

Item 6 (c) of the provisional agenda
Implementing the Paris Declaration:
THE PEP Partnerships

Progress report on the development of the pan-European master plan for cycling promotion by THE PEP Partnership on Cycling

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I. Background

1. Many European countries have recently developed national cycling strategies to coordinate and support actions on cycling promotion at the national, regional and local level. While several success stories have emerged from around Europe in the promotion of cycling, much of this progress is often dependent on individual contributions and activism. In order to tap the full potential of cycling for sustainable and resilient transport systems, a coordinated and broad support for national cycling promotion activities is needed at the international level, positioning cycling on the political agenda and activating resources for cycling promotion on the European/pan-European level.

2. To address this issue, Ministers of transport, health and environment agreed in the Paris Declaration of the 4th High-level Meeting on Transport, Health and Environment (4HLM) in April 2014 to promote cycling at the pan-European level by developing a pan-European master plan for cycling promotion.

3. As stipulated in the Paris Declaration, the master plan for cycling promotion is being developed within THE PEP Partnership on cycling. The master plan will support joint action for integration of cycling issues in national and pan-European policies and existing funding schemes of international financing institutions and pan-European infrastructure plans. Therefore the master plan will be an important instrument to increase the level of cycling at the pan-European level.

II. THE PEP Partnership on cycling

4. Starting at the 4HLM in April 2014, the Member States of THE PEP established THE PEP Partnership on cycling and initiated the development of a pan-European master plan for cycling promotion. The Partnership on cycling is coordinated by Austria and France and overseen by the Steering Committee of THE PEP. As of September 2015, a total of 18 Member States¹ and the European Cyclists' Federation (ECF) actively participated in the partnership.

¹ Austria, Belgium, Bosnia and Herzegovina, Czech Republic, Denmark, Finland, France, Georgia, Germany, Hungary, Ireland, Luxembourg, Netherlands, Norway, Serbia, Slovakia, Sweden and Switzerland

III. Structure of the master plan and expected outputs

5. The master plan will provide answers to the following questions:
 - a. What are we dealing with? Status of cycling in the 56 Member States of THE PEP
 - b. Why are we dealing with it? Highlighting the benefits of cycling for environment, health and transport
 - c. What do we want to achieve/Where would we like to go? Increase the level of cycling (e.g. a quantified objective)
 - d. What do we have to do? Concrete measures and recommendations for national governments in the pan-European Region and for the UNECE, WHO and EU.
 - e. How can the required resources be secured? Recommendations for national budgeting and guidance on working in partnership with international financial institutions and infrastructure plans for cycling
6. During the first three meetings the partners identified the following topics to be covered in the master plan. The responsible partner (if already identified) is mentioned in the parentheses.

WP1 Cycling indicators & benchmarking (Belgium - confirmed)

- Define a minimum set of indicators necessary to monitor the status of cycling
- Provide an overview of existing data sources and methodologies used for collecting this data
- Provide an overview of the current values of these indicators
- Recommendations to survey these indicators

WP2 Benefits of cycling / impact analysis (Austria - confirmed)

- Highlight the benefits of cycling on the environment, transport, health, the economy
- Deepen and widen knowledge on the impact of cycling on other sectors (incl. quantification, etc.)

WP3 Support national cycling policies (Germany – confirmed)

- Analyse possibilities for national support to increasing the levels of cycling
- Recommendations for the development and implementation of national cycling strategies (including cycling tourism), the nomination of national cycling officers
- Recommendations for the national development of cycling tourism (e.g. installation of one coordinating organization who brings all relevant actors together, a one-stop shop for information and promotion at national level, cycling-friendly services like bike and bed)

- Provision of guidelines and technical assistance for the implementation of national cycling strategies

WP4 Cycling infrastructure needs, funding options and fiscal system (ECF – confirmed)

- Analyse how much funding is needed per person per year to provide for safe and comfortable cycling conditions
- A National cycling route network, well integrated into the regional and European (EuroVelo)
- Recommendation to dedicate specific share of national budgets (incl. local, regional budgets) for cycling (differentiation between starters, climbers and champions)
- Overview about existing European and international Funds for co-financing the cycling network + provision of guidelines on how to access these funds.
- Recommendations for adapting credit requirements/guidelines of International Financing Institutions (e.g. the European Investment Bank (EIB), the World Bank) taking into account cycling and its requirements when developing transport infrastructure.
- Recommendations to adapt existing or the development of new funding schemes for cycling in the next financing period (2021-2027)
- Analyse fiscal incentives for commuting, both to employees as well as to employers
- Issue recommendations on a fiscal framework for commuting

WP5 Benefits through inventory, harmonization and standardization (France – confirmed)

- Rules: recommendations for amendments to international treaties like the Vienna Convention on Road Signs and Signals and/or technical standards regarding (electric) bicycles and introduce recommended solutions to promote cycling in highway codes. A uniform national signalization system for touristic cycle routes.
- Vehicles: recommendations on what type of vehicles are allowed on what type of infrastructure (bicycles, pedelecs, class LeA1 vehicles)
- Cycling infrastructure: Definition of standards for the development of cycling networks ensuring a certain level of quality.

WP6 Integration of cycling in planning processes (vacant)

- Infrastructure planning: Integration of cycling in all infrastructure planning processes.
- Land use planning: Current land use planning procedures and regulations have to take into account the requirements of cyclists.
- Multimodal transport planning: Planning of cycling infrastructure must be coordinated with all other means of transport.

7. Besides the work on the master plan, THE PEP partnership on cycling provides a platform for the exchange of information and know-how supporting the national cycling officers/coordinators in their daily work.

IV. Main benefits of the pan-European master plan for cycling promotion

8. Besides the increased awareness of the importance of cycling for economy, health, transport and environment at the pan-European level there will be benefits for the Member States depending on the existing level of cycling promotion in the country:

9. Beginner Countries (low level of cycling promotion):

- Know-how exchange with experience countries
- Guidelines and support in building up a national cycling policy
- Access to international partnerships

10. Climber Countries (medium level of cycling promotion):

- Know-how exchange with experience countries
- For the national cycling officers the master plan will be an additional back up from the political level to bring forward the topic of cycling in their countries and regions.
- Access to international partnerships

11. Forerunner Countries (high level of cycling promotion):

- Possibility to export national know-how and expertise (“Cycling Embassy”)
- Image as cycling nation
- Access to international partnerships

V. Next steps

12. The Committee is invited to endorse the above described structure of the master plan and task the Partnership with further development. Specific proposed next steps include:

- Elaboration phase: Elaboration of inputs by Member States for priority areas and consolidation to draft master plan (March 2015 – Dec 2016)
- Negotiation phase: Negotiation of draft master plan by THE PEP Member States (Jan 2017 - Dec 2018)
- Adoption of the pan-European master plan for cycling promotion by the Member States of THE PEP (5th High-level meeting of THE PEP in spring 2019 in Vienna)

- Implementation phase (2019 onwards)
 - The 5th meeting of the Partnership will be held in Bratislava on 20-21 January 2016
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