

EU funding opportunities for cycling

Fabian Küster, Director for Advocacy and EU Affairs

25 october 2021



ECF gratefully acknowledges financial support from the LIFE Programme of the European Union



Cycling
Industries
Europe

ECF gratefully acknowledges financial support from the cycling industry via Cycling Industries Europe

www.ecf.com

Outline

1. “Old” money
2. “New” money
3. “Experimental” money



ECF gratefully acknowledges financial support from the LIFE Programme of the European Union



ECF gratefully acknowledges financial support from the cycling industry via Cycling Industries Europe

www.ecf.com

EU budget 2021 - 2027

Multiannual Financial Framework (MFF)

The EU's 7-year budget

€1.211 trillion



€806.9 billion

NextGenerationEU










COVID-19 recovery package

Recovery and Resilience Facility
€723.8 billion

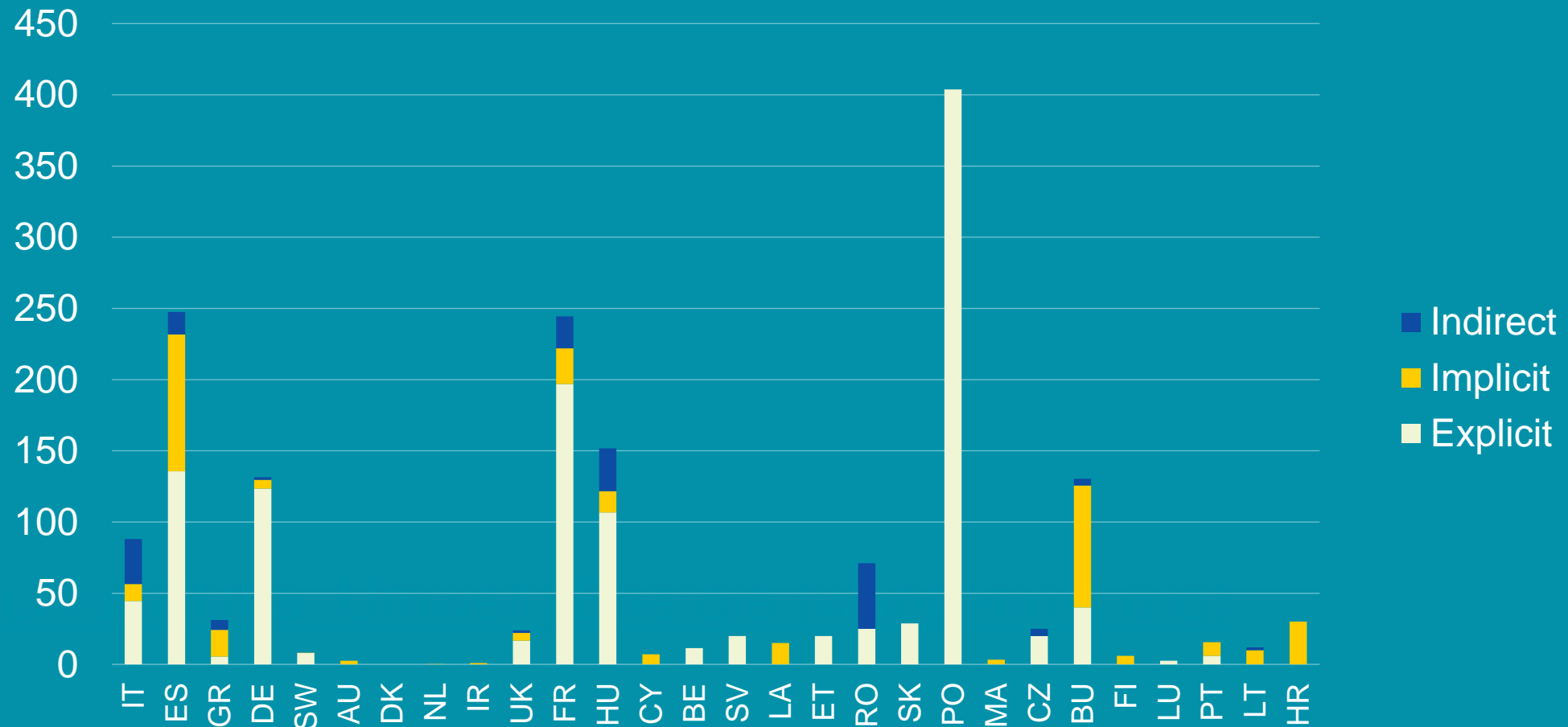
€338.0 billion grants

€385.8 billion loans

NextGenerationEU contribution to other programmes
EUR 83.1 billion

	2007-2013 in billion Euros	2014-2020 in billion Euros	
Road	42.6	29.6	
Rail	23.1	18.6	
transfer from Cohesion Fund to Connecting Europe Facility		(11.3)	
Seaports	3.1	2.4	
Airports	1.6	0.4	
Cycling/walking	0.7	2.5	
Inland waterways	0.4	0.8	
Urban transport	8.1	12.7	
ITS	1.0	2.0	
Multi-modal transport	1.8	1.7	
TOTAL	82.5	70.1 (81.4)	

But big differences between MS in unlocking funds for cycling remain



EFRO in Nederland

Regio	Operationeel Programma 2014 - 2020
Drenthe Groningen Friesland (NL)	Operationeel Programma EFRO 2014-2020 Noord-Nederland - Geen verwijzing naar fietsen
Gelderland Overijssel	Operationeel Programma EFRO 2014-2020 Oost-Nederland - Geen verwijzing naar fietsen
Limburg (NL) Noord-Brabant Zeeland	Operationeel Programma EFRO 2014-2020 Zuid-Nederland - Geen verwijzing naar fietsen
Flevoland Zuid-Holland Noord-Holland Utrecht	Operationeel Programma Kansen voor West 2014-2020 - Alleen indirecte verwijzing naar fietsen

EU Funds Observatory for Cycling

EU FUNDS OBSERVATORY FOR CYCLING

Netherlands

Groningen

Apply

Reset

[> Explicit references](#) [> Implicit references](#) [> Indirect references](#) [> No references](#) [> Related projects](#)

European programs

- [> H2020 Programme](#)
- [> Trans-European Transport Networks \(TEN-T\)](#)
- [> Competitiveness of Enterprises and SMEs \(COSME\)](#)
- [> Urbact Programme - Driving change for better cities](#)
- [> Urban Innovative Actions](#)

Cross-border programs

- [> North Sea Region Programme 2014 - 2020](#)
- [> COOPERATION PROGRAMME INTERREG NORTH-WEST EUROPE 2014 - 2020](#)

Regional programs

- [> Operationeel Programma EFRO 2014-2020 Noord-Nederland](#)

A manual to better understand

- Context: Cycling in the next budget perspective 2021 – 2027 (ch.3)
- the legal basis and process (ch.5)
- good practice examples of concrete investment (ch.8) and past programming documents (ch.9.)
- Planning a regional cycle route network (ch.7)



www.interregeurope.eu/eucycle/library

Legal basis: Regulation EU 2021/1058 on the ERDF and CF

Policy objectives	Indicators	Type of project funded	Thematic concentration
2.7 enhancing protection and preservation of nature, biodiversity and green infrastructure, including in the urban areas, and reducing all forms of pollution	Output indicators RCO 58: 'dedicated cycling infrastructure supported' Results indicator RCR 64: 'annual users of dedicated cycling infrastructure'	e.g. bike path alongside re-naturalized rivers	At least 30 % of ERDF funds on Policy objective 2
2.8 promoting sustainable multimodal urban mobility, as part of a transition to a net zero carbon economy	RCO 58 RCR 64	Any type of (peri-) urban cycle infrastructure, bike parking, bike-sharing scheme, cargo bike delivery project	
3.2 developing and enhancing sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility.	n/a	Any type of non-urban cycle infrastructure, e.g. regional and national cycle route networks, cycle highways between cities	n/a
4.6, 5.1 and 5.2 ... sustainable tourism ...	n/a	Any type of touristic cycle product, e.g. cycling trail network in nature parks	n/a

The European Regional Development Fund Regulation

A legal act containing conditions and setting objectives of financial support for the development and structural adjustment of regional economies.

27 Partnership Agreements

The financial contracts of each Member State with the European Union.

200+ Operational Programmes / Rural Development Programmes

The translation of general objectives set down in the partnership agreement to specific thematic or regional policies. The decision on the number and type of programmes is made by each Member State itself.

Thousands of Calls for Projects

Calls for contractors for the implementation of the objectives of operational or rural development programmes.

Negotiations between European Commission and Managing Authorities (Member States or regions) on Partnership Agreements and Operational Programmes are well underway but not completed yet.

- “Everything is still in flux at the moment.”

Important success factors for accessing EU investments in cycling

1. Explicit reference(s) to cycling in Partnership Agreement

- "Prioritizing pedestrian and bicycle traffic (including through the construction of bike paths), facilitating multimodal travels (park&ride, bike&ride), including their location in reasonable places, restricting car traffic in city centres¹¹⁵".

2. Explicit reference to the type of cycle investments in the Operational Programme, output indicators and budget allocation

- OP Mecklenburg – Vorpommern 2014 - 2020: 339km of new cycle paths
- OP Małopolskie Voivodeship 2014 – 2020: the number of cyclists on the cycle paths should increase from 144,000 to 423,396 in the period of the programme's implementation.

II “New” money – Resilience and Recovery Facility

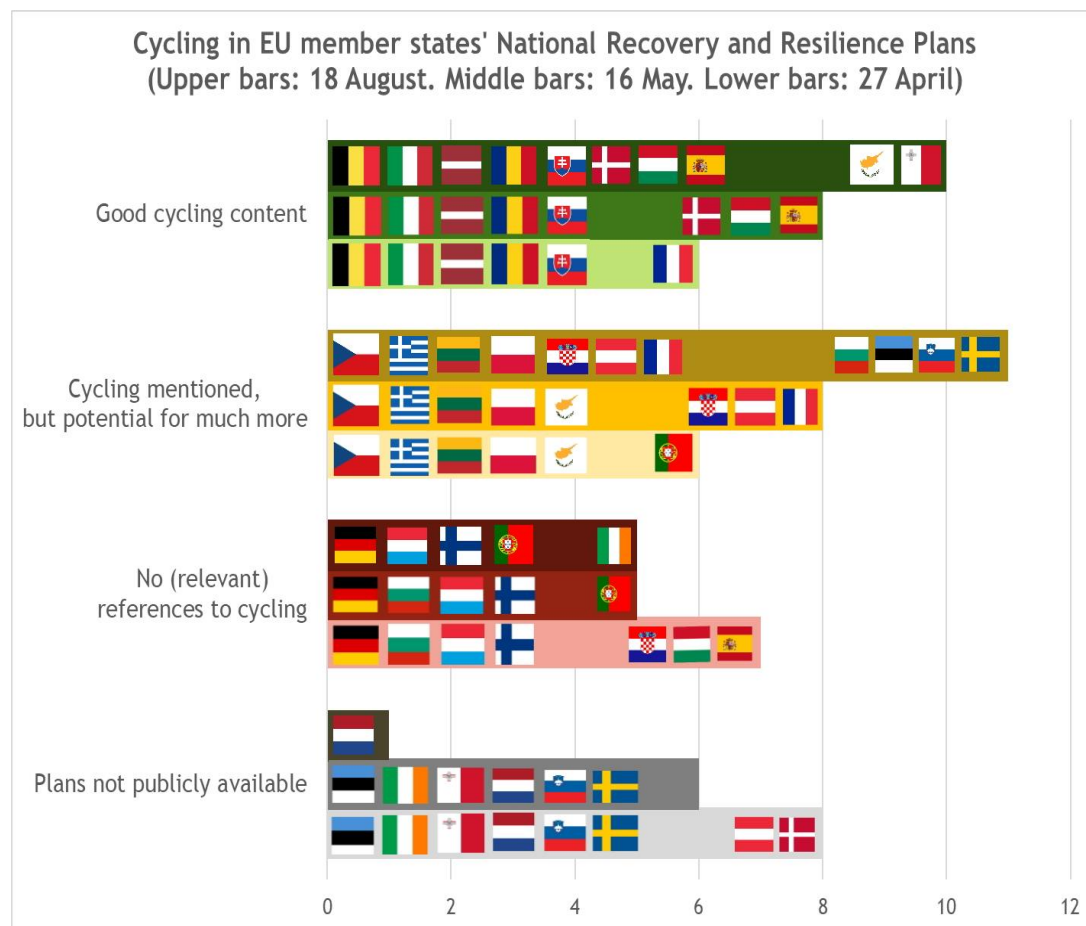


ECF gratefully acknowledges financial support
from the LIFE Programme of the European Union



ECF gratefully acknowledges financial support from the
cycling industry via Cycling Industries Europe

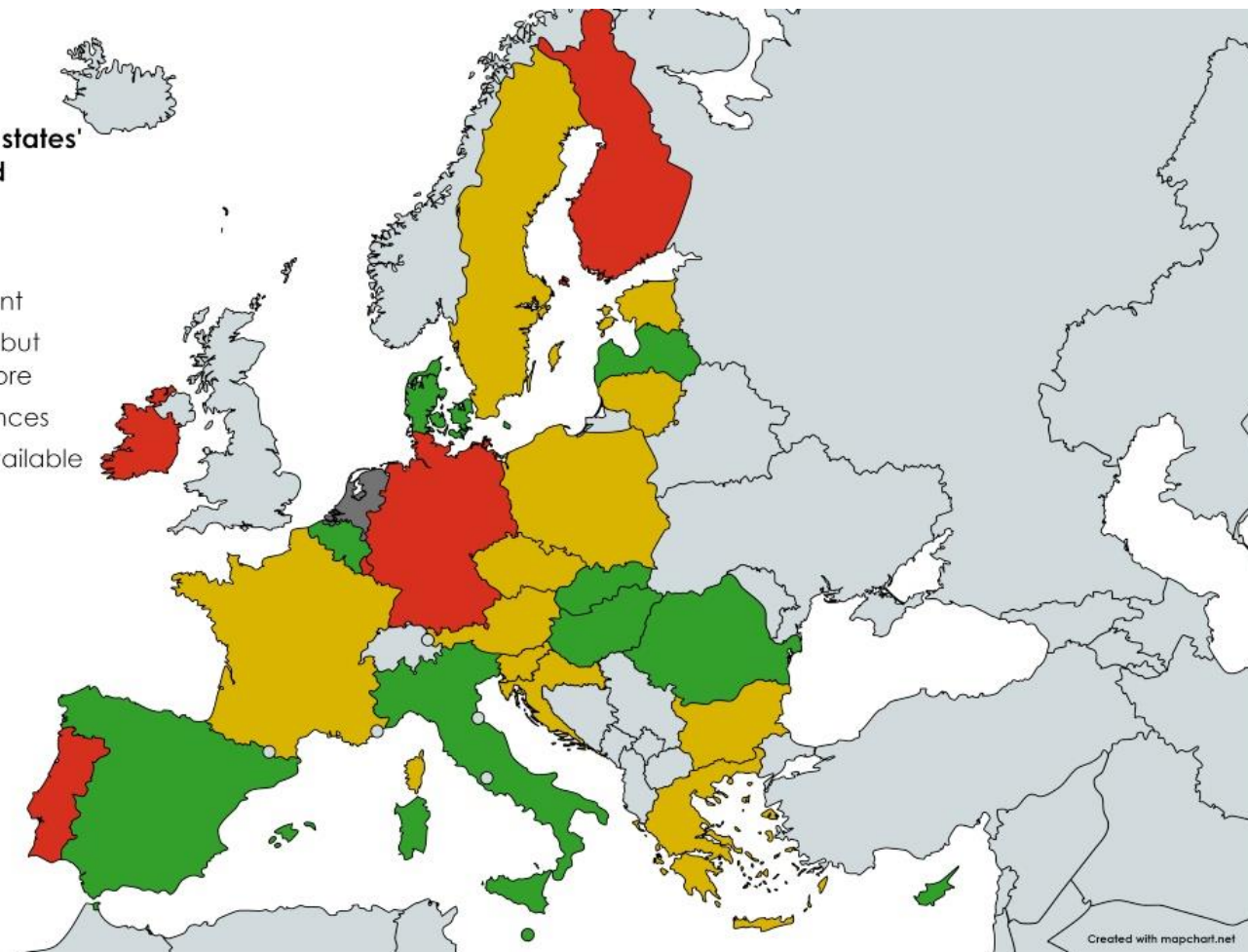
www.ecf.com



- €750bn
- 21 countries have included cycling in their NRRPs:
 - 10 with good content + investments
 - 11 with potential for more
- 5 do not mention cycling
- 1 NRRP not published yet

**Cycling in EU member states'
National Recovery and
Resilience Plans
(Status: 18 August)**

- Good cycling content
- Cycling mentioned, but potential for a lot more
- No (relevant) references
- Plans not publicly available



Investments in cycling

*estimate

Country	Investments (€ million)	Country	Investments (€ million)
Italy	600	Greece	4.5*
Belgium	411	Malta	2.2*
Spain	135*	Bulgaria	1*
Hungary	120	Slovenia	1*
Romania	120	Austria	0
Slovakia	105	Finland	0
Denmark	70	France	0
Latvia	34	Germany	0
Sweden	25*	Ireland	0
Czech Republic	25*	Lithuania	0
Poland	14*	Luxembourg	0
Cyprus	14*	Portugal	0
Croatia	6*	Netherlands	n/a
Estonia	5	Total	1,692



ECF gratefully acknowledges financial support from the LIFE Programme of the European Union

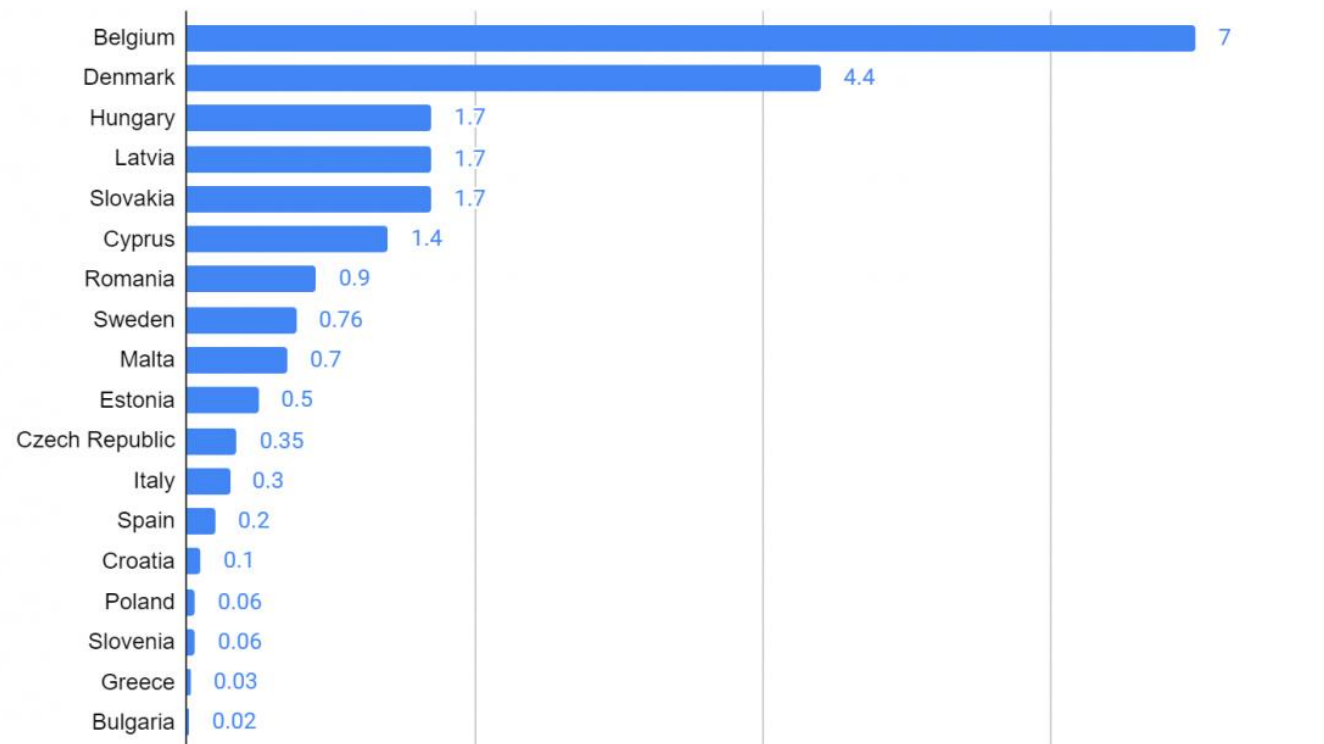


ECF gratefully acknowledges financial support from the cycling industry via Cycling Industries Europe

www.ecf.com

Investments in cycling

Estimated percentage of a country's share of the RRF dedicated to cycling investments



Component 3.1. Fiets- en wandelinfrastructuur

1. Beschrijving van de component

Overzichtskader: 3.1 Fiets- en wandelinfrastructuur

Beleidsgebied/-domein: Mobiliteit, verkeersveiligheid, luchtkwaliteit, klimaatverandering, gezondheid

Doel: We zullen de inspanningen opvoeren en coördineren om veilige nieuwe én verbeterde fietsinfrastructuur te ontwikkelen.

Hervormingen en/of investeringen:

Investeringen:

- Fietsinfrastructuur – VLA
- Fietsinfrastructuur - Fietscorridors – WAL
- Fietsinfrastructuur – VeloPlus – BHG + FED
- Fiets- en wandelinfrastructuur – Schuman – FED

Geraamde totale kosten: 746 miljoen euro, waarvan 411 miljoen euro (55%) wordt gedekt door de FHV.

https://dermine.belgium.be/sites/default/files/articles/NL%20-%20Nationaal%20plan%20voor%20herstel%20een%20veerkracht_1.pdf

- Investerings: €345m
 - Schaalsprong fiets: tegen 2025 20% van alle functionele verplaatsingen met de fiets
 - €250m voor fietsinfrastructuur langs gewestwegen, jaagpaden, fietsbruggen en –tunnels (complementair aan EFRO Vlaanderen 2021 – 2027; geen dubbelfinanciëring); Beheerder: Vlaams Gewest
 - “Plan Kopenhagen”: €150m voor lokale infrastructuur (waarvan €126m door FHV – Faciliteit voor herstel en veerkracht); verplichte co-financiering door lokale overheid (2 Euro lokale overheid – 1 Euro Gewest); totale max. investering: €450m
 - Intergewestelijk netwerk voor fietssnelpaden (fiets-GEN) tussen Vlaanderen en Brussel

- Federale overheid: €14.1m + Brussel €20m
 - Aanleg van 'fiets-plus' infrastructuur (fietssnelwegen)
 - Federale overheid: aanleg van fietsinfrastructuur langs spoorwegen
- Federale overheid: €17.4m voor fiets- en wandelinfrastructuur heraanleg Schumanplein tegen 2025

Groene dimensie van de component

Deze component omvat 100% klimaatgerelateerde uitgaven en draagt derhalve bij tot het in de verordening gestelde doel van ten minste 37% van de totale klimaatgerelateerde uitgaven van het plan.

KEY MEASURES TO SECURE BELGIUM'S GREEN TRANSITION

50% of the plan's total allocation for reforms and investments supports climate objectives



► **Energy-efficient renovation of residential and public buildings:** financing renovation wave across regions to increase the energy efficiency of public buildings, social housing and residential buildings. **€1 billion**



► **Novel low-carbon energy technologies:** financing innovative hydrogen projects and the construction of a multi-functional energy platform in the North Sea to connect 2.1 GW of offshore wind electricity to Belgium. **€540 million**



► **Sustainable transport:** financing of 356 green buses for public transport, promoting the deployment of over 78,000 electric charging stations, improving railway infrastructure and intermodal platforms in ports across the country, creating or refurbishing 1500 km of cycling pathways. **€920 million**



► **Greening of the company car tax scheme:** restricting the preferential tax scheme to new company cars that are zero emission from 2026 onwards.

III “Experimental” money – “White Certificates”



ECF gratefully acknowledges financial support
from the LIFE Programme of the European Union



ECF gratefully acknowledges financial support from the
cycling industry via Cycling Industries Europe

www.ecf.com

- = documents certifying that a certain reduction of [energy consumption](#) has been attained.
- Energy Savings Certificate (ESC), Energy Efficiency Credit (EEC)
- Producers, suppliers or distributors of electricity, gas and oil are required to undertake [energy efficiency](#) measures for the final user
- Legal basis: DIRECTIVE 2006/32/EC on energy end-use efficiency and energy services
- France: investments in cycle projects worth hundreds of millions of Euro

Europe [\[edit \]](#)

In Europe, several countries have implemented a white certificate scheme or are seriously considering doing so. Great Britain started in 2002,^[2] Italy in January 2005;^{[3][4]} France^{[5][2]} and Denmark a year later. Great Britain has combined its obligation system for energy savings with the possibility to trade obligations and savings. The Netherlands and Poland are seriously considering the introduction of a white certificate scheme in the near future.



Thank you!

- Fabian Küster, Director for Advocacy and EU Affairs
- f.kuester@ecf.com; Twitter: @FabianKusterECF



ECF gratefully acknowledges financial support
from the LIFE Programme of the European Union



ECF gratefully acknowledges financial support from the
cycling industry via Cycling Industries Europe

www.ecf.com