re: Funding cycling infrastructure – Time for national authorities to step up!

Honourable Minister for Transportation,

Among all transport modes, cycling has the highest cost-benefit ratio. Therefore it makes good sense, in particular in times of tight public budgets, to invest in cycling.

The Transport Ministers from the OECD/ITF countries in 2011 re-confirmed their previous statements from 2004, that “policies and measures to promote cycling are an integral part of urban transport policy” and that “financial instruments can encourage and facilitate cycling initiatives by regional/local authorities”<sup>i</sup>.

When the ITF, in 2011, focused on the benefits of transport for society, ECF brought the ‘Charter of Seville’<sup>ii</sup> to the ITF in that year listing 15 advantages of cycling, among them: “More cycling helps meet society’s demand to cater for tighter budgets” and “It is cheaper to invest in cycling infrastructure than in infrastructure for individual motorized transport. Integral cost calculations (including the health, environmental, social and economic costs and benefits) show that there is a high return on investments in cycling.” The benefits of cycling go far beyond the city level and contribute to meeting national policy objectives. Therefore national governments should give financial incentives and should co-fund cycling policies.

Therefore with reference to this year’s ITF theme of ‘Funding Transport’, we call on all Transport Ministers, to ensure that national transport budgets allow for adequate investments to co-fund cycling policies at local and regional level.



Manfred Neun,  
President



Dr Bernhard Ensink  
Secretary General

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<sup>i</sup> <http://www.internationaltransportforum.org/2011/pdf/KeyMessages.pdf> , pg. 2: “Agree to work to improve the net benefits of transport and increase social, environmental and economic sustainability, focusing on the following challenges: ...The environment and health, by encouraging the use of transport modes – including public transport, cycling and walking, as well as rail and inland waterways for freight – that can reduce emissions of greenhouse gases and air pollutants, mitigate congestion and improve individual health ... and recalling Ministers’ 2004 recommendations on *National Policies to Promote Cycling*.”

<sup>ii</sup> The Charter of Seville was presented by ECF and the city of Seville at the Velo-city 2011 conference, see: <http://www.ecf.com/about-us/manifesto/charter-of-seville/>