

Public consultation on EU funds in the area of strategic infrastructure

European Cyclists' Federation

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Summary

Transport across the European Union is a topic which affects almost every European citizen. A more integrated transport network that focuses on inter-modality and sustainable means of transport does not only have the ability to connect the people of the EU and achieve the dream of an ever closer Union but can also be the basis for the equality of all citizens in the transport sector and help reach the 2030 EU climate targets. That is why the post-2020 Multiannual Financial Framework, which the European Commission is currently working on, is of importance: it will shape the way the modern European citizen lives and travels for the decades to come.

The European Cyclists' Federation, as a stakeholder in the mobility sector, strongly supports continued and increased funding to improve the EU road infrastructure. ECF nevertheless is concerned about the low importance given to cycling a mode of transport which is vital to reach the above outlined targets. We are calling for the recognition of cycling as a major mode of transport in the new financial frameworks, increased funds for cycling infrastructure and for the obligatory inclusion of the active mobility infrastructure in TEN-T and other CEF co-financed projects (when relevant).

Increase Transport Infrastructure Funding

The ECF observatory for EU cycling funds estimates that during the current 7-year period **only between €1.3 and €2 billion** euros are available for bicycle-related infrastructure projects.¹ This is a very small amount compared to the overall Multiannual Financial Framework 2014-2020 (€1,800 billion) and also only around 1% of the EU commitments and investments in transport in the current period.²

When looking at these numbers it becomes obvious that mobility and transport and especially cycling is underrepresented in the budget considerations of the EU, while around 8%³ of the EU citizens refers to cycling as their main mode of daily transport. ECF therefore demands:

¹ <https://ecf.com/what-we-do/european-funding/eu-funds-observatory-cycling>

² <http://www.europarl.europa.eu/news/en/headlines/priorities/20130901TST18401/20131118IPR25541/european-parliament-approves-eu-s-long-term-budget-mff-2014-2020>

³ Eurobarometer 2014. http://ec.europa.eu/commfrontoffice/publicopinion/archives/ebs/ebs_422a_en.pdf



Significantly increase the amount of financing for infrastructure projects in transport and mobility in general and drastically increase the percentage of bicycle funding. Streamline cycling into all relevant EU funding streams. This requires a close and Regular coordination between all the responsible DGs within the European Commission and the executive agencies. We would like to achieve that 3bn Euro from the EU's transport budget should be invested in cycling measures.

Include Cycling as a Mode of Transport

Cycling is or has the potential to be a major part of every transport network around the EU. Especially in urban areas with a high population and traffic density cycling is becoming an important piece of the solution when looking at air pollution and traffic congestion. TEN-T projects are focused on creating transport links between European centers to create a more interconnected continent. Cycling can release capacities on the urban and sub-urban sections of the TEN-T corridors (where usually the bottlenecks are placed). As of now this is not happening. Cycling is often forgotten, CEF co-financed major infrastructure projects are frequently creating barriers, cutting cycle routes, because the integration of cycling bridges, tunnels is only a possibility and not a requirement. Cycling is also not eligible for individual funding, so to increase/release the capacity of urban sections of TEN-T corridors by developing cycle highways along existing TEN-T routes is not possible in the current frame of CEF co-financed projects. This particular situation complicates the inclusion of bicycle infrastructure into other infrastructure projects (e.g. the construction of a bicycle path on a highway bridge). The current approach leads to more expensive, complicated and disruptive solutions. To build a cycle bridge or tunnel as a separate project after opening the highway than to include it in the highway design or to create additional lanes along a TEN-T motorway to cope with the suburban traffic is more expensive, than using cycling to deliver the TEN-T objectives. ECF demands:

Allow and request the obligatory inclusion of bicycle infrastructure in all relevant projects in the TEN-T network and other CEF Funded projects (cycle routes along urban sections of TEN-T corridors, bridges and tunnels when TEN-T corridors cross cycle routes, urban nodes projects etc.). Make bicycle infrastructure projects (including the EuroVelo, the European cycle route network) eligible for individual funding (independently from the road, rail etc. projects).

In connection with that point ECF wants to encourage the creation of EU guidelines for active mobility infrastructure. Only by establishing standards the CEF and other funding mechanisms can ensure the quality of its projects and therewith create equal opportunities for road user across the Union. Taking them into account in the drafting of regulations and programing documents should lead to more calls related to active mobility – resulting in less pollution and congestion due to local traffic – ultimately taking pressure off traffic created by CEF measures.

