

Mr Jean-Claude Juncker
President
European Commission

cc:

Frans Timmermans, First Vice-President, in charge of Better Regulation, Inter-Institutional Relations, the Rule of Law and the Charter of Fundamental Rights
Andrus Ansip, Vice-President for the Digital Single Market
Jyrki Katainen, Vice-President for Jobs, Growth, Investment and Competitiveness
Maroš Šefčovič, Vice-President for the Energy Union
Vytenis Andriukaitis, Commissioner for Health and Food Safety
Elżbieta Bieńkowska, Commissioner for Internal Market, Industry, Entrepreneurship and SMEs
Violeta Bulc, Commissioner for Transport
Miguel Arias Cañete, Commissioner for Climate Action and Energy
Corina Crețu, Commissioner for Regional Policy
Carlos Moedas, Commissioner for Research, Science and Innovation
Cecilia Malmström, Commissioner for Trade
Pierre Moscovici, Commissioner for Economic and Financial Affairs, Taxation and Customs
Tibor Navracsics, Commissioner for Education, Culture, Youth and Sport
Günther Öttinger, Commissioner for Budget and Human Resources
Marianne Thyssen, Commissioner for Employment, Social Affairs, Skills and Labour Mobility
Karmenu Vella, Commissioner for Environment, Maritime Affairs and Fisheries
Margrethe Vestager, Commissioner for Competition

Brussels, 16 June 2017

Re: Contribute to economic growth and climate change mitigation through a EU Cycling Strategy

Dear President Juncker,

With this letter, signed by leaders from businesses, public authorities and civil society, we call upon the European Commission to unlock the potential for creating jobs and decarbonising the transport system by developing a EU Cycling Strategy as part of the Commission **Work Programme 2018** or subsequent initiatives.

As a source of inspiration, an expert group has produced a document for said strategy which will be handed over today to the Commissioner for Transport, Mrs Violeta Bulc, at the Velo-city conference in Arnhem-Nijmegen.ⁱ

Three other EU institutions explicitly support the EU Cycling Strategy:

- The **European Parliament** called for 'an EU roadmap for cycling to be included in the Commission Work Programme 2016' (September 9, 2015)ⁱⁱ;
- The **EU Member States' Transport Ministers** endorsed the '**Declaration of Luxembourg**', calling for an 'EU level strategic document' (October 7, 2015)ⁱⁱⁱ.
- The **Committee of the Regions** recommended to include an EU Roadmap for Cycling into the Commission Work Programme 2018, as part of its own-initiative report on 'An EU Roadmap for Cycling' (October 12, 2016).^{iv}

The EU should take action for at least three reasons:

1. Competence: The treaties have given the EU the mandate to take action in a large number of policy fields with relevance to cycling. The Luxembourg Declaration asked the Commission to i) Identify EU policy and funding instruments that are already mobilized or that should be mobilised to increase cycling's mode share^v (about EUR 1.5 billion of EU funds will be invested in cycling infrastructure between 2014 - 2020^{vi}); and ii) Facilitate the exchange of best practices among Member States by setting up a European focal point for cycling.^{vii}

2. Scale and effect: Article 5-3 TEU on subsidiarity calls for EU action in so far as the objectives of the proposed action can be better achieved at Union level for reasons of scale or effect.

Scale: Half of the EU (adult) population does cycle, as many as 160 million bicycle trips are made daily on European roads.^{viii} 8% use the bicycle as their primary mode of transport. This figure differs hugely across Europe: from 36% in the Netherlands to less than 1% in Malta, indicating the tremendous potential for growth.^{ix} 2,112 cyclists were killed on European roads in 2014, representing 8% of all road fatalities.^x

Effect: The economic benefits of cycling have been valued at EUR 513 billion and 650,000 jobs^{xi}. Doubling cycling would create another 400,000 jobs and positively impact the Commission **Priorities "Jobs, growth and investments"** as well as **"Energy and Climate"**.

3. A level-playing field for cycling with other transport modes: Many policies, both at national and European level, have historically often neglected cycling. An EU Cycling Strategy would increase the status and visibility of cycling both within Commission services as well as to other stakeholders.

An ambitious EU Cycling Strategy which brings together all relevant actors has the potential of increasing cycle use by 50 % by 2030. 80 million daily additional bicycle trips would be a massive investment into the liveability of Europe's towns and cities, the public health care systems, the climate and environment as well as for Europe's businesses.

Cycling can clearly help confront some of the most pressing challenges that citizens want EU leaders to tackle. An EU Cycling Strategy is a low cost, high impact win for the European Commission and will have a positive influence on the life of *all* European citizens. Please include the EU Cycling Strategy into the Commission Work Programme 2018 or subsequent initiatives.

Yours sincerely,

All following signatories:

Non-Governmental Organisations



Bernhard Ensink
Secretary-General
European Cyclists'
Federation





Stephen Russell
Secretary-General
ANEC




Thomas Brose
Executive Director
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Haritz Ferrando
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Paul Murphy
President
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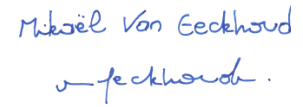

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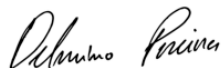

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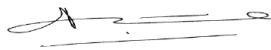
Cities, Regions & Countries



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Transport Commissioner
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Boele Staal
Acting Mayor
Arnhem




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Chief Resilience
Officer, Council
Member Urban
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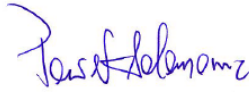

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Owen P. Keegan
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Mayor
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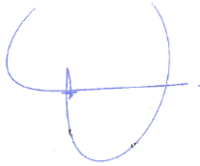



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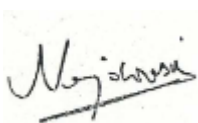



Christophe Reuter
Chargé de direction
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Le Gouvernement du
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Luxembourg



MAIRIE DE PARIS

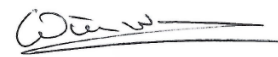
Christophe Najdovski,
Transport Commissioner
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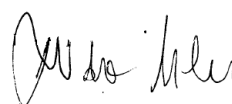



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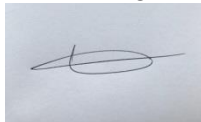
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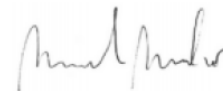

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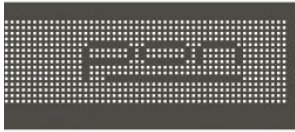
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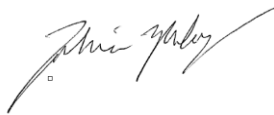
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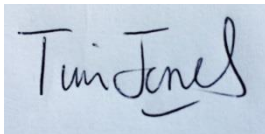
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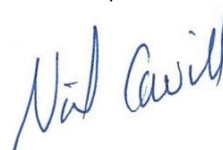

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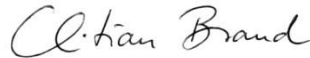


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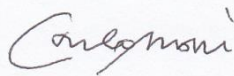
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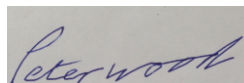
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Researcher



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- ⁱ EU Cycling Strategy, Link: www.cyclingstrategy.eu
- ⁱⁱ European Parliament resolution of 9 September 2015 on the implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility, point 64. (2015/2005(INI))
- ⁱⁱⁱ Luxembourg EU Presidency: Declaration on cycling as a climate-friendly mode of transport. <http://www.eu2015lu.eu/en/actualites/communiqués/2015/10/07-info-transports-declaration-velo/07-Info-Transport-Declaration-of-Luxembourg-on-Cycling-as-a-climate-friendly-Transport-Mode--2015-10-06.pdf>;
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- ^{iv} The Committee of the Region's own-initiative report 'An EU Roadmap for Cycling'. CDR 1813/2016.
- ^v 'Declaration on cycling as a climate friendly transport mode', Action plan, point 2.
- ^{vi} According to estimations by DG REGIO
- ^{vii} 'Declaration on cycling as a climate friendly transport mode', Action plan, point 3.
- ^{viii} Eurobarometer 406, 2013.
- ^{ix} Eurobarometer 422, 2014.
- ^x European Commission, Traffic safety: Basic Facts 2016 Cyclists, 2016
http://ec.europa.eu/transport/road_safety/sites/roadsafety/files/pdf/statistics/dacota/bfs2016_cyclists.pdf
- ^{xi} ECF, The EU Cycling Economy. Arguments for an integrated cycling policy, 2016.
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