Closing Plenary Velo-City Global

Cycling in Europe

Presentation by Michael Cramer
Taipei, March 1st 2016

13
IRON CURTAIN TRAIL

The Greens | European Free Alliance
in the European Parliament

The fundamental problem in Europe…

…without a change of mobility we will not stop climate change!
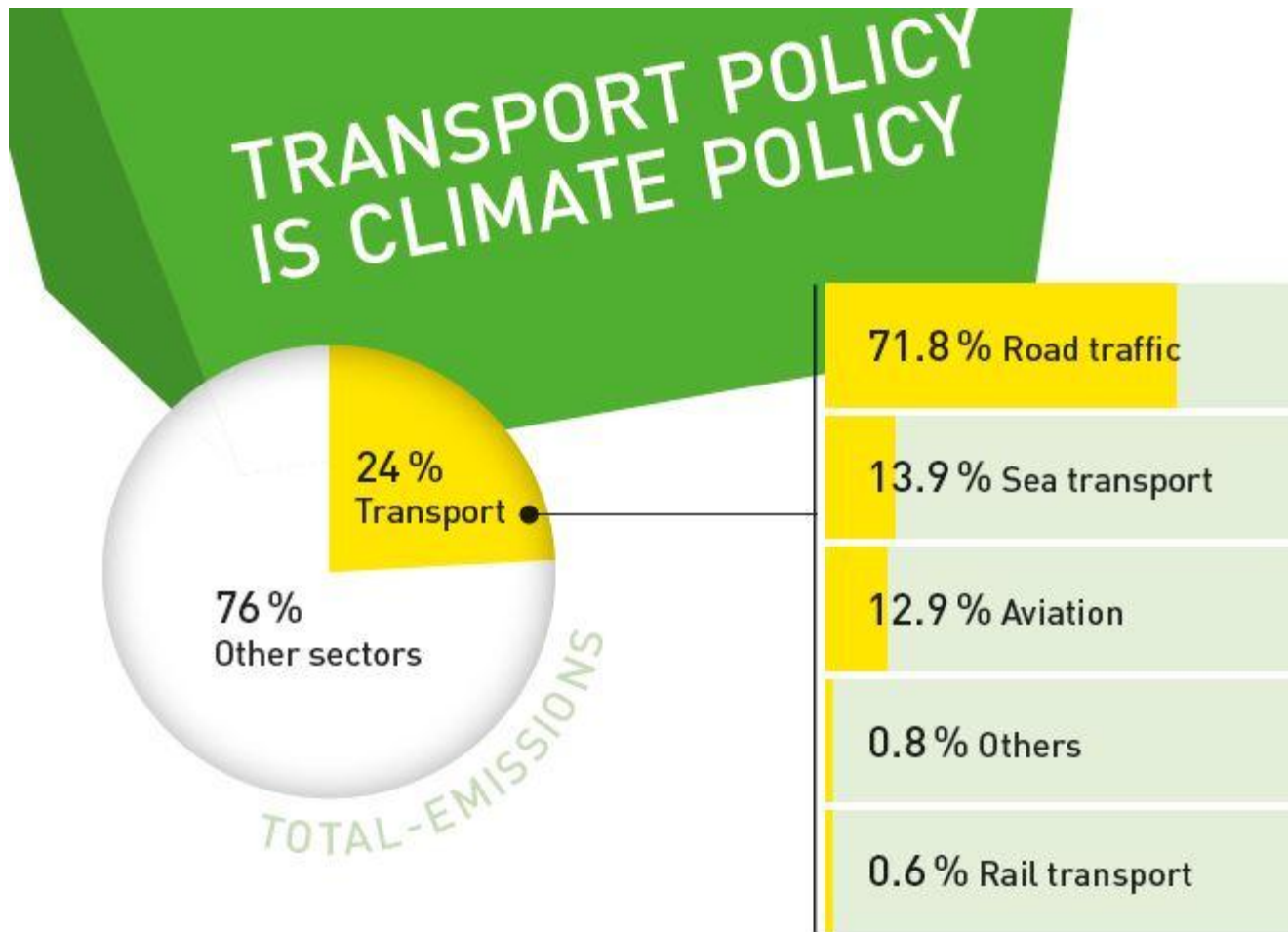
Where we want to go: the EU targets for 2020

20% reduction of **greenhouse gas emissions**

20% of EU's energy from **renewable resources**
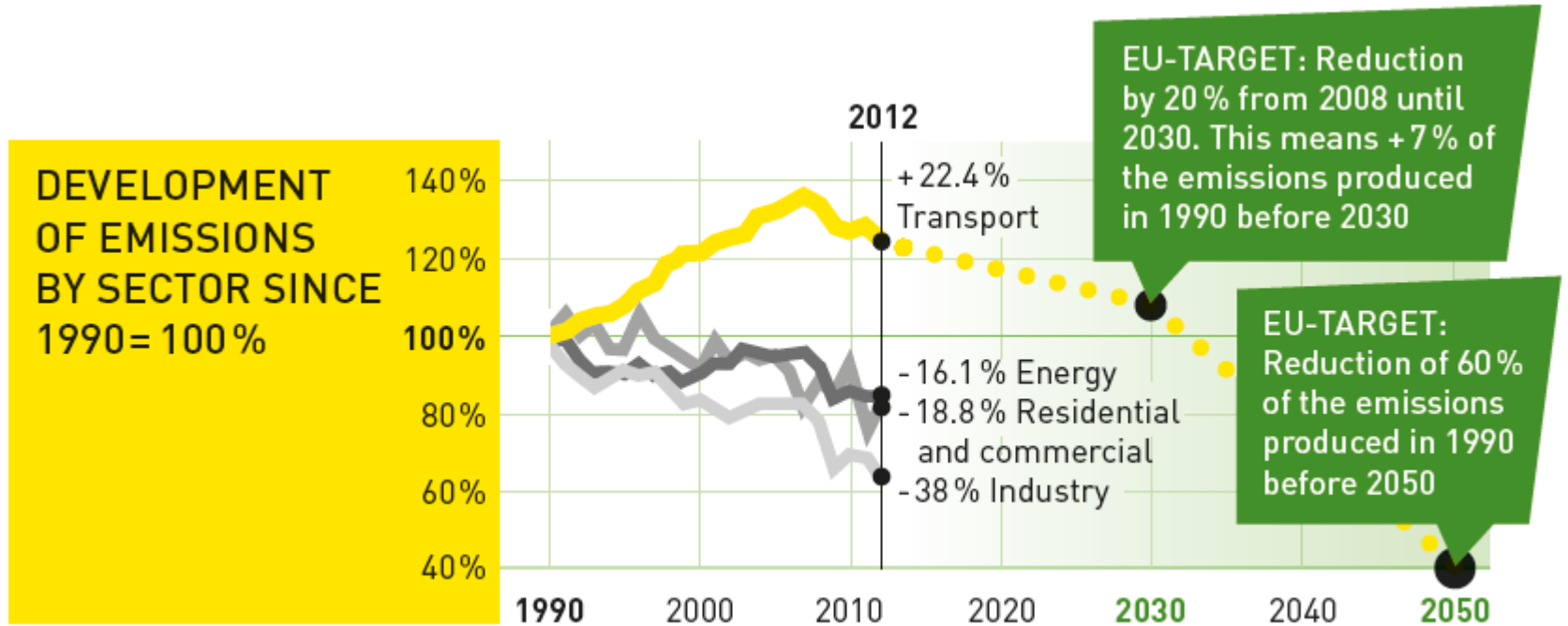
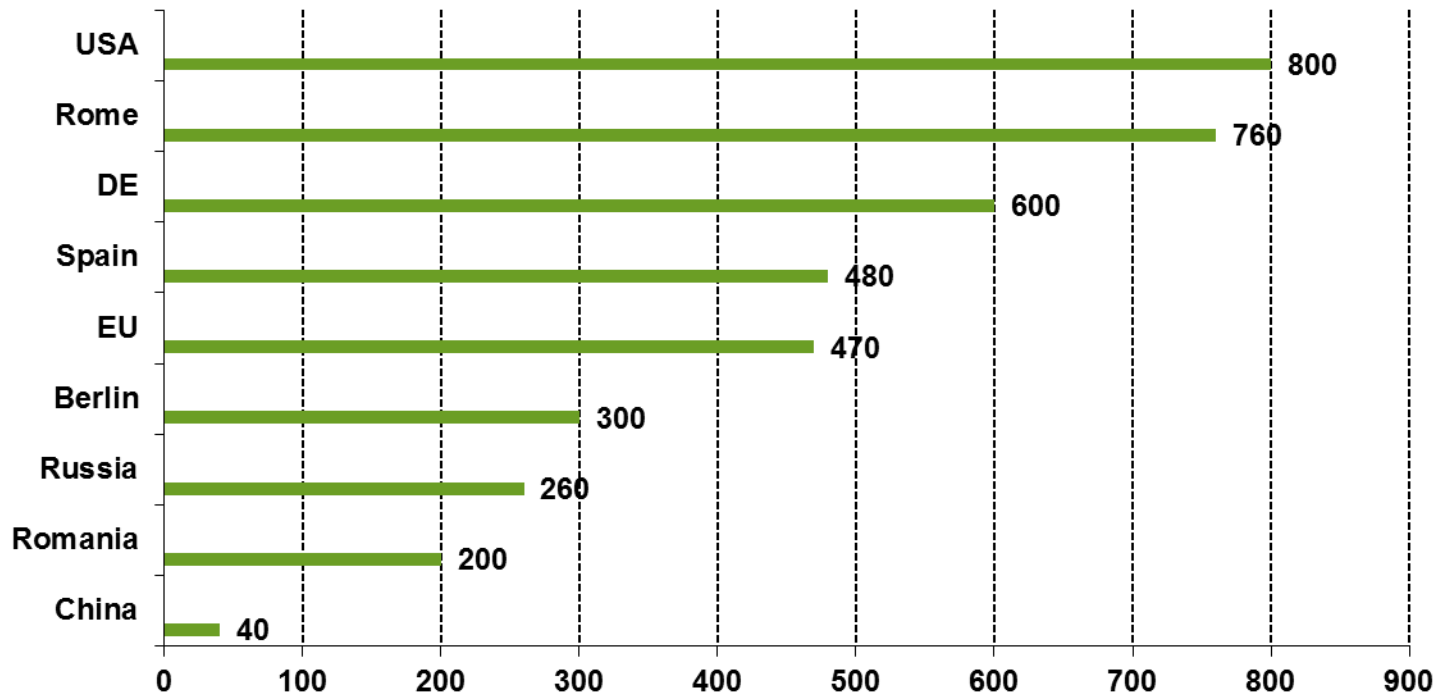**20%** improvement of **energy efficiency**

CO2 emissions by sector (2012)

TRANSPORT POLICY IS CLIMATE POLICY

24 % Transport

76 % Other sectors

TOTAL-EMISSIONS

71.8 % Road traffic

13.9 % Sea transport

12.9 % Aviation

0.8 % Others

0.6 % Rail transport

Evolution of EU GHG emissions and EU targets

DEVELOPMENT OF EMISSIONS BY SECTOR SINCE 1990 = 100%

2012

+22.4% Transport

−16.1% Energy
−18.8% Residential and commercial
−38% Industry

EU-TARGET: Reduction by 20% from 2008 until 2030. This means +7% of the emissions produced in 1990 before 2030

EU-TARGET: Reduction of 60% of the emissions produced in 1990 before 2050

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Cars per 1000 inhabitants

Country	Cars per 1000 inhabitants
USA	800
Rome	760
DE	600
Spain	480
EU	470
Berlin	300
Russia	260
Romania	200
China	40

13

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Both - problems and solutions - are concentrated in urban areas
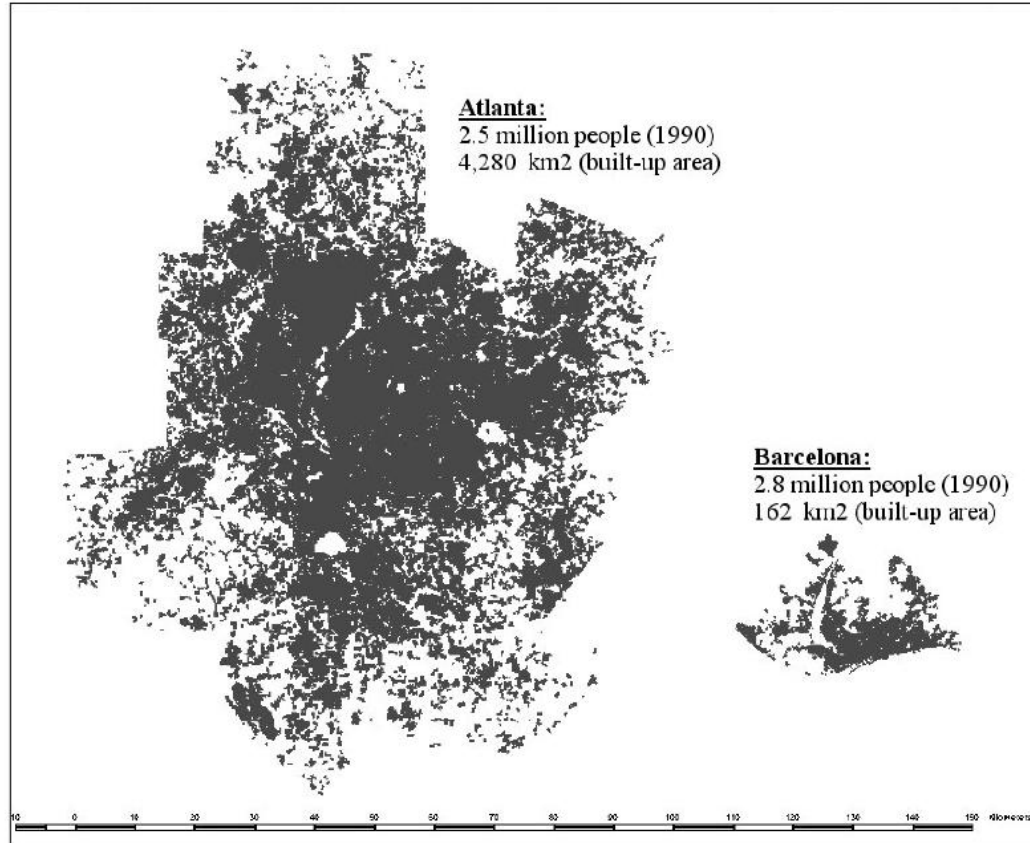

in **2050** 84% of the EU population will live in cities

in cities, transport is responsible for:

> ➢ **40% of all CO2 emissions**

> ➢ **70% of all emissions** which are harmful to the climate

by 2060, 30% of alle EU citizens will be older than 60 years (today: 17%)
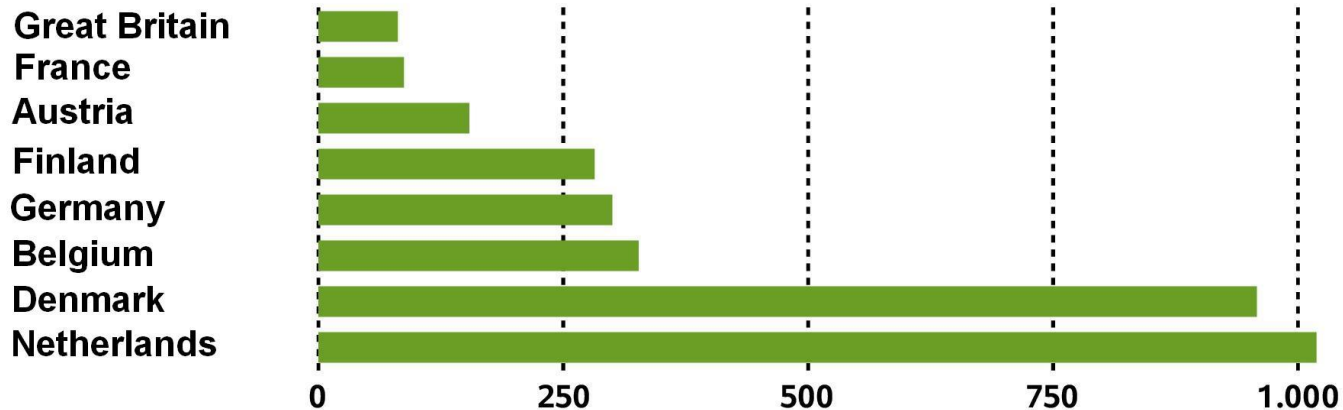
Atlanta – Barcelona

Atlanta:
2.5 million people (1990)
4,280 km2 (built-up area)

Barcelona:
2.8 million people (1990)
162 km2 (built-up area)

- almost the same size of population
- the area covered by Atlanta is 26 times larger

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The use of bicycles in Europe
km per inhabitant and year

Great Britain
France
Austria
Finland
Germany
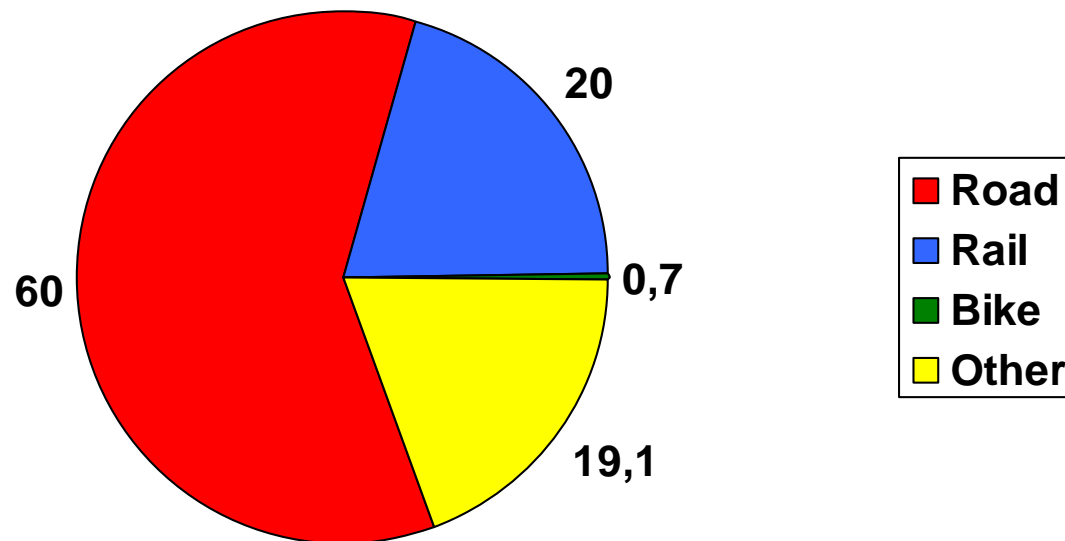Belgium
Denmark
Netherlands

0   250   500   750   1.000

90 percent of car journeys in German cities are shorter than 6 kilometres.

Good distance for a change to rail, bus, bike and walking

13
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9

EU-funding

Allocation of EU co-funding by mode of transport

Legend:
- Road (red) — 60
- Rail (blue) — 20
- Bike (green) — 0,7
- Other (yellow) — 19,1

Hungary leads the way: It uses 2% of EU funding for cycling

13

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EU transport ministers on cycling:

- Bicycle innovation boosts jobs and growth

- Cycling is an essential tool against traffic jams

- More than 1/2 of motorized cargo trips in EU cities could be shifted to (e-)cargo bikes (which can load up to 200kg)

Cycling is very healthy

- health benefits the switch from car → bicycle outweigh risks & even those who don't practice, profit!

- Non-cyclists are three times more ill than cyclists

- Cyclists live five years longer than non-cyclists

EU transport ministers on cycling:

Action plan:

- Integrate cycling into multimodal transport

- Develop an EU level strategic document

- Coordinate on EU-level and between member states

Article § 195 of the Lisbon Treaty

TOURISM

(1) The Union shall complement the action of the Member
   States in the tourism sector […]

To that end, Union action shall be aimed at:

a) encouraging the creation of a favourable environment for the development of undertakings in this sector;

b) promoting cooperation between the Member States, particularly by the exchange of good practice.

Facts & figures

A cross-cutting sector, the 3rd largest economic activity in the EU (after Distribution and Construction)

Involves a big diversity of services and professions

Mainly dominated by SMEs

Socio-economic importance of tourism:

- 5% of the EU GDP
- 5.2% of the total labour force
- 9.7 million jobs

But with the related sectors:

- 10% of the EU GDP
- 12% of the total labour force
- 24 million jobs

Economic Facts about Bicycle Tourism

- Since some decades an increase of 20% per year

- The amount per year is 44 Billion Euros – like cruise ships

- More jobs than in the steel and coal production

- Bicycle tourists spend more money a day (35 €) than car tourists (10 €)

- therefore it is a support for the local economy

Bicycle Tourism

- Investement costs for bicycle infrastructure are low while benefits are high

- Finnish study (Helsinki): For one invested Euro, the return is eight (!)

- „Home Stay" for less populated regions

- Combining ski trails in winter with bike trails in summer

- Example of the Danube cycle route after signposting: increase from 500 cycle tourists in 2006 to 13 000 in 2012

The EuroVelo Network

1. Atlantic Coast Route
2. Capitals Route
3. Pilgrims Route
4. Central Europe Route
5. Via Romea Francigena Route
6. Rivers Route
7. Sun Route
8. Mediterranean Route
9. Amber Route
10. Hansa Circuit
11. East Europe Route
12. North Sea Cycle Route
13. **Iron Curtain Trail**
15. Rhine Route

A ride through European History

- from the Barents Sea to the Black Sea

- along the Western border of the former

  Warsaw Pact states

- 10,000 kilometers

- through 20 countries, with Croatia

  15 are now EU Member States

"The Iron Curtain Trail should be supported as an example of Soft Mobility and as a symbol of the reunification of Europe."

European Parliament resolution from 8th of September 2005 on new prospects and new challenges for sustainable European tourism

The route

- as close as possible to the former border

- as comfortable as possible

- avoiding highly frequented roads

- frequently crossing the former border

- integrating numerous historic monuments

The route is still a "work in progress" on the basis of the

above mentioned principles!

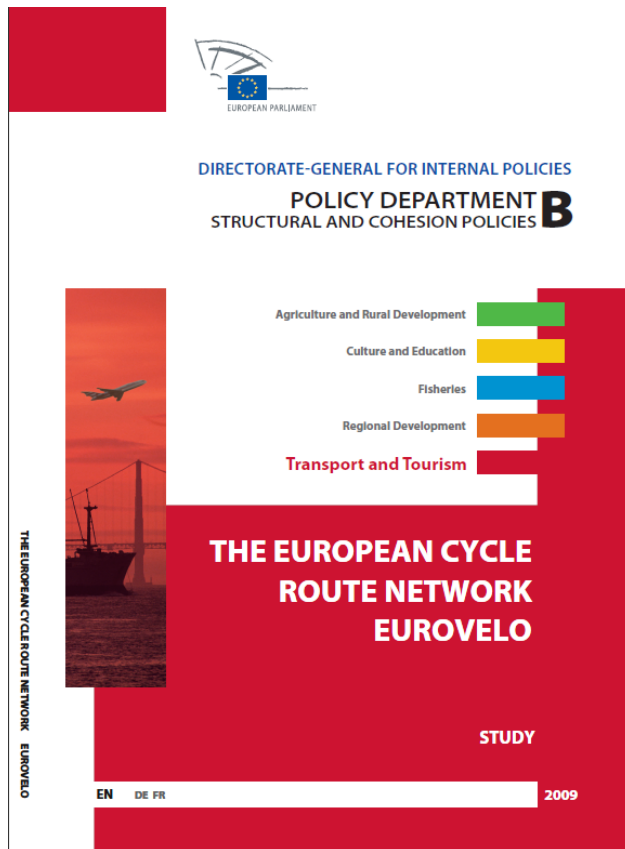# The model: the „Berlin Wall Trail"

160 km around former West-Berlin

The Brandenburg Gate 1961 / 1989

The European Cycle Route Network EuroVelo (2012/ Update)

- Study evaluates the challenges and opportunities for cycle tourism in Europe
- "Iron Curtain Trail" is expressly mentioned
- history as the only potential for tourism in remote regions
- Available on the European Parliament website at:

http://gruenlink.de/dqf

Thank you for your attention!

Find out more on

www.ironcurtaintrail.eu

www.michael-cramer.eu