**10 minutes for #MoreCycling in the EU.**

**Your CIE, ECF, CONEBI, ECLF guide to answering the EU's Sustainable and Smart Mobility Strategy Consultation.**

You can find the survey here. We are recommending that you answer just part of the survey, so please plan for approximately 10-15 minutes if you use the model answers provide below.

## Getting started

1. You will need to log in which you can do using a social media account.

2. You need to identify yourself.

> This includes a question about the EU Transparency register. This is only relevant if you are an organisation that regularly lobbies at EU level.

> You can choose to be anonymous or public in your response. We recommend that individuals are anonymous and organisations can choose.

## Answering the questions.

The survey is in two parts.

> Part 1 is a review of the EU's 2011 Transport White paper. We recommend that you ignore this and go straight to part 2, which is about Future Transport and Mobility Strategy.

> In Part 2 we recommend that you answer the 10 most relevant questions for cycling. If you have time you may do all the questions, but it is not necessary.

> Please answer questions 2, 4, 5, 6, 9, 12, 13, 14, 17 and 18.

Our recommended approach:

> Multi-choice questions:

>> Positive response to any questions where we can highlight cycling or active mobility.

>> Very low priority responses to questions which promote high priority for measures for sectors like alternative fuels for automotive. This is not because we are in principle opposed to cleaning other sectors of mobility, but because we want to emphasise that cycling is a quicker, easier and more effective way to green cities than many speculative solutions that are yet to reach the market in large numbers.

> Free text questions:

>> We have given you a suggested answer. You can just cut and paste our text, or modify it a bit to reflect your personal interests. Don't forget that there is a limit by number of characters.

## Want to find out more?

> Contact info@cyclingindustries.com if you need to know more, or to learn about the work of our associations to lobby the EU for #MoreCycling

# Suggested responses

**2. Which lessons should be learnt from the COVID-19 crisis and its impact on connectivity and mobility patterns and behaviour to build a resilient transport system that is fit for the future? If possible, please identify areas for follow up actions (maximum 1500 characters)**

As the EU recovers from COVID19 there is still reduced public transport capacity and public anxiety. Member states, cities and regions have shown that cycling can and must take a significant capacity of journeys quickly and provided a model for the future.

Frontrunners showed the way by creating cycling networks to relieve pressure on urban mobility and provided subsidies for bikes that enable the same travel distances as public transport and deliveries. This means e-bikes, shared bikes and delivery e-bikes.

The essential follow-up action by the EU is to support cities in making these changes permanent and ensuring that all EU cities and citizens have the same opportunity.

Specific lessons:

Funding for cycling has a big impact: The current €1 billion allocated by cities and Members States to post-COVID cycling measures should become €10billion through EU funds. These funds will enable more cycling infrastructure in new cities and it will enable more citizens and businesses to buy, share and use e-bikes.

Safety matters: citizens will ride when cities provide safe streets and vehicle free streets. The EU can build on this by supporting new infrastructure and tightening vehicle regulations.

Tourism close to home works: Until a vaccine or treatment is found, more people will vacation in their home country, increasing the demand for activities that maintain social distance. Cycle tourism provides a perfect solution and initial indications suggest numbers are up this summer.

**4. In view of climate and environmental challenges, how important is it for EU action to focus on the following areas?**

| | Very important | Somewhat important | Not very important | Not important at all | No opinion |
|---|---|---|---|---|---|
| Increasing the share of more sustainable transport modes (e.g. supporting multimodality, active transport mode such as walking and cycling) | X | ○ | ○ | ○ | ○ |
| Improving the efficiency of the whole transport system (g. through better traffic management systems) | ○ | ○ | ○ | X | ○ |
| Increasing the uptake of clean vehicles (e.g. by strengthening the | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| CO2 emission standards) and ensuring the efficient integration of electric vehicles into the electricity grid | ◎ | ◎ | ◎ | X | ◎ |
| Increase the uptake of sustainable alternative fuels (e.g. developing recharging/refuelling infrastructure, blending mandates) | ◎ | ◎ | ◎ | X | ◎ |
| Incentivising sustainable consumer choices and low-emission mobility practices (e.g. increased application of the 'polluter-pays' and 'user-pays' principles, better consumer information on carbon footprint) | X | ◎ | ◎ | ◎ | ◎ |
| Increasing investment in sustainable transport infrastructure and solutions (e.g. high-speed rail, inland waterways, recharging and refuelling infrastructure) | ◎ | ◎ | ◎ | X | ◎ |
| Fostering the deployment of innovative digital solutions in transport | ◎ | X | ◎ | ◎ | ◎ |
| Improving affordability and accessibility of sustainable transport | ◎ | X | ◎ | ◎ | ◎ |

**Other, please specify: (1500 Characters maximum)**

Suggested answer

Cycling is a quicker, easier and more effective way to green cities than many speculative solutions that are yet to reach the market in large numbers.

The EU can ensure that this solution is available to all EU citizens and cities through availability of funding and policy support.

**5. What are in your view the main drivers which can accelerate the reduction of negative environmental impacts of transport, with the aim of reducing greenhouse gas emissions by 90% until 2050? (at most 3 choice(s))**

- Increasing investment in new technologies
- Lifting barriers in the Single Market to reduce inefficiencies in transport services
- Making traffic management more seamless and efficient in all modes to eliminate unnecessary emissions
- X Incentivizing a modal shift for freight and passengers through investment in multimodal infrastructure
- Maintaining technological neutrality
- X Internalizing environmental external costs of transport across all modes
- X Addressing behavioural change when it comes to consumers choice for transport services
- Digitalizing all transport modes and infrastructures

Cycling Industries Europe · ECF EUROPEAN CYCLISTS' FEDERATION · CONEBI Confederation of the European Bicycle Industry · ECLF EUROPEAN CYCLE LOGISTICS FEDERATION

**Other, please specify: 1500 character(s) maximum.**

Suggested answer.

> Cycling is the mobility choice that can deliver greenhouse gas reduction faster than any other choice in the time period to 2030. With the new EU target of 55% reduction in $CO_2$ emissions this speed is an opportunity for the whole EU to reduce emissions without waiting for reductions in other modes.

> The EU cannot maintain technological neutrality, it should implement a bold strategy to favour cycling in order to fast track $CO_2$ reduction. Bold pricing signals should make polluting modes pay more in the interim and cycling should be incentivised.

> Existing cycling technologies, industry, supply chains and infrastructure designs have shown that very fast mode shift is possible. Changes of over 200% have been shown in EU cities as a result of low cost, fast track COVID lanes. Bike sharing systems have expanded their capacity to offer flexible and low-cost access to cycling for a wide range of citizens.

> This has been accompanied by fast track change in commercial vehicle movements as cities have also facilitated the switch of freight, services and other small commercial vehicle movements to cargo bikes. This has had a significant additional air quality, safety and congestion benefits as well.

**6. In the areas that you identified as (very or somewhat) important in Question 3, which would be the key measure that the EU should take? 1500 character(s) maximum**

Suggested answer.

Making sustainable alternative solutions available to EU citizens and businesses.

Specifically make cycling available to all citizens:

> Provisional COVID-19 cycling infrastructure must be replaced by more permanent, high quality solutions. Additional cycling infrastructure must be built in locations where provisional solutions were not feasible. This needs €6billion of EU funds through all EU national and regional programmes.

> Incentivising the take up of e-bikes in countries where the technology is not yet established. To mitigate the effects of the current economic crisis, EU citizens and small businesses will need financial support to be able to re-adjust: An EU-level €5.5 billion centralised EU e-bike Access Fund would make electric cycling, which opens up cycling to larger parts of the population and allows for larger distances to be covered, a more affordable and accessible option especially in countries with lower income levels, encouraging an accelerated modal shift and a reduction in GHG emissions. In cities where it is more appropriate the subsidy scheme should also promote shared e-bike schemes.

> Safety: turning vans and trucks in urban areas are one of the leading causes of deadly and life-changing accidents with cyclists. At a national and European level stricter safety and visibility standards for lorry manufacturers must be imposed. The EU must firmly lead the negotiations at the UN to define the exact technical specifications for each of the measures.

**9. How important are the following EU-level policies and actions for land transport decarbonisation in contributing to meet the EU long-term objective to achieve climate neutrality by 2050? Please rate the items in the table below from 5 (most important) to 1 (least important). Not all options need to be rated.**

| | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Further strengthen the ambition of CO2 and pollutant emission standards for new vehicles | X | ◉ | ◉ | ◉ | ◉ |
| Further incentivise the market uptake of sustainable alternative transport fuels | X | ◉ | ◉ | ◉ | ◉ |
| Support the deployment of recharging / refuelling infrastructure along the land infrastructure of the trans-European transport network | X | ◉ | ◉ | ◉ | ◉ |
| Support and incentivise the development of low- and zero-emission mobility (e.g. purchasing incentives to make clean mobility affordable for all) | X | ◉ | ◉ | ◉ | ◉ |
| Introduce carbon pricing for fossil fuels | ◉ | ◉ | X | ◉ | ◉ |
| Enhance the integration of transport modes (road, rail, inland waterways) and stimulate their efficient use through smart and digital mobility solutions | ◉ | ◉ | X | ◉ | ◉ |
| Promote modal shift towards urban public transport and active modes such as walking and cycling, and coaches, rail and waterborne transport for long-distance transport | ◉ | ◉ | ◉ | ◉ | X |
| Adapt and develop pricing measures (e.g. road charging, vehicle taxation, etc.) so that more polluting vehicles are taxed higher and less polluting vehicles lower | ◉ | ◉ | ◉ | X | ◉ |
| Promote consumer awareness of available low-carbon vehicles and mobility solutions | ◉ | ◉ | ◉ | X | ◉ |

**12. Beside the key challenges to reduce greenhouse gas emissions by 90% by 2050 and to become drastically less polluting, what other transport and mobility challenges would need to be tackled by the EU in the next decade? at most 5 choice(s)**

- Other impacts of the sector on the environment (e.g. habitat damage)
- Congestion and lack of capacity
- Digitalisation of the transport sector
- Need for transport infrastructure to connect European citizens (connectivity)
- X Need for infrastructure for active transport modes (e.g. walking, cycling)
- Impact of demographic challenges related to an ageing society on transport needs
- X Discrepancies in access to transport services between rural and urban areas
- Swift access to transport and mobility services in a Member State other than the one you live in
- Availability and access to charging and refuelling points (e.g. for electric or hydrogen-powered cars)
- X Availability of shared mobility solutions (e.g. car, micromobility or bike sharing)
- X Safety (e.g. accidents)

- Security (e.g. terrorism)
- Affordability of transport services (the cost of mobility)
- Quality of transport services
- Fair working conditions for transport workers
- Need for an adequately skilled workforce
- Effective protection of consumer and passenger rights
- ✗ Gender differences in use or access to mobility
- Global competition

**Other, please specify: 1500 character(s) maximum**

No Suggested answer.

**13. Given the magnitude of the sustainability and modernisation challenge, where is an EU action needed to take advantage of the benefits of automation and innovation in the transport sector (e.g. in the field of connected and automated mobility, emerging technologies such as e.g. drones.)?**

| | Needed | Neutral | Not needed | No opinion |
|---|---|---|---|---|
| Ensuring a coherent regulatory framework | ✗ | ○ | ○ | ○ |
| Ensuring a cross-modal approach to regulations and policies | ✗ | ○ | ○ | ○ |
| Removing barriers to testing and deployment of new solutions | ○ | ○ | ✗ | ○ |
| Supporting research and innovation | ○ | ○ | ✗ | ○ |
| Setting interoperability standards | ○ | ○ | ✗ | ○ |
| Setting safety and security standards | ✗ | ○ | ○ | ○ |
| Setting appropriate pricing, taxation and financial incentives | ✗ | ○ | ○ | ○ |
| Facilitating availability and access to data within and across modes | ○ | ○ | ✗ | ○ |
| Setting social standards | ✗ | ○ | ○ | ○ |
| Supporting development of skills | ○ | ○ | ✗ | ○ |
| Helping alleviate security concerns | ○ | ○ | ✗ | ○ |
| Supporting deployment of new technologies and fair market solutions | ○ | ○ | ✗ | ○ |
| None of the above | ○ | ○ | ○ | ○ |

**Other, please specify: 1500 character(s) maximum.**

Suggested answer.

If the EU takes any action to support some of these speculative technical solutions which have yet to be proven in the public domain it must adopt two principles.

All support for new technologies to see if there are other choices such as cycling that can deliver the same results more effectively and faster.

The precautionary principle must recognise that some deployments may have unintended negative consequences for other choices. This should not be limited to road safety, it should be extended to include assessment of negative consequences such as:

- Distraction of resources that could be used for better deployment of existing technologies such as bikes, bike sharing or cargo bikes
- The avoidance of deployments that utilise space that could be better used for active mobility.

**14. To what extent do you agree that the factors below remain barriers to achieving truly sustainable, cross-border mobility of passengers and freight in the EU?**

| | Definitely | To a large extent | Not so much | Not at all | No opinion |
|---|---|---|---|---|---|
| Lack of sufficiently well-developed and connected infrastructure | ○ | X | ○ | ○ | ○ |
| Lack of interoperability between Member States' infrastructures and services | ○ | X | ○ | ○ | ○ |
| Lack of multi-modal infrastructure (e.g. transhipment terminals) | ○ | X | ○ | ○ | ○ |
| Insufficient reliability | ○ | ○ | ○ | ○ | X |
| Barriers for providers to offer services in different Member States | ○ | ○ | X | ○ | ○ |
| Lack of EU social standards | ○ | ○ | ○ | ○ | X |
| Divergent rules on access to restricted areas (UVARs) in different European cities | ○ | X | ○ | ○ | ○ |

**Other, please specify: 1500 character(s) maximum**

"Truly sustainable" cross-border mobility in the EU cannot be realized without cycling. Of the factors listed above, the options we have chosen must support cycling in the final Strategy.

Lack of sufficiently well-developed and connected infrastructure: To improve sustainable cross-border infrastructure it is vital to further develop the European cycling network. Two examples of actions: 1) Recognition of EuroVelo, the European cycle route network as another TEN-T network - in addition to existing networks such as road, rail, or inland waterways. 2) Integration of cycling into cross-border projects on other networks - so when building or upgrading for example a railroad line, the potential for cycling along and across the line is evaluated, and key elements, such as bridges and tunnels, are integrated into the project.

Lack of multi-modal infrastructure: To be "truly sustainable", new multi-modal cross-border infrastructure must support cycling. One example of a barrier to cross-border sustainable mobility is the lack of dedicated bicycles spaces on trains, especially international and high-speed trains. The EU's dense railway and bike lanes networks provide for the most sustainable, flexible and efficient way to travel. To improve cross-border mobility, the cycling community represented by ECF and its members have called on the EU to provide at least 8 spaces dedicated to bicycles on all new and refurbished trains.

**17. Achieving sustainable transport means putting users first and ensuring they trust different mobility solutions. What do you see as the main safety and security issues in the transport sector for the next 10-15 years?**

| | Very relevant | Relevant | Somewhat relevant | Not very relevant | Not relevant at all | No opinion |
|---|---|---|---|---|---|---|
| Improving road safety, in particular reducing the impact of unsafe behaviour (e.g. use of alcohol or drugs, speeding, distractions due to smartphone use, etc.) | X | ○ | ○ | ○ | ○ | ○ |
| Improving road safety, in particular the safety of vulnerable road users (pedestrians, cyclists, etc.) | X | ○ | ○ | ○ | ○ | ○ |
| Improving road safety, in particular at rail level-crossings | ○ | ○ | ○ | ○ | ○ | X |
| Improving rail safety | ○ | ○ | ○ | ○ | ○ | X |
| Improving safety of waterborne transport | ○ | ○ | ○ | ○ | ○ | X |
| Improving aviation safety | ○ | ○ | ○ | ○ | ○ | X |
| Addressing terrorist threats | ○ | ○ | ○ | ○ | ○ | X |
| Addressing cybersecurity threats | ○ | ○ | ○ | ○ | X | ○ |
| Addressing extreme weather conditions | ○ | ○ | ○ | ○ | X | ○ |

Other, please specify: 1500 character(s) maximum

No suggested answer

**18. Please shortly describe any specific measures at EU level that you think would be particularly effective in addressing the challenges highlighted by you in the previous questions. 2000 character(s) maximum**

Suggested answer.

The EU cycling associations have identified that the lack of a consistent strategy and structure for cycling at the EU level causes an inefficient and inconsistent treatment of cycling across the EU institutions. The implementation of an EU Cycling Strategy with a commitment to grow the mode share of cycling is very important to correct this.

We have suggested funding for infrastructure and an access fund to allow citizens in all EU countries to have access to e-bikes and shared e-bikes. This should be a flagship action of the Sustainable and Smart Mobility Strategy.

Speed limit reductions are not specifically identified in other questions: Decreased car traffic during the quarantine led to a false sense of security. While fewer cars on the road means fewer accidents, countries reported increased levels of speeding, putting pedestrians and cyclists at risk. In Poland and the UK, experts and scientists called for lower speed limits. Reducing traffic speed in cities to 30km/h (if not lower) will help more EU citizens feel safe on their bikes and would not make overall mobility any slower. This is the moment to reduce speed limits across the EU.