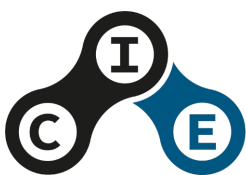




30 OCTOBER 2020

The Recovery and Resilience Facility – Joint ECF and CIE recommendations for the national recovery and resilience plans



Cycling
Industries
Europe



EUROPEAN CYCLISTS' FEDERATION

Executive Summary

At the occasion of today's high-level Mayors' round table discussion with the First Vice-President of the European Commission, Frans Timmermans, the European Cyclists' Federation (ECF) and Cycling Industries Europe (CIE) are jointly calling for **10 bn Euro in cycle investments from the National Recovery and Resilience Plans (NRRP)** to help Europe address the unprecedented economic and health crisis caused by the COVID-19 pandemic.

This guide highlights three key elements to help you deliver investments for cycling:

- 1) The political context for cycling in the National Recovery and Resilience Plans;
- 2) The ECF/CIE cycling proposals for your National Recovery and Resilience Plan;
- 3) Guidance on where to put the cycling proposals in your National Recovery and Resilience Plan according to the EU template.

672.5 billion Euro are to be invested in EU Member States through the Recovery and Resilience Facility to address the economic and public health crisis caused by the COVID-19 pandemic. While the pandemic has brought a lot of hardship to millions of European citizens, it led at the same time to an unprecedented surge in cycling. More than 2,300 km of pop-up bike lanes have been announced by European cities, according to the [ECF COVID Cycling Measures Tracker](#), and bicycle sales continue to boom.

The European Commission has identified the carbon intensity of the transport sector, pollution, congestion, job creation and social resilience as key challenges that NRRPs need to address. Cycling and the cycling industry are uniquely positioned to deliver on these challenges in the shortest possible period of time.

1) The political context for cycling in the National Recovery and Resilience Plans

The surge in cycling in many European towns and cities has not gone unnoticed by EU decision-makers: Cycling is increasingly seen as one of the investments to deliver both on the European Green Deal as well as on the economic crisis.

“Bike lanes are exactly the kinds of investments we want to see through the Recovery and Resilience Facility. Bikes lanes create 30 % more jobs in construction than conventional road projects”, said Céline Gauer, Acting Head of the Recovery and Resilience Task Force at the European Commission’s Directorate General, at the Urban Mobility Days (30/09/2020).

And the EU Commissioner for Transport, Adina Vălean, expressed during the European Mobility Week: “Many cities implemented new bike lanes, pedestrian zones, lower speed limits, large pavements. I do hope these changes can remain in place even when the coronavirus is behind us”.

Last but not least, Frans Timmermans, the first Vice-President of the European Commission, will debate today opportunities for cycling in the national recovery and resilience plans with Mayors from the four European capital cities of Athens, Bratislava, Lisbon and Ljubljana as well as with the Irish national Minister for Climate Action, Communication Networks and Transport.

This political support has been translated into the European Commission identified flagship project **“recharge and refuel”** that highlights the importance of sustainable and smart mobility. The investment component **“Clean, smart and fair urban mobility”** lists two concrete investment ideas, including the provision of purchase subsidies for (electric) bicycles (See Point 3).

2) The ECF/CIE cycling proposals for your National Recovery and Resilience Plan

One billion Euro of fast track cycling measures and the uplift in cycle use, cycle sales and cycling jobs during this pandemic have shown just how fast cycling can change Europe. To capitalise on this unique momentum for cycling across Europe, we call upon national authorities to invest now a total of at least 10bn Euro: 5bn to enable more EU cities to catch up with the infrastructure measures implemented since March in numerous towns and cities. And another 5 billion Euro should be allocated in purchase premiums for (electric) bicycles, e-cargo bikes as well as rolling out bike sharing in cities larger than 50,000 inhabitants.

To unlock these kind of investments across the EU, this is what every national recovery and resilience plan needs to include:

1. **Cycling infrastructure investments:** a minimum of 10 % of transport capital investments should be earmarked for cycling. Ireland has already committed to such a target in its coalition agreement.¹
 - i. Invest the funds in urban, peri-urban and regional cycle route networks, including on cycle highways, cycle bridges, tunnels, etc.;
 - ii. Promote multi-modal and shared-mobility solutions, such as through building secure bicycle parking facilities at public transport hubs, in particular railway and metro stations.

2. **E-bike access fund:** Wherever they have been applied in the past years, purchase subsidies for electric bicycles have been very successful in increasing market uptake and in making cycling more attractive for new groups of the population. They can be introduced very quickly as stand-alone measures. In case there are plans to create other mobility purchase incentives, including scrappage car schemes, these have to be extended to (electric) bicycles. Cycling should receive at least 10 % of the overall fund.
 - i. Provide purchase subsidies for (electric) bicycles and for e-cargo bikes for SMEs;
 - ii. Support (e-)bike sharing in cities larger than 50,000 population.

3. **Bicycle tourism:** The tourism sector is among the hardest hit economic sectors. Jobs in the bicycle tourism sector are long-term sustainable jobs mostly in rural areas, and for all levels of qualification. These are our recommendations:
 - i. Provide and signpost high-quality, safe and direct cycle routes;
 - ii. Develop cycle-friendly services, amenities and concepts to attract and cater for increasing numbers of cycle tourists;
 - iii. Promote cycle tourism and European cities and regions as cycle tourism destinations.

The draft French² and Polish³ National Recovery and Resilience Plans have announced significant investments in cycling. Other countries should follow suit.

3) Guidance on where to put the cycling proposals in your National Recovery and Resilience Plan according to the EU template

The Commission's "Annual Sustainable Growth Strategy" sets the target of at least 37 % climate and 20 % digital investments in every single NRRP. These targets were translated into so called **7 flagship investments**, including one on "recharge und refuel", highlighting the need to foster 'sustainable and smart mobility'. The "recharge and refuel" flagship

¹ <https://ecf.com/news-and-events/news/ireland-will-invest-10-total-transport-capital-budget-cycling>

² https://www.economie.gouv.fr/files/files/directions_services/plan-de-relance/annexe-fiche-mesures.pdf

³ <https://ecf.com/news-and-events/news/investments-cycling-one-priorities-polish-national-recovery-and-resilience-plan>

investment has been further elaborated by a so-called “Clean, smart and fair urban mobility” investment component.⁴

Investment component “Clean, smart and fair urban mobility”

The component lists 4 concrete reforms and 2 investments examples that Member States should include in their national recovery and resilience plan to address common challenges such as the carbon intensity of the transport sector, pollution and congestion.

Reforms:

- 1. Create the framework for cities/agglomerations to adopt and implement individual Sustainable Urban Mobility Plans (SUMP). The legislation will ensure consistency of the SUMPs with national and EU climate and environmental objectives, and that they can serve as a basis to realise clean, smart, safe and fair mobility investments.*
- 2. Progressively phase out the most polluting vehicles in most polluted urban areas. The legal framework will complement other national and local efforts to reduce transport-related GHG emissions, congestion and pollution.*
- 3. Support the deployment of sustainable shared mobility services. This framework will facilitate local efforts to enhance the offer of sustainable shared mobility services, including transport on demand, to complement public transport; and to reach sustainability objectives.*

Investments:

- 1. Create a subsidy scheme to allow cities/agglomerations to procure smart, safe and clean public transport fleets, and their related infrastructure, as well as publicly accessible recharging/refuelling points for private and commercial zero and low emissions vehicles. Funding will be limited to investments included in SUMPs and conditional on complying with strictly specified public procurement rules. This investment builds on Reform 1.*

ECF/CIE recommendation: Put urban/ peri-urban cycle infrastructure investments such as cycle route networks and parking stations at public transport hubs under the SUMP header!

- 2. Introduce a scrapping scheme for the most polluting vehicles. The scheme will provide incentives to give up older and ‘dirtier’ vehicles, in exchange of mobility services, such*

⁴ https://ec.europa.eu/info/files/example-component-reforms-and-investments-clean-smart-and-fair-urban-mobility_en

as collective transport passes, *allowances to purchase bicycles* or zero or low emission vehicles. This investment enhances the effects of Reform 2.

ECF/CIE recommendation: Put here your E-bike Access Fund!

Other investment ideas

The European Commission included a disclaimer in the **Investment component “Clean, smart and fair urban mobility”** opening the door for other investments:

“Given the fictitious nature of these examples, the document should not be regarded as comprising an exhaustive list of the most important reforms and investments in the mentioned area. Member States may cover different and/or broader mix of reforms and investments in their recovery and resilience plans. Furthermore, the description should not be regarded as complete. More details and evidence would be expected in the actual recovery and resilience plans in order to ensure a proper assessment of the measures to be implemented.”

ECF/CIE recommendation: Put investments in long-distance regional and national cycle route networks as well as in bicycle tourism in a respective investment block!