Council of the European Union

Brussels, 13 October 2025
(OR. en)

13881/25

TRANS 463
CLIMA 431
ENV 996
SAN 623
IND 425
STATIS 72

COVER NOTE

From:	Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director
date of receipt:	30 September 2025
To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union
No. Cion doc.:	COM(2025) 566 final
Subject:	REPORT FROM THE COMMISSION TO THE COUNCIL AND THE EUROPEAN PARLIAMENT on progress towards implementing the European Declaration on cycling

Delegations will find attached document COM(2025) 566 final.

Encl.: COM(2025) 566 final

EUROPEAN
COMMISSION

Brussels, 30.9.2025
COM(2025) 566 final

REPORT FROM THE COMMISSION TO THE COUNCIL AND THE EUROPEAN PARLIAMENT

on progress towards implementing the European Declaration on cycling

1. INTRODUCTION

The European Declaration on Cycling[1] is a joint political statement, signed by the European Parliament, the Council and the European Commission on 3 April 2024. It is the first document to recognise cycling as one of the most sustainable, accessible and inclusive, low-cost and healthy forms of transport and recreation, with high added value for the EU and our economy.

Transport is of key importance for social inclusion and economic development, for creating jobs and for promoting access to essential services. However, it is still a significant source of greenhouse gas emissions and pollution. This Declaration aims to unleash the full potential of cycling in the EU to help address these challenges.

The Declaration sets out the direction for existing and future policies and initiatives related to cycling.

It outlines eight principles and 36 political commitments to be taken at EU, national, regional and local level, to guide future policy developments and the coherent implementation of measures. While the Declaration is not legally binding, it has considerable political significance, acknowledging that the promotion and implementation of its principles are a shared commitment and responsibility of the EU and its Member States.

For each chapter of the Declaration, this progress report presents a broad overview of the actions taken in the context of cycling policies, measures and initiatives at European, national, regional and local level that help implement the Declaration's principles. The report provides examples of the progress made in this respect and describes possible ways of promoting cycling to increase and facilitate its further uptake.

2. CHAPTER I: DEVELOPING AND STRENGTHENING CYCLING POLICIES

At EU level, as an immediate follow-up to the European Declaration on Cycling, the European Commission invited Member States to designate their national cycling contact points**.** This new dedicated network discusses common challenges, shares best practices and implementation measures, and monitors progress at EU and national level. The network encompasses national contact points from 26 Member States[2] and has been formally established as part of the Expert Group on Urban Mobility (EGUM)[3]**.** In addition, to ensure an inclusive approach and actively involve a wider range of stakeholders, including associations of cities and regions and industry representatives, a dedicated subgroup was created within the EGUM to monitor the Declaration's implementation.

The EGUM identified and tracked over 20 national measures including new or recently updated cycling strategies, plans, declarations and policy developments[4]. Some of these measures have been adopted as a direct result of the Declaration. To date, 14 EU Member States have put a national cycling strategy or a similar plan in place[5]. Several countries are working on developing new policy plans and updating or implementing existing ones. For example, Lithuania has taken a significant step forward by adopting its first-ever National cycling

1 OJ C, C/2024/2377, 3.4.2024, http://data.europa.eu/eli/C/2024/2377/oj
2 At the time of drafting the progress report, Italy had not yet designated a National Cycling Contact Point.
3 E03863 established by Commission Decision (C(2022) 5320)
4 EGUM contribution to the progress report: https://transport.ec.europa.eu/transport-themes/urban-transport/expert-group-urban-mobility_en
5 https://www.ecf.com/media/resources/2024/The-State-of-National-Cycling-Strategies-in-Europe-2024_ECF_final%20241212.pdf

strategy[6]. It has also introduced a new regulation for the planning and design of cycling infrastructure[7], establishing national standards to ensure safe, accessible, and high-quality cycling facilities.

The Declaration also encouraged city authorities to take actions.

For example, Parma (Italy) presented a letter of commitment to implementing the European Declaration on Cycling[8], focusing on developing and improving its cycling infrastructure, promoting cycling as the preferred form of everyday transport and supporting cycling-related businesses and services.

Meanwhile, the Barcelona Metropolitan Area (Spain) formally endorsed the European Cycling Declaration during the metropolitan council's plenary session[9]. Efforts to achieve climate neutrality focused on (i) developing the existing cycling infrastructure, (ii) deploying and optimising secured bike parking facilities, (iii) supporting metropolitan public bike sharing, and (iv) organising training and educational activities.

Several EU cities are also showing progress and a strong commitment to developing, adapting, and strengthening cycling policies and strategies to achieve their ambitious climate neutrality targets. They committed to these targets through their Climate City Contracts[10] as part of the 100 Climate-neutral and Smart Cities Mission[11]. For example, Dresden (Germany) aims to increase the share of cycling to 75% by 2035, while Aarhus (Denmark) wants to increase this share to 50% by 2030 and Gävle intends to become one of Sweden's top cycling cities by 2025, aiming to double the number of bicycle trips compared to 2018 by that time.

Looking beyond EU borders, the adoption of the EU Declaration on Cycling inspired similar initiatives such as the 'Declaration for Green Mobility of South East European Parties and Observing Participants: moving forward together towards a green mobility' at the Green Mobility Summit, organised by the Transport Community[12] on 6-7 June 2024 in Sarajevo (Bosnia and Herzegovina)[13].

Meanwhile, several other actions at EU/national/local spur the development/adoption of cycling in the EU.

Sustainable urban mobility plans (SUMP)

Regulation (EU) 2024/1679[14], which marks a further key milestone at EU level introduces a legal requirement for 431 urban areas to adopt a SUMP by 2025. It also mandates the

---

6 https://sumin.lrv.lt/en/sector-activities/sustainable-mobility/national-strategy-and-action-plan-for-cycling-promotion-by-2035/

7 https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/4b1abe31ac3611efaae6a4c601761171?jfwid=n3y3fwa09

8 https://civitas.eu/news/the-city-of-parma-commits-to-eu-cycling-declaration-implementation-at-the-civitas-forum

9 https://www.amb.cat/es/web/mobilitat/actualitat/noticies/detall/-/noticia/trobada-amb-l-ecf/25467221/11704

10 https://netzerocities.app/knowledge-ccc

11 https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe/eu-missions-horizon-europe/climate-neutral-and-smart-cities_en

12 The Transport Community is an international organisation in the field of mobility and transport. It has 36 participants – the European Union Member States represented by the European Commission, the six South East European Parties (the Republic of Albania, Bosnia and Herzegovina, Kosovo*, Montenegro, the Republic of North Macedonia, and the Republic of Serbia) and the three observing participants (Georgia, Republic of Moldova and Ukraine). https://www.transport-community.org/

13 https://www.transport-community.org/annual-summit/annual-summit-2024/ [(Annex II - Pledging for a Greener Future - Declaration on Cycling as a Sustainable Mode of Transport)]

14 Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013, OJ L, 2024/1679, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2024/1679/oj

development, by 2030, of multimodal passenger hubs to facilitate first- and last-mile connections, including access to public transport and active mobility infrastructure. The Regulation includes requirements to ensure continuity and accessibility of cycle paths when building or upgrading infrastructure and to build bicycle parking facilities in the vicinity of railway stations to promote active modes of transport.

The updated version of the 2019 guidance document on how to support and encourage cycling as part of a SUMP will be delivered end-2025 and will integrate the latest knowledge and best practices, to help cities improve their cycling infrastructure, policies and promotional activities.

Many cities have included measures that prioritise cycling in their SUMPs. For example, Münster (Germany) focuses on building high-quality cycle-priority streets and upgrading the cycle network, while Barcelona (Spain) developed a *Bicycle and Personal Mobility Vehicle Programme* under its Urban Mobility Plan 2024, focusing on extensive network improvements and making the cycling infrastructure safer. In Bologna (Italy), mobility planning served, for the first time ever, as the starting point for developing the Metropolitan Territorial Plan[15]. This Plan helps 55 municipalities in the metropolitan area to align their land-use policies and mobility strategies. This is done by integrating core operational tools and key sectoral strategies such as the Metropolitan Bike Plan. Vilnius was awarded the European Green Capital title[16] for 2025 as frontrunner in the green transition of the city, including in relation to cycling measures in line with its SUMP, such as continuous development of cycling paths and a new street infrastructure standard prioritising active mobility.

Mobility Patterns

Building on a comprehensive analysis carried out in all EU Member States in 2021 with first set of results reported in the 2022 "Study on New Mobility Patterns in European Cities"[17], an ongoing EU study is now extending the analysis of the data to give a better understanding of the effects of socio-demographic characteristics on travel behaviour. The study covers cycling as one among several travel modes that are being examined. Its results should provide additional insights into the uptake of cycling and potential future developments. A preliminary analysis indicates that the share of cycling remains relatively constant at national level.

Mobility management

The yearly MOBILITYACTION Award[18] acknowledges excellence in mobility management schemes by businesses, institutions, civil society organisations, citizen initiatives and municipalities. In the last two years of the campaign, numerous finalists have launched impactful initiatives to promote cycling. Examples include interactive online platforms encouraging students to cycle or walk, bicycle maintenance services at the workplace and bike-to-school competitions.

Moreover, many cities promote mobility management activities. Budapest (Hungary) stands out with its workplace mobility plan, which encourages companies to play an active role in changing their employees' commuting habits in favour of more sustainable transport alternatives. Budapest's plan includes initiatives like 'Bikebus' and 'Bike to Work', which promote cycling through organised group rides and workplace campaigns.

15 https://pumsbologna.it/

16 https://environment.ec.europa.eu/topics/urban-environment/european-green-capital-award/winning-cities/vilnius-2025_en

17 Study on new mobility patterns in European cities - Publications Office of the EU; New Mobility Patterns Study: insights into passenger mobility and urban logistics - European Commission

18 https://mobilityweek.eu/mobilityaction-award/

A report from the European Cyclists' Federation (ECF) highlights how company bike leasing as part of mobility management schemes, pioneered in Germany, has resulted into an active fleet of 2.1 million leased bikes by the end of 2024, with an average annual growth rate of 30% since 2019[19].

To further explore, analyse and evaluate the effectiveness of mobility management schemes influencing behavioural change towards active mobility, the Commission launched in 2024 a dedicated call under which a selected project could receive EUR 5 million[20].

Promoting cycling as a healthy way of transport or recreation

The annual European Green Capital and Leaf Awards[21] recognise cities that demonstrate outstanding commitment to environmental sustainability across key areas such as air quality, noise reduction and climate mitigation and adaptation. The promotion and implementation of sustainable urban mobility solutions, such as cycling measures, is an important part of this recognition. Similarly, the Green City Accord[22], an EU initiative aimed at improving urban environmental governance across Europe, aligns with cycling by encouraging cities to enhance their air quality, reduce noise pollution and expand green areas, thereby promoting active and sustainable mobility.

Through awareness-raising and advocacy campaigns, the European Mobility Week[23] dedicated its 2024 edition to the theme of 'Shared public space'. Over 2 700 towns and cities from more than 45 countries worldwide[24] took part in the campaign. Safe cycling infrastructure and good practices have also been the focal point of the EU Road Safety Exchange[25].

The CIVITAS initiative organised a Politician Exchange Forum[26] on the implementation of the Declaration, highlighting the importance of working together at all levels.

At national level, the EGUM identified several awareness campaigns, public consultations and training course for professionals and other specific forms of engagement[27]. For example, in Czechia, a campaign was launched with a focus on traffic calming measures in cities and regions, including the promotion of cycling[28]. In France, the Centre for Studies and Expertise on Risks, the Environment, Mobility and Urban Planning (CEREMA) has an open collaborative platform for exchanging best practices, challenges and knowledge, with a special group dedicated to cycling[29]. The platform is freely available to local authorities, government services, associations, academic institutions, NGOs and civil society. It is a place for the exchange and dissemination of news and for the sharing of feedback and resources on all subjects related to cycling (services, training, communications, mobility management, development, etc.).

19 https://www.ecf.com/en/news/company-bike-leasing-could-be-europes-next-big-catalyst-for-sustainable-mobility-new-report-shows-/
20 HORIZON-MISS-2024-CIT-01-03: Mobility Management Plans and Behavioural Change, CSA 5M, Opening: 17 Sep 2024 Deadline(s): 16 Jan 2025
21 https://environment.ec.europa.eu/topics/urban-environment/european-green-capital-award_en
22 https://environment.ec.europa.eu/topics/urban-environment/green-city-accord_en
23 European Commission's annual flagship campaign on sustainable mobility, https://mobilityweek.eu/home/
24 EUROPEAN MOBILITY WEEK | Participating towns and cities
25 https://etsc.eu/projects/eu-road-safety-exchange/
26 https://civitas.eu/news/civitas-spotlight-the-politicians-exchange-forum-convenes-in-parma
27 https://transport.ec.europa.eu/transport-themes/urban-transport/expert-group-urban-mobility_en
28 https://www.dobramesta.cz/novinky/1671/byl-zahajen-projekt-zvolni
29 https://www.cerema.fr/fr/actualites/ouverture-communaute-echanges-dediee-au-velo

At regional level, the Baden-Württemberg Institut für Nachhaltige Mobilität provided an advanced training course for pedestrian-and-cycle traffic planners, to help them hone their skills and encourage traffic planning that is bike-friendly and bike-oriented[30].

Cities like Ioannina (Greece), Padova (Italy) and Wrocław (Poland) provide examples of public engagement through workshops, communication campaigns and local action programmes. These help shape and validate cycling-related measures and projects at municipal level.

Looking further at promotion, exchange of knowledge, good practices and training, valuable initiatives are also taking place at international level. Notably, the Netherlands, together with Belgium and Luxembourg, initiated the 'ACTIVE' global capacity building programme[31] in 2023. This is an alliance of active mobility stakeholders aiming to train 10 000 active mobility experts in the Global South, in low- and middle-income countries within 10 years.

3. CHAPTER II: ENCOURAGING INCLUSIVE, AFFORDABLE AND HEALTHY MOBILITY

Most developments at EU level have revolved around raising awareness of the health benefits of cycling and reducing air and noise pollution.

Actions to promote cycling contribute to the prevention of non-communicable diseases and can reduce the total risk of mortality by 10%[32]. Under the 'Healthier Together' - EU non-communicable diseases initiative[33], the Commission supports Member States in health promotion and disease prevention actions. Through the EU4Health programme[34], the Commission supports collaborative work ('joint actions') between Member States and stakeholder-led projects to promote physical activity, including cycling. An example is the joint action PreventNCD[35] , supported with EUR 76 million, which has a dedicated work package on healthy living environments that aims to implement and evaluate interventions on key health determinants, including activities on car-free environments and physical activity or urban environments. The Commission supports the identification and collection of best and promising practices via the EU Best Practice Portal on Public Health[36], where practical, evidence-based practices are available for inspiration and possible transfer.

As a direct result of the Declaration's adoption, a dedicated call for proposals worth EUR 12 million was launched as part of the Horizon Europe Missions Work Programme 2025 (jointly supported by the Cancer Mission and the 100 Climate-neutral and Smart Cities Mission) to further increase the uptake of cycling to reap health benefits and boost active mobility in EU cities[37].

The EU has a long-standing policy framework governing air quality and environmental noise levels, the purpose of which is to protect its inhabitants[38]. The recent revision of the Directive

30 https://www.polisnetwork.eu/wp-content/uploads/2024/12/1A.-Jochen-Eckart.pdf
31 https://dutchcycling.nl/knowledge/cycling-news/the-netherlands-launches-active-at-cop28/
32 Promoting cycling can save lives and advance health across Europe through improved air quality and increased physical activity
33 Healthier together – EU non-communicable diseases initiative - European Commission
34 EU4Health programme 2021-2027 – a vision for a healthier European Union - European Commission
35 JA PreventNCD - Reducing Europe's cancer and NCD burden through coordinated strategies on health determinants. Focusing on effective policies, societal and personal risk factors.
36 Best practices Portal
37 HORIZON-MISS-2025-06-CIT-CANCER-01: Increasing walking and cycling: to reap health benefits, emission reductions and integrate active mobility and micromobility devices, with smart technologies and infrastructure; wp-12-missions_horizon-2025_en.pdf
38 European Court of Auditors' 2025 special report on "Urban Pollution in the EU, Special report 02/2025: Urban pollution in the EU – Cities have cleaner air but are still too noisy

on ambient air quality and cleaner air for Europe[39] lists cycling and walking among the air pollution abatement measures to be included in air quality plans to encourage a modal shift towards active mobility and less polluting forms of transport. The latest data from the Zero Pollution Monitoring and Outlook Report 2025[40] and the new Zero Pollution Dashboard[41] underline that while some improvement has been registered in terms of air pollution, overall transport noise has not decreased significantly. An increase in active mobility could make a positive contribution to more proactive noise management strategies.

The EGUM reports eight measures implemented since April 2024 addressing the inclusion of all age groups, genders and minority groups in everyday cycling. The promotion of electric bicycles appears to be a solution for first-time cyclists and older people, while cargo bikes are seen as a solution encouraging more women and families to cycle. Among the notable examples reported by the EGUM are dedicated training programmes for women[42] and free cycling lessons available to diverse groups[43]. Interesting examples are also provided in relation to active ageing[44] and active mobility in schools[45]. Many additional examples are also offered by cities through their Climate City Contracts[46].

Cycling-related measures can play a positive role in alleviating transport poverty. When targeted at vulnerable groups, such measures may be financed through Social Climate Plans[47] which are linked to the implementation of the Social Climate Fund Regulation (SCF)[48]. In this context, the Commission issued a recommendation on transport poverty[49] addressed to Member States which takes into account of the need to consider cycling-related measures, such as cycling infrastructure, subsidies for purchase or lease of bicycles, e-bikes and cargo-bikes to support low-income transport users. Moreover, the 2024 on transport poverty[50] looked at possible indicators for measuring transport poverty and listed possible mitigation strategies. Lastly, the European Mobility Week campaign, dedicated its 2025 edition to the theme "Mobility for everyone"[51], focusing on the topic of transport poverty.

---

39 Directive (EU) 2024/2881 of the European Parliament and of the Council of 23 October 2024 on ambient air quality and cleaner air for Europe OJ L, 2024/2881, 20.11.2024, ELI: http://data.europa.eu/eli/dir/2024/2881/oj

40 EEA-JRC Report 13/2024: https://www.eea.europa.eu/en/analysis/publications/zero-pollution-monitoring-and-outlook-report

41 https://environment.ec.europa.eu/strategy/zero-pollution-action-plan/towards-zero-pollution-regions_en

42 e.g. 'TandEM Women in Cycling' programme, developed by EIT Urban Mobility and BYCS, offering online and in-person training for women across the EU to lead cycling training sessions for other women (https://engage.eiturbanmobility.eu/processes/tandemwomen?locale=en)

43 e.g. 'Vélo-école' initiative of the Métropole de Lyon, offering free cycling education, promoting inclusivity and accessibility (https://avelo.grandlyon.com/bons-conseils/apprendre-ou-reapprendre-a-faire-du-velo)

44 e.g. "A Guide to Age-Friendly Cycling Mobilities", which was an output of the EU funded ENTOURAGE project providing a toolbox for cities that wish to promote active mobility in times of population ageing (Age-friendly cycling. – Towards inclusive urban mobility)

45 e.g. 'Pedestrian and bike-friendly school'a national German project that actively supported primary and secondary schools in conducting cyclability and walkability checks at their school and in the surrounding areas (https://www.vcd.org/artikel/fuss-und-fahrradfreundliche-schule)

46 https://netzerocities.app/knowledge-ccc

47 https://climate.ec.europa.eu/eu-action/eu-emissions-trading-system-eu-ets/social-climate-fund_en

48 Regulation (EU) 2023/955 of the European Parliament and of the Council of 10 May 2023 establishing a Social Climate Fund and amending Regulation (EU) 2021/1060 OJ L 130, 16.5.2023, p. 1 ELI: http://data.europa.eu/eli/reg/2023/955/oj – defines transport poverty as "individuals' and households' inability or difficulty to meet the costs of private or public transport, or their lack of or limited access to transport needed for their access to essential socioeconomic services and activities, taking into account the national and spatial context

49 C(2025) 3068 final Commission Recommendation of 22.5.2025 on transport poverty: ensuring affordable, accessible and fair mobility https://eur-lex.europa.eu/eli/reco/2025/1021/oj/eng

50 2024, Final Report - Transport poverty: definitions, indicators, determinants, and mitigation strategies, https://employment-social-affairs.ec.europa.eu/document/download/4c180544-b1a1-455b-93df-d2b70f536596_en?filename=KE-01-24-003-EN-N.pdf

51 https://mobilityweek.eu/theme-2025/

With respect to measures to increase the affordability of cycling, Member States may apply reduced VAT rates for the supply, rental and repairing services of bikes, including e-bikes [52].

There are several examples of encouraging inclusive, affordable and healthy mobility at national and local levels.

Slovenia adopted measures to subsidise the purchase of electric bicycles[53], especially for daily commuting in urban areas.

In its Climate City Contract, Leipzig (Germany) included measures offering subsidies for cargo bikes for companies. It also engages in pilot projects in the field of carbon-neutral logistics.

The Dutch Campaign 'Kies de Fiets!' ('Choose the Bicycle') incentivises companies to grant their employees an allowance of 23 cents per km (tax-free). The campaign was launched by the Ministry of Infrastructure and Water Management and focuses on encouraging employers to motivate their staff to cycle more often, by providing good cycling facilities and offering a mileage allowance to cyclists.

In Portugal, a reduced VAT-rate of 6% has applied to the sale of bicycles since 2023. The ECF uses an online tracker to monitor around 300 tax incentive and purchase premium schemes for cycling provided at national, regional and local level[54].

To encourage a modal shift, a project called 'Bike2Green'[55] is using gamification to promote cycling in Stockholm (Sweden). Funded under the Employment and Social Innovation (EaSI) strand of the European Social Fund Plus, the project is developing patented software to monitor and reward bike trips through kilometric reimbursements and economic prizes.

4. CHAPTER III: CREATING MORE AND BETTER CYCLING INFRASTRUCTURE

To increase cycling use, it is necessary to improve the quality, quantity, continuity, safety and attractiveness of cycling infrastructure. The infrastructure must also be adapted to current and future demands – including cargo bikes (which are often wider), bikes with trailers (which are longer) and cyclists travelling at different speeds[56]. Stakeholders have signalled the following areas in which the European cycling infrastructure could be improved: (i) cycle logistics infrastructure (e.g. micro hubs), (ii) safe bicycle parking solutions such as protected parking facilities at train stations and cycling boxes in urban areas, (iii) charging infrastructure in buildings, at the workplace but also at important community hubs and busy places such as supermarkets, (iv) infrastructure to transport bikes on trains, and (v) overall safety of the cycling infrastructure[57].

At the same time, the Commission is currently working on a guidance document for the design and quality of safe infrastructure for vulnerable road users, including cyclists and users of micromobility devices[58]. A dedicated study[59], with results expected in 2026, will help to

---

52 Council Directive (EU) 2022/542 (OJ L 107, 6.4.2022, p. 1)

53 https://www.gov.si/zbirke/javne-objave/javni-poziv-za-dodeljevanje-nepovratnih-financnih-spodbud-polnoletnim-fizicnim-osebam-za-nakup-elektricnih-koles/

54 https://www.ecf.com/en/resources/tracker-money-for-bikes/

55 Bike2Green - ECF

56 EGUM report on Future of urban mobility and inclusive and sustainable urban space: https://transport.ec.europa.eu/transport-themes/urban-transport/expert-group-urban-mobility_en

57 The transition pathway for the EU Mobility Industrial Ecosystem, January 2024, Mobility Transition Pathway

58 As requested under Article 4(6) of Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management, OJ L 319, 29.11.2008, p. 59 OJ L 183, 9.7.2019, p. 15

59 Guidance on the design of 'forgiving roadsides', 'self-explaining and self-enforcing roads', as well as on quality requirements of road infrastructure for vulnerable road users

prepare such guidance. The guidance for Member States and the safety measures resulting from this work will address, among others, separating infrastructure for vulnerable users from that for traffic, where appropriate, or speed management and different traffic calming measures. This could also improve the safety of all road users and inform safe roadside design limiting the severity of trauma in the event of a crash. The EGUM has also provided input to local authorities on the need to increase the safety of cycling infrastructure when looking at future trends in urban mobility in line with the increasing uptake of cycling measures in sustainable urban planning in cities[60].

The Energy Performance of Buildings (EPBD) Directive[61] also helps increase the attractiveness of cycling by introducing legal requirements for the minimum number of bike parking spaces in workplaces or in residential buildings and for the subsequent installation of charging facilities. Good examples can already be found in the transposition of this Directive across Europe, for example in Portugal[62], France[63], and Belgium[64].

Many cities offer numerous examples of action focused on improving the cycling network and ensuring connectivity. Lund (Sweden) stands out for its consideration of urban-rural connectivity, recognising the importance of seamless transport links between the city and the surrounding suburban and rural communities through the construction of seven bicycle 'super-routes' in and to/from the city (81 km in total). Taurage (Lithuania) committed to expanding its cycling infrastructure to reach remote settlements near recreational areas, and garden communities (approximately 86 km of new cycle paths). Ljubljana (Slovenia) expanded the cycling network both within the city and in the region, linking it with national cycling routes and improving bicycle parking and secure storage facilities.

5. CHAPTER IV: INCREASING INVESTMENTS AND CREATING FAVOURABLE CONDITIONS FOR CYCLING

Investments are instrumental in increasing the uptake of cycling. Significant financial resources have been made available at EU level for Member States and local authorities in recent years. EU Cohesion Policy provides Member States with a key source of funding for cycling infrastructure through national, regional and cross-border programmes.

In particular, the European Regional Development Fund provides the bulk of cycling investment allocations. In total 21 Member States and a significant number of cross-border programmes have planned dedicated cycling investments[65]. In 2014-2020, EUR 2.1 billion was invested in building cycle paths and footpaths across the EU, up from EUR 700 million in the previous funding period 2007 to 2013. In the current programming period 2021-2027, EUR 4.5 billion has been set aside to a range of cycling investments of which EUR 3.2 billion will be provided by the EU and EUR 1.3 billion from national resources. This should support more than 12 000 kilometres of new or improved cycle paths. Projects to improve cross-border cycling infrastructure are also being implemented, notably under Interreg programmes. These are not just for tourism promotion purposes, but also to provide an alternative to cars for cross-

60 EGUM Report: Inclusive and sustainable future of urban mobility in Europe.

61 Directive (EU) 2024/1275 of the European Parliament and of the Council of 24 April 2024 on the energy performance of buildings , OJ L, 2024/1275, 8.5.2024, ELI: http://data.europa.eu/eli/dir/2024/1275/oj

62 Building upon the EPBD Directive (Directive EU 2024/1275) and expanding it further.

63 Developing best practices for bike parking in buildings: https://www.ecologie.gouv.fr/sites/default/files/documents/guide-stationnement-velo-constructions.pdf.

64 The region of Flanders developed a *vade mecum* on bicycle facilities (Vademecum fietsvoorzieningen) with a dedicated chapter on cycle parking infrastructure.

65 #EURegioDataStories – Exploring investments 2021-2027: support to cycling infrastructure

border commuters. Since 2021, around EUR 163 million has been allocated to cycling projects under Interreg.

As regards rural mobility, cycling initiatives and projects may be also supported by the 2023-2027 Common Agricultural Policy (CAP). Examples of such projects include: converting a former railway line into a greenway for cycling, organising cycling rallies as a means to promote social interaction and integration, e-bike charging stations, building cycle paths and climate-friendly mobility solutions, promoting tourist cycling routes, and organising of cycling events to improve the quality of life and the attractiveness of rural areas[66]. This is in line with the objectives and initiatives under the Long-Term Vision for Europe's Rural Areas[67] that calls on Member States and regions to develop sustainable rural mobility strategies requiring, among others, efforts to support zero emission mobility solutions such as cycling, cycle paths and multimodal connections including active transport.

The Recovery and Resilience Facility (RRF) through the National Recovery and Resilience Plans also provides significant resources for sustainable mobility. A total of EUR 650 billion was allocated to Member States through grants and loans under the Next Generation EU programme. Several measures include support for cycling infrastructure[68]. The total amount earmarked for cycling-related projects under the RRF is estimated at EUR 1.3 billion.

More recently, additional opportunities for funding have become potentially available through the above-mentioned Social Climate Fund (SCF). While Member States have flexibility in setting priorities for financing, the SCF Regulation establishes a clear list of eligible measures and investments that can be included in the plans. Zero- and low-emission mobility and transport solutions, including bicycle purchase, are eligible for support, as are, for example, transport vouchers for shared mobility services (e.g. bike sharing) and investments in cycling infrastructure.

The EGUM has provided useful insights into and examples of good practices concerning possible cycling-related measures that could be supported through the SCF[69]. For example, by supporting local authorities enhancing cycling infrastructure and connecting train stations with public centres like schools and healthcare facilities (EUR 4.7 million from the Spanish Ministry of Transport to 10 small municipalities[70]) or by providing financial incentives for cargo bike and trailer purchases for entrepreneurs and SMEs (up to EUR 4 000 for cargo bikes and EUR 2 000 for trailers through regional economic expansion grants from the Brussels Capital Region (Belgium)[71]).

At local level, based on a preliminary analysis of the 39 investment plans assessed submitted by cities, the Climate-neutral and Smart Cities Mission's Capital Hub has estimated that over EUR 4 billion has been set aside for investments planned in cycling and pedestrian infrastructure.

---

66 Funding through LEADER local development strategies, smart villages strategies and investments in basic services and infrastructure in rural areas. LEADER finances local development strategies throughout rural Europe under CAP with an EU budget of 5 billion EUR for 2023-27

67 COM/2021/345 final: A long-term Vision for the EU's Rural Areas - Towards stronger, connected, resilient and prosperous rural areas by 2040

68 COM(2023) 545 final/2 REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL on the implementation of the Recovery and Resilience Facility: Moving forward: https://commission.europa.eu/document/download/3b4a06ba-21f1-40e6-ae33-4d308ddb98da_en?filename=COM_2023_545_1_EN_0.pdf

69 https://transport.ec.europa.eu/document/download/f7e54ea5-23aa-4f8d-a24c-9d902fc9652c_en?filename=EGUM_Recommendations_Social-Climate-Fund.pdf

70 https://www.transportes.gob.es/el-ministerio/sala-de-prensa/noticias/jue-05122024-1319

71 https://economie-emploi.brussels/prime-velo-cargo

6. CHAPTER V: IMPROVING ROAD SAFETY AND SECURITY

Increased uptake of cycling results in more attention being paid to safety-related challenges, as cyclists are disproportionally negatively affected in road traffic crashes, especially in urban areas. Cyclists are the only road user group in the EU in which the number of fatalities has increased over the past decade[72]. According to the preliminary figures on road fatalities in the EU[73], the pace of improvement remains slow. Available data shows that cyclists account for 10% of all fatalities. Within urban areas, vulnerable road users (pedestrians, cyclists and users of powered two-wheelers and personal mobility devices) represent almost 70% of total fatalities. Many more suffer serious injuries. There is also known to be considerable under-reporting of non-fatal road collisions involving cyclists. As official road statistics are often solely those provided by police forces, collisions that have not resulted in a police report are often undetected, meaning a large number of collisions resulting in injury or material damage go unreported.

Further progress in enforcing of road safety rules will be achieved by modernising of EU driving licence rules[74] following the provisional agreement reached in March 2025 between the European Parliament and the Council. To better protect vulnerable road users, the new rules adjust training and testing requirements, placing greater emphasis on the safety of these road users. Directive 2024/3237[75] also helps improve the safety and security of cyclists by ensuring that dangerous driving offences, such as 'dangerous overtaking' and 'hit-and-run' incidents, are penalised in a consistent manner across the EU, regardless of the country where the offence occurs. Importantly, the revision also covers offences related to the misuse of cycle lanes. Finally, to offer further knowledge and insights about road safety for vulnerable road users, a dedicated research topic has been designed under the 2025 Work Programme of Horizon Europe Cluster 5. It focuses on the Safety of Cyclists, Pedestrians and Users of Micromobility Devices[76].

In 2024, the Commission published a study on the need for harmonised rules to support the rise of micro mobility and increased road safety for personal mobility devices[77]. The aim of the study was to investigate whether the development of a harmonised European personal mobility devices regulation would be feasible and desirable. The study also looked into the regulatory framework applicable to e-bikes and how this can be improved to foster a swift(er) deployment of e-bikes. This study suggested several regulatory options.

The EGUM collected several inputs and case studies providing examples of how awareness-raising measures and road-safety campaigns were being implemented. Interesting examples

---

72 https://road-safety.transport.ec.europa.eu/document/download/c82fa210-8707-4402-a9be-b70deded1d5e_en?filename=road_safety_thematic_report_cyclists.pdf

73 Road Safety Statistics 2024 – European Commission: https://transport.ec.europa.eu/background/road-safety-statistics-2024_en

74 Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of the European Parliament and of the Council and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012: COM(2023) 127 final

75 Directive (EU) 2024/3237 of the European Parliament and of the Council of 19 December 2024 amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences, OJ L, 2024/3237, 30.12.2024, https://eur-lex.europa.eu/eli/dir/2024/3237/oj/eng

76 Opening: 16 Sep 2025 - Deadline(s): 20 Jan 2026: topic HORIZON-CL5-2026-01-D6-13: Safety of Cyclists, Pedestrians and Users of Micromobility Devices

77 Study on the need for harmonised rules to support the rise of micro mobility and increased road safety for personal mobility devices, Final Report, 2024, https://op.europa.eu/en/publication-detail/-/publication/4286a092-a55f-11ef-85f0-01aa75ed71a1.

include: (i) France's comprehensive national report[78] addressing the pressing issue of motorised violence and public space sharing between different categories of road users, including recommendations; and (ii) a Maltese nationwide campaign covering all age groups and a wide range of stakeholders, run by the national transport regulator and involving creative arts students[79]. In Germany, there is wide support for campaigns on the safe use of pedelecs[80] and for the promotion of 'road safety days' and safe cycling[81] including targeted testing for children[82] and training courses for seniors[83]. Last but not least, Portugal has developed a national framework for cycle training focusing on schools[84] and has provided over 1 000 schools nationwide with more than 20 000 bicycles and 2 000 safety kits.

Some Member States have started taking action to tackle bike theft[85]. This is the case in France, where a legal obligation for the identification of new bicycles was introduced already in 2021. By 2025, to more than 7 million bicycles in France had an identification label[86]. In 2024, Belgium launched the MyBike platform[87], a voluntary initiative by federal and regional governments on bicycle labelling to prevent theft. While a few other national or local labelling and/or registration systems have been reported, there is yet no comprehensive overview of this matter across Member States.

7. CHAPTER VI: SUPPORTING HIGH-QUALITY JOBS AND THE DEVELOPMENT OF A WORLD-CLASS EUROPEAN CYCLING INDUSTRY

The 2024 report on the Transition pathway for the EU Mobility Industrial Ecosystem[88] looked at mobility as a key industrial ecosystem. Alongside automotive, waterborne and rail, the pathway included cycling industry for the first time. The report highlighted how the EU cycling value chain – manufacturing, cycling infrastructure, cycle tourism, bike rentals, cycle logistics and other services – provides 1.3 million jobs and contributes EUR 21 billion to the GDP of the European Union. The EU cycling supply chain covers over 1 000 small and medium-sized enterprises[89].

The Commission welcomed pledges by stakeholders to: (i) reduce the environmental and climate footprint associated with bike and e-bike production; (ii) to set targets and implement sustainable practices; and (iii) support cycling as a viable and sustainable transport mode. National, regional and local authorities pledged to invest in parking stations for bicycles and other personal mobility devices, to name but a few examples. Companies offered to support vocational training, implement measures to attract new talent and launch training programmes for women in the cycling industry.

78 2025.04.08_Prevenir_les_violences_et_apaiser_les_tensions_pour_mieux_partager_la_voie_publique.pdf
79 https://futuremobility.gov.mt/
80 https://www.e-im-griff.de/
81 https://www.verkehrswacht.de/fahrrad-aber-sicher/
82 https://www.moenchengladbach.de/de/kinderverkehrsgarten
83 https://www.verkehrswacht.de/fit-mit-dem-fahrrad/
84 Pedala! Da escola para a vida – Instituto da Mobilidade e dos Transportes
85 Cycling Strategies in Europe: Progress made, but the pace must accelerate - ECF
86 https://apic-asso.com/
87 https://mybike.belgium.be/fr/
88 https://ec.europa.eu/docsroom/documents/57674
89 2023 CONEBI Bicycle Industry and Market Report (BIMP)

According to stakeholders and industry data[90], 20 million bikes were sold in 2022, of which 5.5 million were e-bikes and 15.3 million were assembled in the EU with 45-50% of all components manufactured in Europe.

According to a 2024 Eurostat report[91], in 2023, 9.7 million bicycles were produced in the EU, down 24% on the 2022 figure of 12.7 million. The biggest producer of bicycles in 2023 was Portugal, with 1.8 million units, followed by Romania (1.5 million), Italy (1.2 million) and Poland (0.8 million). Data shows that 14 out of 17 reporting EU countries saw a decrease in bicycle production between 2022 and 2023. Rising production costs, ongoing supply chain disruptions, and economic uncertainties have had a significant impact on the industry. In 2023, the EU exported EUR 1.03 billion's worth of bicycles (both electric and non-electric) marking down 10% on the 2022 figure. The value of imports stood at EUR 1.98 billion, a 21% decline compared with 2022[92].

The EU is the world leader in bike sharing and in developing cycling-related services (for example subscription services, repairing or cycling tourism). However, stakeholders still report significant challenges over pricing (e.g. bikes and e-bikes manufactured in non-EU countries can be 30% to 70% cheaper, partially owing to State subsidies).

EU trade defence instruments (i.e. anti-dumping, anti-subsidy and anticircumvention measures) have helped protect the EU industry from unfair trade practices and unfair competition. To make an economic case for cycling's contribution to sustainable transport, studies have been conducted focusing on specific Member States. These include a study on the cycling economy in Belgium[93] and a study assessing the current status and trends in the Dutch cycling sector[94].

A valuable example of industry support at national level is provided by France: as part of the 'France 2030' programme, a call for projects provides support to the bicycle industry's efforts to produce bicycles and associated equipment in France[95]. France has also created the 'Filière vélo' initiative[96]. This initiative, which brings associations together with economic, institutional and territorial stakeholders, promotes a shared vision and measures to help develop the cycling industry's various business segments across all regions of France.

8. CHAPTER VII: SUPPORTING MULTIMODALITY AND CYCLING TOURISM

Multimodality is part of the guiding principles of sustainable urban mobility. The Declaration underlines the key role that cycling plays in improving multimodal connectivity, including in the context of tourism, especially in combination with trains and buses, both in urban and rural areas. The promotion of multimodal solutions by integrating cycling with other modes of transport has been addressed in several legislative and policy initiatives in recent years. The revised Regulation on rail passenger rights and obligations[97] contains new and improved rules on the carriage of bikes on trains. It also mandates that as of June 2025, procurement procedures

90 CONEBI/CIE/ECF: EU and UK Market and Industry forecast

91 https://ec.europa.eu/eurostat/web/products-eurostat-news/w/ddn-20241120-2

92 https://ec.europa.eu/eurostat/web/products-eurostat-news/w/ddn-20240603-1#:~:text=A%20further%20look%20into%20the,3.5%20million%20(%2D34%25

93 Conducted by Transport & Mobility Leuven (TML): https://www.tmleuven.be/en/project/The-cycling-economy-in-Belgium.

94 International earning potential of the Dutch bicycle sector: International earning potential of the Dutch bicycle sector.

95 https://www.economie.gouv.fr/actualites/france-2030-lancement-de-lappel-projets-industrie-du-velo.

96 https://filierevelo.com/.

97 Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers' rights and obligations (recast), OJ L 172, 17.5.2021, p. 1 ELI: http://data.europa.eu/eli/reg/2021/782/oj

for new and major upgraded trains must include a requirement for at least four dedicated spaces for the carriage of assembled (not just folded) bicycles[98]. Member States can also decide to set a higher number than four as the minimum number for certain types of services. These rules apply to all rail passenger services in the EU[99].

The Transition Pathway for Tourism[100] features sustainable mobility prominently, including cycling. The latest stocktaking report outlines measurable progress in implementation: several pledges submitted by stakeholders and regional and local authorities address cycling-related measures such e.g. regional and local administrations developing and improving cycling infrastructure and charging stations as well as NGOs setting concrete targets to increase active and sustainable mobility, in particular cycling tourism[101]. An EU Sustainable Tourism Strategy is currently under development, to be released in 2026: it aims to shape a competitive, sustainable, and inclusive tourism model and will also tackle sustainable mobility among key focus areas.

At national level, EGUM was able to track inspiring examples on multimodal connectivity and cycling tourism. The Czech Partnership for Urban Mobility, together with the Czech Ministry of Transport, is implementing a dual approach to support multimodality and cycling tourism. Through the Danube Active2&Public Transport (A2PT) project[102], they are working to enhance synergies between cycling and public transport across the region. This is done by improving facilities for transporting bicycles on buses and trains, upgrading secure parking at transport hubs and supporting an online cycling map portal to help connect municipalities to a safe network of transport routes suitable for cyclists for work, education, leisure or tourism. The Spanish Ministry of Transport and Sustainable Mobility has recently activated EUR 10 million to municipalities for the implementation of new public bike sharing schemes and the expansion of existing ones[103]. In France, a national strategy for bicycle tourism was set up by stakeholders[104]. In Germany, through a dedicated funding programme, the federal government is supporting various measures that link public transport with cycling throughout the country. This includes secure parking facilities for private bicycles at central public transport stations and stops[105].

9. CHAPTER VIII: IMPROVING THE COLLECTION OF DATA ON CYCLING

The current lack of EU-wide data on cycling coupled with the lack of harmonised data collection and methods for monitoring progress create a significant knowledge gap.

The purpose of the EU-funded study on current state and possible development of European Union cycling infrastructure (the 'Cycling Counts' study) is to establish **an EU-wide baseline**

98 Railway undertakings may set a different number in their plans for the carriage of bicycles. When railway undertakings decide to set up such plans, they should consult the public.

99 Member States can however decide to exempt urban and suburban rail passenger services from these particular rules on the carriage of bikes on trains. Only 6 Member States notified full (AT, HU, PT, RO, SK) or partial (FR) exemptions on these rules for these services to the Commission: https://transport.ec.europa.eu/transport-themes/passenger-rights/rail-passenger-rights_en

100 https://transport.ec.europa.eu/tourism/transition-eu-tourism_en

101 https://transition-pathways.europa.eu/tourism/knowledge-and-learning/ttp-reports

102 https://interreg-danube.eu/projects/active2public-transport

103 Art 47 of BOE-A-2025-1560 Real Decreto-ley 1/2025, de 28 de enero, por el que se aprueban medidas urgentes en materia económica, de transporte, de Seguridad Social, y para hacer frente a situaciones de vulnerabilidad: BOE-A-2025-1560 Real Decreto-ley 1/2025, de 28 de enero, por el que se aprueban medidas urgentes en materia económica, de transporte, de Seguridad Social, y para hacer frente a situaciones de vulnerabilidad.

104 https://www.velo-territoires.org/politiques-cyclables/tourisme-a-velo/strategie-nationale-tourisme-a-velo/

105 https://bmdv.bund.de/DE/Themen/Mobilitaet/OEPNV/Foerderprogramm-Staerkung-OEPNV/foerderprogramm-staerkung-oepnv.html

for cycling infrastructure. It sets out a methodology for the collection of data on cycling and progress monitoring across four dimensions: cycle network, cycle use, safety of cyclists, and cycling-related services. Preliminary results have so far made it possible to identify over **900 000 km of cycle paths and lanes network** at EU level[106]. The study also seems to confirm a great variation among the identified national, regional and local datasets regarding the infrastructure's geographical coverage and quality parameters. Cycling data at national, regional and local levels are fragmented. This affects data quality and significantly impacts interoperability and data usability across different platforms. The findings underscore a need for standardised metadata practices to facilitate data integration, harmonisation and, ultimately, the need to ensure comprehensive and consistent dataset usability across the EU. On the other hand, the study has identified efforts to establish national standards, platforms and datasets for cycling infrastructure data in 18 out of 27 Member States This suggests a need for guidance, collaboration and harmonisation also at EU level.

This work largely draws on and forms part of Eurostat's ongoing efforts both to improve cycling statistics and data collection and to developing better cycling-relevant definitions and indicators. In 2024, Eurostat started revising the Common Questionnaire and the Glossary for Transport Statistics, in collaboration with the United Nations Economic Commission for Europe (UNECE) and the International Transport Forum. The work took account of issues such as how to collect statistics on active and shared mobility, how to define what constitutes 'cycling infrastructure', and how to capture comparable cycling data. The Common Questionnaire is currently being updated to include variables on the different types of cycling infrastructure to be collected as of 2026. Updated definitions of the different types of cycling infrastructure are also being adopted and will be published by the end of 2025 in the sixth edition of the Glossary for Transport Statistics.

Cycling-related data are expected to become more accessible thanks to the implementation of Delegated Regulation on multimodal travel information services (MMTIS)[107] and of the upcoming implementing Regulation on urban mobility indicators (UMI) under the TEN-T Regulation. The MMTIS Regulation includes an obligation to make information on all modes of scheduled transport, transport on demand and personal transport, accessible via the national access points (NAPs)[108]. This obligation applies to data that already exist in digital format, including some cycling-related data. The Commission supports efforts to improve the accessibility of data via the NAPs in the context of the NAPCORE[109] which is co-funded by the Connecting Europe Facility. Among several topics, NAPCORE addresses cycling parking data, real-time cycling data, and cycling infrastructure data.

Measures on cycling infrastructure and mobility planning under the 2025 Annual Union Work Programme for European Standardisation (AUWP)[110] specifically include the development of European standards for the cycle network to support real-time route planning. Such measures

---

106 Main results at EU level: 303 346 km of cycle tracks, 30 080 km of cycle lanes and 581 021 km of bicycle-friendly mixed traffic lanes: total network length: 914 447 km.

107 Commission Delegated Regulation (EU) 2024/490 of 29 November 2023 amending Delegated Regulation (EU) 2017/1926 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide multimodal travel information services, OJ L, 2024/490, 13.2.2024, ELI: http://data.europa.eu/eli/reg_del/2024/490/oj

108 https://transport.ec.europa.eu/transport-themes/smart-mobility/road/its-directive-and-action-plan/national-access-points_en

109 https://napcore.eu/

110 The 2025 annual Union work programme for European standardisation (C/2025/1818): https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:C_202501818

also optimise cycling infrastructure and improve traffic management by standardising data on cycling networks, bicycle parking, and cyclists' behaviour.

The EGUM was able to identify different types of national measures that contribute to the understanding of cycling trends, infrastructure and user behaviour, including new data sets, studies and tools serving to systematically improve data collection and analysis. For example, the Swedish Transport Administration (Trafikverket) published a report[111] compiling the existing national data on cycling developments over recent years. This provides a clearer picture of the trends in the uptake of cycling, infrastructure availability and safety, which supports evidence-based policymaking at national level. Useful insights were also provided by two EU-funded projects focussing on smart cycling: MegaBITS[112] and MERIDIAN[113]. Under these projects, a European Roadmap for Smart Cycling[114] was developed, providing a data-driven strategy for integrating digital tools into cycling infrastructure and policy across the EU.

10. CONCLUSION

The European Declaration on Cycling represents a key milestone on the road towards recognising the role of cycling in EU's transport policy. While many of the initiatives and examples described in this report cannot be uniquely identified as being a direct result of the Declaration, the number and variety of measures are testimony to the growing momentum and increased recognition of the positive returns associated with cycling policies and measures.

While it is still too early to assess the Declaration's longer-term impact, promising trends have already been detected. With further monitoring at EU, national and local levels, the continued implementation of the principles laid down in the Declaration is likely to yield even more positive results in the future. This will enable a swift to mobility that is more sustainable, accessible, affordable, safer and healthier mobility, generating high added value for the EU and its economy.

There is widespread appreciation for the establishment of dedicated platforms to exchanging cycling experiences and best practices between Member States, through the recently established National Cycling Contact Points, and with stakeholders, through the Expert Group on Urban Mobility. Such initiatives are likely to result in fruitful collaboration.

Unequal progress has been made in implementing the commitments laid down in each of the Declaration's eight chapters. Implementation is at a more advanced stage with respect to cycling policies, infrastructure and investments. This is due to their long-term nature, the good practices already in place in several Member States and the experience gained to date.

However, more needs to be done.

While most Member States have cycling policies and measures in place, the remaining ones are urged to do the same. Moreover, they are all called to fully use available EU funding options, such as the Social Climate Fund.

The following areas for improvement of the EU cycling infrastructure require attention: (i) cycle logistics infrastructure (e.g. micro hubs), (ii) safe bicycle parking solutions, (iii) charging infrastructure in buildings, (iv) infrastructure to transport bikes on trains, and (v) overall safety

111 https://trafikverket.diva-portal.org/smash/record.jsf?pid=diva2%3A1895596&dswid=-7502
112 https://www.interregnorthsea.eu/megabits/news/smart-cycling-roadmap-a-digital-turning-point-for-urban-mobility
113 https://meridian-corridors.eu/material/the-road-map-for-smart-cycling-a-call-to-action/
114 https://www.interregnorthsea.eu/sites/default/files/2025-05/250501%20Brochure%20Smart%20Cycling%20Road%20Map_a%20call%20to%20action_final.pdf

of the cycling infrastructure. Enhanced safety measures, such as infrastructure design and stricter enforcement, are indeed critical to reduce drastically the cyclist fatalities and injuries. Moreover, cycling infrastructure adaptation to climate change should be also considered when designing cycling infrastructure.

Building an overview of measures to fight again bike theft in the EU would be a first step to deepen the understanding of the issues at stake and to assess if a joint action coordinated at EU level would provide added value.

More comprehensive and systematic data gathering and monitoring practices, with structured contribution from public authorities, stakeholders and industry would be necessary for a continued regular progress assessment. Moreover, the provision of cycling data as defined by Delegated Regulation 2024/490 (MMTIS) will be key. Furthermore, the exploitation of the results of the Cycling Counts study will be instrumental to monitor the development of cycling infrastructure in Europe.

Finally, topics such as inclusivity and engagement with industry also require further attention to significantly accelerate progress.