Better taxes, more cyclists.
How smart tax measures can put people on bikes (instead of cars)
Fietsersbond

• Independent non-profit organization
• Dutch speaking cyclist union in Belgium, with GRACQ.
• Working in Brussels and Flanders.
• 11 Staff members
• 80 local groups, 500 volunteers
Cost of Mobility

• EU citizen gives € 750 to others car use each year
• Belgium ahead with € 950
• Total cost for society (costs minus benefits) in Belgium € 10,2 billion
• (Udo Becker, De Ware kosten van Mobiliteit 2012)
Internalize external costs

- (Not) all costs and benefits
- Marginal external costs
- Bicycle: 5X benefit
- Gasoline car: 80% (66%CC)
- Diesel car: 40% (21% CC)
- Motorcycle: 117%
- Electric car: 76%
- Light Truck diesel: 27%
- Heavy Truck diesel: 26%
- Airplane short: 8%
- Airplane long: 2%

(Transport en Mobility 2017)
Good incentives

- Bicycle fee
- Company tax-reduction for bicycle investments
- Municipal intervention when buying regular/electric/ cargo bikes
Bicycle fee

- € 0.23/km, cycling to work only

- Bike to work Flanders: increase
  2000: 12.90% → 2015: 15.40%

- Overall cycling in Flanders: decrease
  2000: 14.60% → 2015: 12.41%

"Hoezo? Geen recht op fietsvergoeding?!"
Bad incentives

• In General low taxes on car use
• Company cars
• Absence of Parking policy
• Tax reduction for long distance commuting
• Tax reduction for buying electric cars
Major Congestion problem
Tax-policy works

• Heavier taxes on diesel
• 22.9% of new cars are diesel. 6 years ago it was 62.9%
• 72% diesel cars within company cars
Propositions

- Higher car taxes:
  - End Company cars
  - Real parking policy
  - Higher tax on fuel
  - Smart congestion charge

- Tax reduction:
  - Moving away
  - Proximity
  - General