



EUROPEAN CYCLISTS' FEDERATION

CYCLING FOR GROWTH

Using European Funds for Cycling

RESPONSIBLE EDITOR
European Cyclists' Federation asbl
Rue Franklin 28
B-1000 Brussels

AUTHORS
Ádám Bodor
ECF Director of EuroVelo
Cycling Tourism and Regional Policy
a.bodor@ecf.com

Ed Lancaster
ECF Policy Officer
Cycling Tourism and Regional Policy
e.lancaster@ecf.com

WITH THE KIND SUPPORT OF
Within the ECF
Benjamin McEldowney, Project Assistant – EuroVelo
Elina Baltatzi, Communications Officer
Holger Haubold, Fiscal and Economic Policy Officer
Jesús Freire Valderrama, Project Assistant – EuroVelo
Theo Morrissey, EuroVelo Assistant

Externally
Alina Niculescu and Cristina Lixandriou, INCDT
Andrzej Piotrowicz, PSWE
Daniel Mourek, Nadace Partnerství
Evgeny Apostolov, Bulgarian Cycling Association
Ján Roháč, Nadácia Ekopolis

More information is available from the ECF's website:
www.ecf.com/advocary/eu-funding-2

CONTACT PERSON AT ECF
Adam Bodor
Director EuroVelo, Cycling Tourism and Regional Policy
a.bodor@ecf.com

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ABOUT THE EUROPEAN CYCLISTS' FEDERATION

The European Cyclists' Federation (ECF) is an umbrella federation for national cycling organisations (organisations that promote bicycle use in the context of mobility) throughout Europe. Today, ECF represents over half a million people in 39 countries. It has pledged to ensure that bicycle use achieves its fullest potential so as to bring about sustainable mobility and public well-being. To achieve these aims, ECF seeks to change attitudes, policies and budget allocations at the European level. ECF will stimulate and organise the exchange of information and expertise on bicycle related transport policies and strategies as well as the work of cyclists' movements.

In order to get better conditions for cyclists throughout Europe and to get more people cycling, more often, ECF actively advocates for cycling at the European institutional level. ECF recognises the important funding opportunities at this level and actively works towards securing the best deal for cycling. Ensuring that policy-makers are aware of the benefits of cycling and that policies mention bicycle transport and make the right funds available to its development is one set of priorities of ECF's work. Maximising the benefit of the available funds to cycling and making sure that these funds materialise into concrete results on the ground throughout Europe is another. It is with this in mind that this guide on EU funding opportunities was put together.



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Dear Reader,

In recent years there has been increasing pressure on the scarce resources that are available at a national, regional and local level to fund transport-related measures, including cycling. Under these circumstances, funds from the European Union (EU) – whether directly from the European Institutions or via the authorities that manage the money spent at a national or regional level – can make a huge difference in helping such projects get off the ground.

The European Cyclists' Federation (ECF) has first-hand experience of the opportunities provided by EU funds. We have used them to co-finance many of the cycling projects that we have been involved in over the past few years. Projects such as CYCLElogistics, which aimed to get unneeded motor vehicles off the roads by using more cycles for goods transport, and Bike2Work, which seeks to achieve a significant modal shift from motorised modes of transport to cycling by introducing employers to behaviour change programmes. EU Funds from European Institutions (DG GROW) and Interreg programmes have also supported numerous cycling tourism projects across the continent in recent years.

Investing EU Funds in such projects can make a significant contribution to achieving the EU's 2020 objectives, most notably with regards to employment and greenhouse gas emission reductions. Cycling supports economic growth as illustrated by the 655,000 jobs it has already created; makes Europe a healthier place to live; and helps the continent become a global leader on environmental matters.

We believe that EU funds, and the projects that they support, can make a significant contribution to our mission of making more people cycle more often. We estimate that over two billion euros worth of EU funding is available for cycling-related projects over the current financial period (2014 – 2020). To give you an image of what that figure means, it could cover the cost of building 16,000 km of new cycle paths, painting 33,000 km of new cycle lanes or give basic cycle training to 33,000,000 European citizens.

Just as there is competition for public funds at a national, regional and local level, there is competition at the European level too. In order to secure this investment there is still some work to be done: we have to influence Calls; prepare successful applications; run excellent projects; and learn from best practices around the continent. Involving the ECF's member organisations in such projects can help to ensure that they deliver exactly what cyclists want and thereby guarantee that the proposed measures (whether hard or soft) will be effective. We have members in all EU Member states so please contact and involve them.

Together we can get more people cycling more often.

Dr Bernhard Ensink
Secretary General

The European Cyclists' Federation's (ECF) main mission is to have more people cycling, more often. In order to help achieve this mission the ECF wants 10% of all public investments in transport to be used for cycling-related measures and all public investments to take into account the needs of bicycle users.

In the previous Multiannual Financial Framework, which covered the period from 2007 to 2013, approximately 600 million Euros was allocated to cycling. Regarding the current period (2014 – 2020), we estimate that 1.325 billion Euros of EU funds can be used for cycling based on the explicit references included in the current versions of the programming documents. If we take into account the implicit and indirect references as well, cycling related measures can absorb an estimated €2.041 billion of EU subsidies. This is more than twice or, if we count all references, more than three times as much as was available in the former period. This is positive news but the distribution of the funds is unequal among countries and regions and there is still the need for significant national, regional and local investments in every country.

Cycling is in competition with other transport modes for all types of funds. Obviously there is more chance of obtaining funding for cycling projects where there are explicit references to cycling but all transport modes are underfinanced and they represent significant competition. We therefore have to show that cycling has consistently provided higher returns on investment than any other transport mode.¹

There are some other key arguments that can be used to back cycling project proposals. For example, at the European level, the economic impact of cycling is more than 200 Billion Euro per year², much of which is generated by the positive public health impact. The ECF recently reported that there are already 655,000 Jobs³ in Europe connected to cycling economy and if levels of cycling in the EU-27 were equivalent to those found in Denmark, bicycle use would help achieve 12 to 26% of the 2050 target CO₂ emission reduction set for the transport sector.⁴

EU Funds provide a unique opportunity to boost cycling by providing additional resources for direct and indirect cycling-related measures. In both cases the right technical solutions should be chosen and applied based on the relevant national regulations. To make the most of the opportunities for cycling, NGOs and the Managing Authorities can influence the development of projects and lobby for the improvement of local, regional and national regulatory conditions. Cycling-friendly calls for proposals and high quality projects are the key to realising the potential of EU Funds and doubling cycling's share of the modal split in the EU by 2020.

The most up to date version of ECF's analysis of EU funding opportunities is available online at: www.ecf.com/advocary/eu-funding

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf

² http://www.ecf.com/wp-content/uploads/ECF_Economic-benefits-of-cycling-in-EU-27.pdf

³ <http://www.ecf.com/wp-content/uploads/141125-Cycling-Works-Jobs-and-Job-Creation-in-the-Cycling-Economy.pdf>

⁴ http://www.ecf.com/wp-content/uploads/ECF_CO2_WEB.pdf

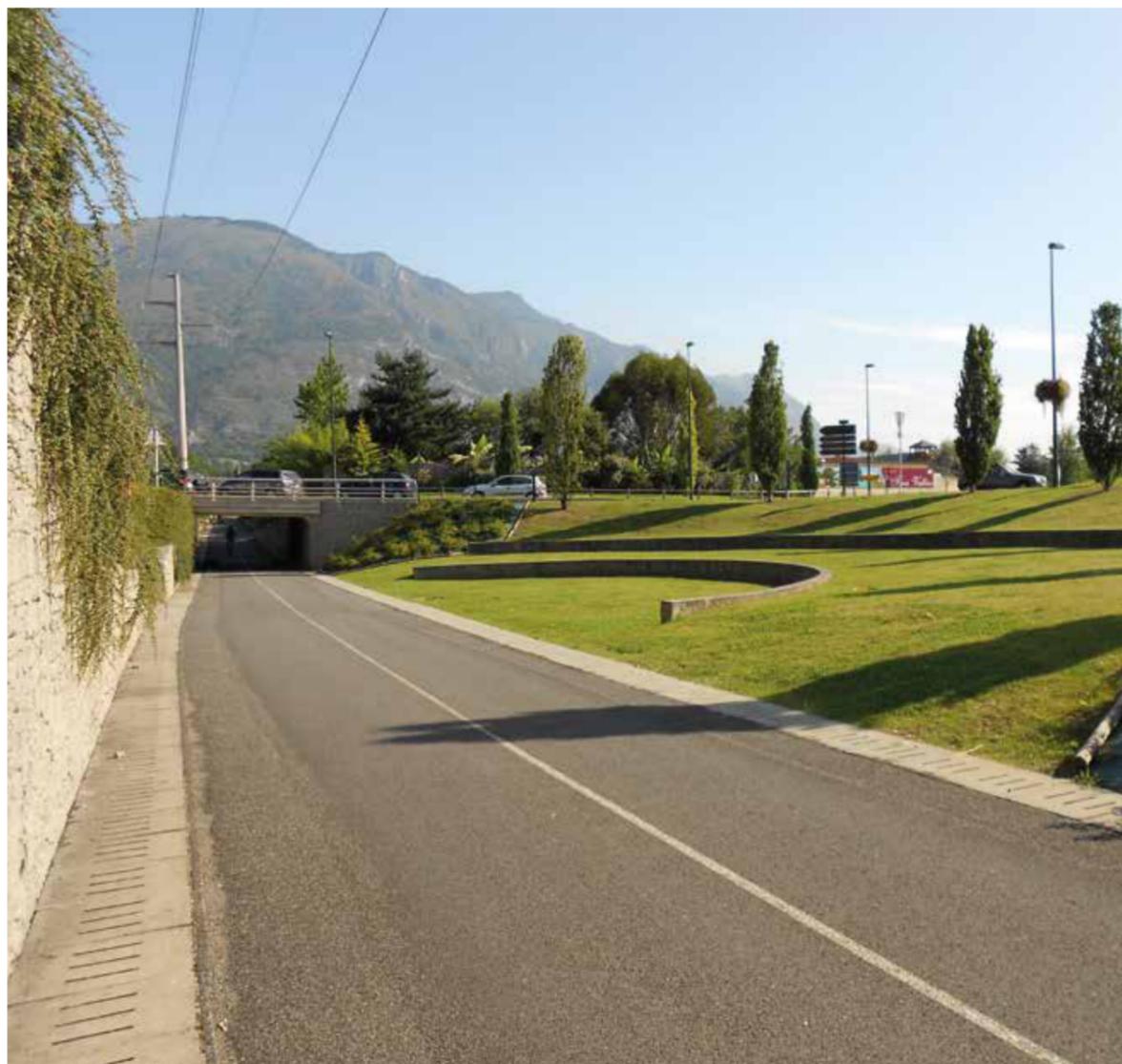


LESSONS LEARNED FROM THE LAST FINANCIAL PERIOD

In the previous Multiannual Financial Framework – which covered the period 2007-2013 – approximately €600 million was allocated to cycling. This was approximately 1% of the EU's total spending on transport measures during that period. In addition, most of the 600 million Euros was allocated in just four countries: Hungary, Poland, Czech Republic and Germany (each invested more than 100 million Euros in cycling).

The last financial period did see many good cycling-related projects realised, both in these four leading countries and in others. However, there was no European-level benchmarking or guidance on how to use European subsidies for cycling projects nor was there a specific monitoring or impact assessment system put in place for the use of European resources for cycling.

Most of the cycling projects used European Regional Development Funds (ERDF) and the potential opportunities offered by other EU Funds (especially the European Agricultural Fund for Rural Development – EAFRD) were not fully taken up. Some 'non-cycling' developments included cycling-related measures (e.g. cycle lanes on public roads, bike parking at new railway stations etc.) but in general cyclists were forgotten in transport and tourism projects subsidised by the EU. This resulted in missed opportunities for mutually beneficial measures and in some cases, subsidised projects even worsened conditions for cyclists. Repairing such mistakes invariably costs more than if the right cycling-related measures were included at the planning stage.



The Gaves Greenway, France was co-financed by the Leader programme which covered between 30% and 50% of costs at the various stages of its development. Credit: copyright Emmanuelle Bégué/ Syndicat Mixte Argelès-Gazost

WHAT ARE THE EU FUNDS AVAILABLE FOR CYCLING DURING THE 2014-2020 FINANCIAL PERIOD?

EU SUBSIDIES ARE MANAGED AT DIFFERENT LEVELS:

1. European-level programmes are distributed directly via the European Institutions.

FOR EXAMPLE:

- The Connecting Europe Facility (CEF) can be used for the development of cycling infrastructure measures connected to the Trans-European Transport Networks (TEN-T).
- The Horizon 2020 programme can support innovation and research projects containing cycling components.
- The COSME programme can support the competitiveness of cycling related enterprises (e.g. cycling related manufacturing SME's) and European-scale cycling tourism projects.
- The LIFE programme can support environment and climate-related actions.
- Erasmus+ and Europe for Citizens programmes can support European campaigns, events and other "soft" measures to involve European citizens, change their perceptions and/or behaviour (for example to promote physical activity).

2. Transnational and cross-border programmes are under the shared management of the EU Institutions and the different member states and regions.

FOR EXAMPLE:

- The cross-border INTERREG programmes can support cooperation between authorities and NGOs from two or three

neighbouring countries implementing cycling infrastructure development and soft measures (e.g. campaigns, education etc.).

- The trans-national INTERREG programmes are a perfect tool for strategic cooperation (including strategic planning, policy making and soft measures) between the authorities, NGOs, private bodies of several (more than 3) member states in a macro-region.
- Instrument for Pre-Accession (IPA) provides financial support to the enlargement countries in their preparations for EU accession.
- The European Neighbourhood Instrument (ENPI) promotes cooperation between the Union and its neighbouring countries.

3. National and regional level authorities distribute most of the European funds available for cycling (i.e. European Regional Development Fund (ERDF), European Social Fund (ESF) and European Agricultural Fund for Rural Development (EAFRD)).

These funds theoretically can provide European co-financing for all kinds of measures including cycling infrastructure, soft measures (e.g. campaigns, education etc.), cycling industry and cycling tourism service development. The eligible activities depend on the priorities chosen by the member states and/or regions and are described in the relevant programming documents (See page 11).



HOW HAS THE ECF BEEN IDENTIFYING OPPORTUNITIES FOR EUROPEAN FUNDING FOR CYCLING?



Bubi, Budapest. This bike sharing scheme was co-financed by the European Regional Development Fund. Credit: copyright Simon Nyiró / BKK

1. Since 2011, the ECF has been informing its members and networks about the preparation of the programming documents for the 2014-2020 period and encouraging and supporting them to lobby for better references and more support for cycling.

2. Over the past few months, the ECF has been checking all available programming documents to find out what references to cycling have been included. This work included the scanning of:

- relevant EU regulations;
- Partnership Agreements – a general agreement between the EU and each member state setting out in broad terms what EU funds should be spent on;
- Operational Programmes (OP) – describe in more detail the priorities, objectives and eligible activities in each member state and/or region and therefore set the guidelines for the Calls for proposals that will follow.
- Of course, it will not be possible to identify exactly how much the EU will invest in cycling-related measures during the current financial period until it comes to an end; by using the OPs however we can get a relatively good indication of the opportunities that exist.

3. As part of the scan of the programming documents, the ECF has categorised the references to cycling and estimated the resources that are likely to be available. We identified three categories of references:

- Explicit reference – “cycling, bicycle, cycling infrastructure, cycling industry” are listed among the eligible actions. In the best cases, the OP even includes a dedicated cycling fund and/or the estimated outputs include cycling (e.g. km of new bike path).
- Implicit reference – cycling-related measures are eligible under different headings, such as “sustainable transport / mobility, green infrastructure, green vehicles, soft mobility, urban transport, sustainable (transport) modes, multi-modality, sustainable tourism”. Although cycling was not explicitly mentioned in the actions, it clearly fits with the proposed objectives. Nevertheless, we used a conservative estimation, taking into account the potentially eligible activities.
- Indirect reference or connection to cycling – covers situations where broader themes are mentioned, such as “land transportation, roads, tourism, SME development, training and campaign, vehicle industry”. In these circumstances we took an extremely conservative approach and included only the possible costs of integrating some cycling-related components into generally ‘non-cycling’ projects.

WHAT IS THE CURRENT STATUS? WHAT ARE THE MAIN CHALLENGES?

1. The current status varies for the different types of funds:

- For the centralised EU Funds, all programmes are approved and in some cases even the first calls for proposals are published.
- Regarding the national, regional, cross-border and trans-national funds, all of the Partnership Agreements are now approved. Whilst 97% of all OPs are now submitted, only 21 have been adopted to date. Consequently, during our scan we always evaluated the best publically-available version.
- See the most up to date ECF breakdown of EU funds at www.ecf.com/advocary/eu-funding

2. EU funds available for the current period:

- We estimate that 1.325 billion Euros of EU funds can be used for cycling between 2014 and 2020 based on the explicit references included in the current versions of the programming documents.
- If we take into account the implicit and indirect references as well, cycling related measures possibly can absorb 2.041 billion Euros of EU subsidies. This is more than twice or, in case of all possibilities (references), more than three times as much as was available in the previous period. However, it is less than the 10% of the total EU budget for transport-related measures that we are aiming for.

3. Some general comments and observations on these figures:

- It is clear that the lobbying campaign of the ECF and its members and partners over the past two years has been successful in improving the image of cycling and convincing the relevant stakeholders of the economic potential of cycling in many countries.
- Transport and mobility generally will receive less European resources compared with the former (2007-2013 period), which has a negative impact on the possibilities of cycling infrastructure development.
- The ECF opens the possibility to co-finance cycling-related measures in the frame of TEN-T projects but there is no separate budget line for cycling (despite the decision of the European Parliament's TRAN Committee in September) or obligation to integrate cycling-related measures.
- The European Commission objected to member states and regions allocating funding for cycling-related measures. Four member states and regions have reported to the ECF that they experienced negative feedback from the European Commission (DG REGIO) when they tried to allocate EU Funds for cycling. According to the documents sent by DG REGIO that we have seen informally, they do not consider cycling to be equal to other modes of road transportation

and asked to reduce, or even refused to integrate, cycling in several OPs.

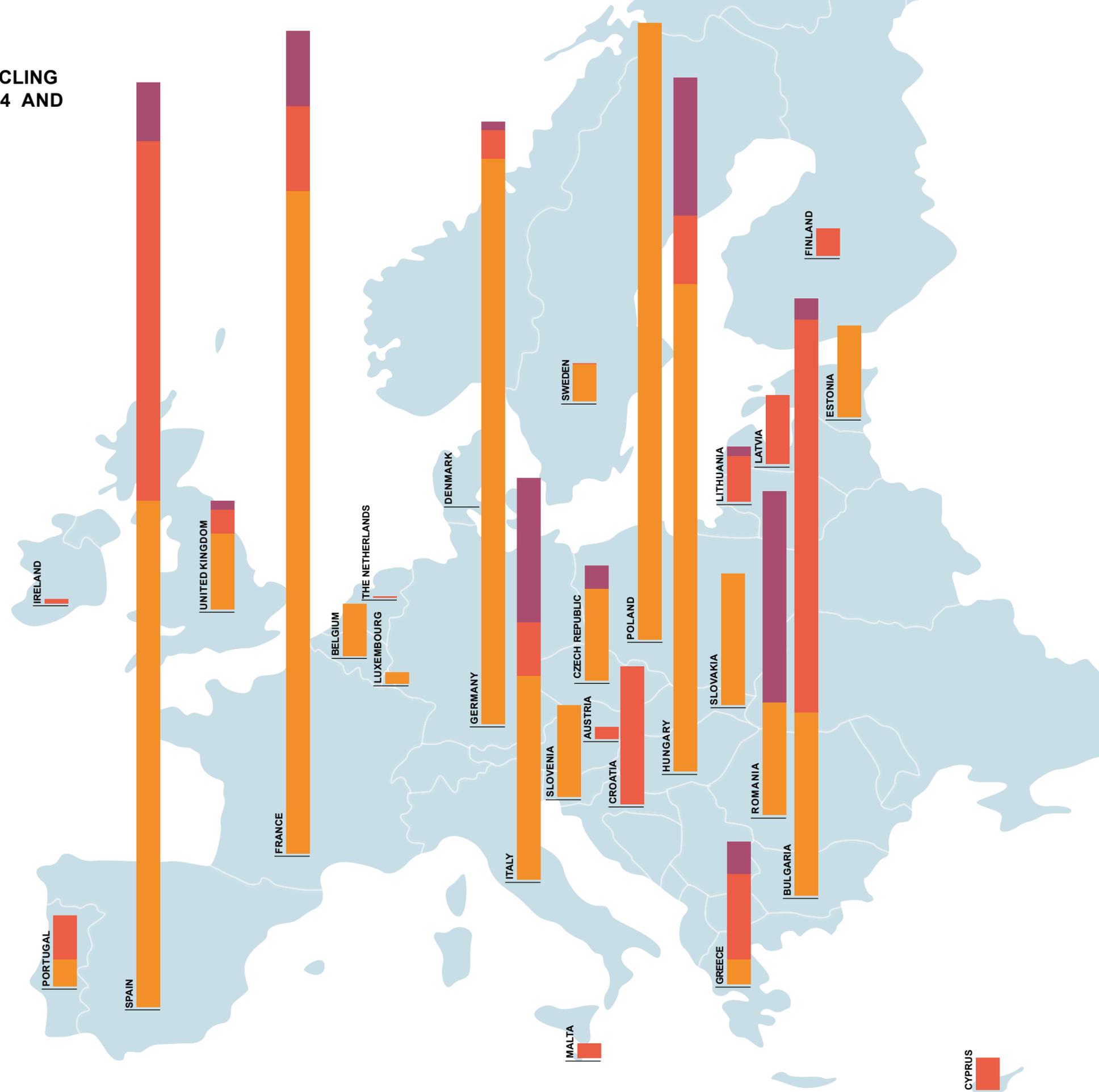
- The main winner of the new allocation is the direct economic development/SME sector, but this objective is usually not differentiated according to economic sectors. Several member states informed us they were discouraged to allocate any resources for tourism / cycling tourism under this objective. That said, despite this feedback from DG REGIO, several member states were still willing to allocate dedicated resources to this sector.
- Geographical differences are still noticeable. Of the four countries that allocated the most resources in the previous period, three – Poland, Germany and Hungary – stayed in the leading group. The opportunities to fund cycling-related projects over the next seven years in the Czech Republic however, are greatly reduced when compared with the previous period, despite the fact that it initially appeared that they were intending to continue to allocate resources for cycling. The Latin countries, particularly Spain and France, recognised the importance of cycling and paved the way to more than €100 million of investments in cycling. Most of the new member states (e.g. Estonia, Latvia, Romania and Bulgaria) and Italy included strong explicit references to cycling as well. There was further good news in Greece, Sweden and the UK where dedicated resources for cycling were allocated for 2014-2020 (even if the amounts were limited). The ‘traditional’ cycling countries, such as the Netherlands and Denmark, did not allocate any significant EU resources for cycling explicitly, most probably because they use national and/or regional resources for these measures.



Linking Devínska Nova Ves in Slovakia with Schlosshof in Austria, the Bridge of Freedom pedestrian and cycling bridge crosses the Morava river. It was financed by the Interreg IIIA Austria-Slovakia programme. Photo credit: Bratislavacan85 (Wikipedia)

OVERVIEW OF EUROPEAN FUNDS AVAILABLE FOR CYCLING AT A NATIONAL AND REGIONAL LEVEL BETWEEN 2014 AND 2020 BASED ON CURRENT INFORMATION

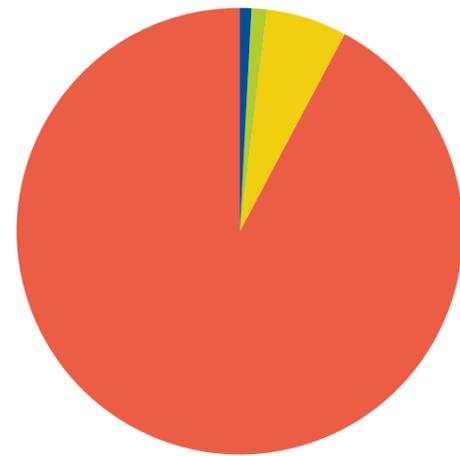
Country	Estimated amount of funding available (€ million) based on:			Total
	Explicit references	Implicit references	Indirect references	
Austria	0.0	2.6	0.0	2.6
Belgium	11.4	0.0	0.0	11.4
Bulgaria	40.0	85.7	4.6	130.3
Croatia	0.0	30.0	0.0	30.0
Cyprus	0.0	7.0	0.0	7.0
Czech Republic	20.0	0.0	5.0	25.0
Denmark	0.0	0.0	0.0	0.0
Estonia	20.0	0.0	0.0	20.0
Finland	0.0	6.0	0.0	6.0
France	196.8	25.2	22.3	244.4
Germany	123.4	6.2	18	131.4
Greece	5.5	18.7	7.0	31.2
Hungary	106.7	15.0	30.0	151.7
Ireland	0.0	1.0	0.0	1.0
Italy	44.5	120	31.5	88.0
Latvia	0.0	15.0	0.0	15.0
Lithuania	0.0	10.0	2.0	12.0
Luxembourg	2.5	0.0	0.0	2.5
Malta	0.0	3.2	0.0	3.2
Poland	403.7	0.0	0.0	403.7
Portugal	6.0	9.5	0.0	15.5
Romania	25.0	0.0	46.0	71.0
Slovakia	28.7	0.0	0.0	28.7
Slovenia	20.0	0.0	0.0	20.0
Spain	135.5	96.2	15.7	247.4
Sweden	8.0	0.2	0.0	8.2
The Netherlands	0.0	0.3	0.0	0.3
United Kingdom	16.7	5.3	19	23.8
Summary	1,324.8	408.1	308.3	2,041.2



OVERVIEW OF ALL EUROPEAN FUNDS AVAILABLE FOR CYCLING BETWEEN 2014 AND 2020 BASED ON CURRENT INFORMATION

Type of fund	Estimated amount of funding available (€ million) based on:			Total
	Explicit references	Implicit references	Indirect references	
European-level programmes	128	0.0	131.3	144.1
Transnational programmes	15.4	22.8	1.0	39.1
Cross-border programmes	82.2	36.2	8.3	126.8
National and regional level programmes	1,214.4	349.1	167.8	1,731.3
Summary	1,324.8	408.1	308.3	2,041.2

EUROPEAN FUNDS AVAILABLE FOR CYCLING BETWEEN 2014 AND 2020



- European-level programmes
- Transnational programmes
- Cross-border programmes
- National and regional level programmes

HOW CAN THESE RESOURCES BE USED SUCCESSFULLY?

1. How to use EU resources to successfully co-finance different cycling-related measures

The cycling-related measures financed by the EU can be either direct or indirect. Direct cycling-related projects focus exclusively or primarily on improving conditions for cycling. Indirect cycling-related measures can either refer to the integration of cycling-related measures into generally "non-cycling" projects or the implementation of "non-cycling" projects if they have an impact on cycling. Both approaches are equally important because although direct cycling-related measures can obviously encourage levels of cycling, non-cycling developments can also have a big impact, particularly if the needs of cyclists have not been taken into account. Below, we have set out a few examples of potential projects and development measures.

DIRECT CYCLING-RELATED PROJECTS:

- Development of local/regional/national/European cycle route networks through traffic calming / reduction; constructing cycling infrastructure (cycle lanes, cycle paths

etc.); and signalisation for commuting, leisure and touristic purposes.

- Public bike sharing systems and bicycle rental schemes.
- Cycle parking facilities (Bike and Ride etc.) and services (bike hotels, bike centers etc.).
- Cycle training, campaigns and communication to promote cycling (Bike to Work etc.)
- Research, development and production capacity (for better infrastructure, bicycles, information tools etc.)

INDIRECT CYCLING-RELATED MEASURES:

- Integration of cycling into transport infrastructure and urban development projects (e.g. constructing a bicycle bridge over a high-speed railway; applying cycling friendly traffic calming and reduction measures instead of increasing capacities and speed for individual motorised transport; purchase railway coaches which can carry bikes etc.).
- Integration of cycle parking facilities to all relevant projects (development of schools, factories, touristic attractions etc.) which may generate cycling traffic.
- Integration of positive cycling-related messages and content into educational, promotional projects (e.g. road safety campaigns, environmental campaigns etc.).



The Neuzer factory in Hungary has received funding from ERDF programmes. Credit: Neuzer archive



The opening of the Gem Bridge, UK which was co-funded by the Interreg II programme. Credit: copyright Emilie Lepicard

2. What kind regulations and procedures are required to use the resources successfully?

Although the EU publishes regulations regarding the use of the EU funds, national legislations and standards play an important role. For example, there are no European standards or guidelines regarding cycling infrastructure at the moment. Consequently, the relevant national standards should be applied (where they exist).

This raises at least two main problems: firstly, where the standards or regulations exist but they are not 'cycling friendly' or sufficiently up-to-date, the EU cannot impose the application of any measures which are not in line with these national regulations (e.g. contraflow cycling one-way streets; selection of the right infrastructure type; minimum amount of bike parking facilities etc.). Secondly, where the standards do not currently exist, it becomes the responsibility of the beneficiary to choose the right technical solutions, which is not always effective (e.g. because of lack of expertise or a lack of awareness of the benefits of cycling).

It is important to know that EU funds can only be used for developments. The maintenance of the project results should be covered by national, regional or local level funding. So, where bad decisions are made, all the problems stay with the beneficiary. In extreme circumstances they may even have to pay the EU funds back, for instance if the maintenance of a

badly designed bicycle path is too costly and the infrastructure falls into disrepair.

Due to the above issues, it is crucial to influence the project development process at an early stage and to lobby for better regulations and standards on the national, regional or local level. The managing authorities of the EU Funds can describe conditions for beneficiaries to integrate cycling-friendly measures but usually do not have the capacity to convince individual beneficiaries.

NGOs can and should communicate the advantages of cycling and the right solutions for improving cycling conditions and lobby for their application. In the early phases of projects this kind of lobby activity is usually easier. As the project proceeds however (after the submission of an application or after signing the subsidy contract), things get more complicated. To change the content of the EU project after the beneficiaries have contracted private companies to implement certain tasks (e.g. to construct a road) is very difficult because the public procurements and contracts define most of the technical details.

NGOs can try and influence the Managing Authorities and the beneficiaries by submitting proposals and publishing guidelines on how to plan and implement direct and indirect cycling-related measures. In later phases if this "soft approach" does not help, then media campaigns and demonstrations can support the lobby meetings.

WHAT ARE THE NEXT STEPS?

- Use all the dedicated funds effectively. In those cases in which there is a direct reference to cycling or even a specific amount reserved for cycling-related measures it is important to generate high-quality and effective projects. For all activities, we should match the right tools (e.g. infrastructure type) to the right parameters.
- Realise the potential of the indirect connections and implicit references. In case cycling is part of a bigger, general package of actions (urban mobility, sustainable tourism, etc.), it is important to lobby for more detailed and precise references to cycling in the call for proposals. Cycling projects will be competing with other projects, so it is especially important for these funds to develop high quality bids.
- Integrate cycling into non-cycling projects. Where cycling is not the main focus of a project, it is important to ensure the needs of cyclists are still taken into account when the project is planned and implemented.

WHAT WILL THE ECF DO?

- Lobby for further European resources. Although the main negotiations about the 2014-2020 period are now closed, we would like to improve the references to cycling in the calls for projects (e.g. CEF). We will also support our members and networks to lobby for the same at the national and regional level.
- To proceed with the monitoring of the different OPs and update the current report until all OPs are finalised.
- The ECF would like to evaluate and communicate good practice cycling projects co-funded by the EU. We will continue to initiate and participate in new European projects in order to use the potential and encourage our members and networks to do similar on the national, regional and local levels.
- Keep an up to date guide to EU funding opportunities available on the ECF website: www.ecf.com/advocary/eu-funding

DEFINITIONS

Beneficiary - A beneficiary in the broadest sense is a natural person or other legal entity who receives money or other benefits from a benefactor. In the context of EU funding, the term "beneficiaries" typically refers to the organisation(s) that receive funding from the EU to undertake a project.

Call for projects/proposals - A call for proposals or call for projects is the process whereby applicants/project leaders are selected on a competitive basis to implement projects co-financed by EU grants. Authorities responsible for the calls are the European Institutions and managing authorities at a national and regional level. The calls are either announced on the Official Journal of the European Union (OJEU) or on the NETWATCH.

Co-financing or subsidies - The term 'co-financing' refers to the contribution EU funding makes to the total cost of a programme or project. Co-financing is usually subject to a maximum threshold, which is defined as a percentage of the total value of the programme or project.

Connecting Europe Facility (CEF) - A new programme introduced for the 2014-2020 period for investing in EU infrastructure priorities in Transport, Energy and Telecommunications.

COSME - COSME is the EU programme for the Competitiveness of Enterprises and Small and Medium-sized Enterprises (SMEs) running from 2014 to 2020 with a planned budget of €2.3bn.

Erasmus+ - The new EU programme for Education, Training, Youth, and Sport for 2014-2020.

European funding - The EU provides funding for a broad range of projects and programmes covering areas such as: regional & urban development, employment & social inclusion, agriculture & rural development, maritime & fisheries policies, research & innovation and humanitarian aid.

European Institutions - The EU institutions have 4 main pillars. 1. The European Council, which brings together national and EU-level leaders to define strategic priorities. 2. The European Parliament with its committees (like Transport and Tourism, TRAN) consist of directly elected MEPs and represents European citizens. 3. The interests of the EU as a whole are promoted by the European Commission (whose members are appointed by national governments) with its different Directorate-Generals (e.g. Regional and Urban Policy, DGREGIO). 4. The governments defend their own country's national interests in the Council of the European Union.

EAFRD - The European Agricultural Fund for Rural Development (EAFRD) supports European policy on rural development. For the 2014-20 programming period, the Fund focuses on three main objectives: 1. fostering the competitiveness of agriculture, 2. ensuring the sustainable management of natural resources, and climate action and 3. achieving a balanced territorial development of rural economies and communities including the creation and maintenance of employment.

ERDF - European Regional Development Fund. The Fund supports projects under the 11 thematic objectives for cohesion policy, and focuses in particular on four key priorities: 1. strengthening research, technological development and innovation, 2. enhancing access to, and use and quality of ICT, 3. enhancing the competitiveness of SMEs and 4. supporting the shift towards a low-carbon economy in all sectors. For the 2014-20 period, the budget for the ERDF amounts to more than EUR 250 billion. The ERDF also funds cross-border, interregional and transnational projects under the European territorial cooperation objective (see later at Interreg).

ESF - European Social Fund. The ESF is the EU's main financial tool for promoting employment and social inclusion – helping people get a job (or a better job), integrating disadvantaged people into society and ensuring fairer life opportunities for all.

ESIF - European Structural and Investment Funds. For the period 2014-20, cohesion policy is financed by the European Structural and Investment Funds (ESIF). The ESIF include five different funds, the European Regional Development Fund (ERDF), the European Social Fund (ESF), the Cohesion Fund (which supports exclusively less-developed Member States), the European Agricultural Fund for Rural Development, and the European Maritime and Fisheries Fund.

Horizon 2020 - Horizon 2020 is the biggest EU Research and Innovation programme ever with nearly €80 billion of funding available over 7 years (2014 to 2020) – in addition to the private investment that this money will attract.

INTERREG - European Territorial Cooperation (ETC), better known as Interreg, is a financing instrument of European regional development. Interreg has been designed in the framework of the European Cohesion Policy to intensify institutional cooperation across borders between regions located on European Union's internal and external borders, and regions within transnational areas.

Managing Authority - Under the auspices of the EU's cohesion policy for 2014-20, a managing authority is responsible for the efficient management and implementation of an operational programme. A managing authority may be a national ministry, a regional authority, a local council, or another public or private body that has been nominated and approved by a Member State.

Multiannual Financial Framework, MFF - MFF of the European Union is a seven-year framework regulating its annual budget. It is laid down in a unanimously adopted Council Regulation with the consent of the European Parliament. The financial framework sets the maximum amount of spending in the EU budget each year for broad policy areas ("headings") and fixes an overall annual ceiling on payment and commitment appropriations.

Operational Programme, OPs - Operational programmes are detailed plans in which the Member States set out how money from the European Structural and Investment Funds (ESIF) will be spent during the programming period. They can be drawn up for a specific region or a country-wide thematic goal (e.g. Environment).

Partnership Agreement (PA) - For the programming period 2014-20 each Member State has produced a Partnership Agreement (PA) in cooperation with the European Commission. This is a reference document for programming interventions from the Structural and Investment Funds and links them to the aims of the Europe 2020 growth strategy.

Project - In the EU context, a project is a set of activities that is carefully planned to achieve a particular aim. The outputs of the projects can be delivered by one or more partners involving internal and external capacities implementing the activities.

Trans-European Transport Networks (TEN-T) - The Trans-European Transport Networks (TEN-T) are a set of road, rail, air and water transport networks covering the whole European Union. The TEN-T networks are part of a wider system of Trans-European Networks (TENs), including a telecommunications network (eTEN) and a proposed energy network (TEN-E or Ten-Energy).

ECF Member Organisations

Go 2 Albania (AL)
Bicycle SA (AU)
Radlobby Österreich (AT)
Minsk Cycling Community (BY)
Брэсцкае гарадское культурна-асветніцкае грамадскае аб'яднанне «Ручаёў» (BY)
GRACQ - Les Cyclistes Quotidiens asbl (BE)
Pro Velo asbl (BE)
Fietsersbond vzw (BE)
Toerisme Vlaanderen (BE)
T & E, the European Federation for Transport and Environment (BE)
Green Tour Bosnia & Herzegovina (BA)
Bulgarian Cycling Association (BG)
Vélo Québec (CA)
Moj Bicikl (HR)
Κυπριακό Οργανισμό Τουρισμού (CY)
KKTCSíksíket Seveler Demegi (CY)
Δημοτικός Όμιλος Ποδηλάτου Ιδαίου (CY)
Nadace Partnerství (CZ)
Foreningen Frie Fugle (DK)
DCF, Dansk Cyklist Forbund (DK)
Vänta Åga (EE)
Pyöräilykuntien verkosto ry (FI)
Tampereen Polkupyöräilijät (FI)
HePo, Helsingin Polkupyöräilijät (FI)
AF3V Association Française des Véloroutes et Voies Vertes (FR)
Départements & Régions cyclables (FR)
FUB, Fédération Française des Usagers de la Bicyclette (FR)
Land Transport Agency (GE)
Allgemeiner Deutscher Fahrrad-Club (ADFC) e.V. (DE)
HPV Deutschland e.V. (DE)
Ecological Movement of Thessaloniki (GR)
Πόλεως για το Ποδήλατο (GR)
Cycling Club Orthopetalia (GR)
Filoi tou podelatos (GR)
Magyar Kerékpárosklub (HU)
KMSZ, Kerékpáros Magyarországi Szövetség (HU)
Landssamtök hjóreiðamanna, LHM (IS)
Cyclist.ie (IE)
Hyderabad Bicycling Club (HBC) (IN)
Yisrael Bishvil Ofanayim (IL)
FIAB, Federazione Italiana Amici della Bicicletta (IT)
Latvijas Velocelojumu Informācijas Centrs (LV)
Lietuvos dviratininkų bendriją (LT)
Cycle Luxembourg (LU)
LVI, Lëtzebuurger Velos-Initiativ (LU)
Fietsersbond (NL)
Nederlandse Vereniging voor Human Powered Vehicles (NL)
Stichting Europafietsers (NL)
Stichting Landelijk Fietsplatform (NL)
SLF, Sykklistenes Landsforening (NO)
Pomorskiego Stowarzyszenia "Wspólna Europa" (PL)
Fundacja Partnerstwo dla Środowiska (PL)

Miasta Dla Rowerów (PL)
VeloPoland Foundation (PL)
MUBi - Associação pela Mobilidade Urbana em Bicicleta (PT)
FPCUB, Federação Portuguesa Cicloturismo e Utilizadores de Bicicleta (PT)
Asociația Green Revolution (RO)
Federatia Biciclistilor Din Romania (FBR)(RO)
Велотранспортный союз (RU)
Russian Cycle Touring Club (RU)
MosgortransNIIproject (RU)
Yugo Cycling Campaign (RS)
Ciklo Svet Srbija (RS)
NSBI, Novosadskabiciklistička inicijativa (RS)
Nadácia Ekopolis (SK)
Slovenský Cykloklub (SK)
Slovenska Kolesarska mreza (SI)
A Contramano: Asamblea de Ciclistas de Sevilla (ES)
Bicuitat de Mallorca (ES)
AEV, Asociación Europea de Vías Verdes (ES)
Cykelframjandet (SE)
Der Verein Future Bike Schweiz (CH)
Pro Velo Schweiz (CH)
VCS, Verkehrs-Club der Schweiz (CH)
Fomosa Lohas Cycling Association (TW)
Thailand Cycling Club (TH)
Envergeçko (TR)
Bisiklet Demegi (TR)
Izmir Bicycle Association (TR)
Sustrans (UK)
Cyclenation (UK)
CTC, the national cyclists' organisation (UK)
Асоціація велосипедистів Києва (UA)
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Mission Statement

Founded in 1983, the **European Cyclists' Federation** (ECF) is the umbrella federation of the national cyclists' associations in Europe, reinforced by similar organisations from other parts of the world. On behalf of our members, we are pledged to ensure that bicycle use achieves its fullest potential so as to bring about sustainable mobility and public well-being. To achieve these aims, the ECF seeks to change attitudes, policies and budget allocations at the European level. ECF stimulates and organises the exchange of information and expertise on bicycle related transport policies and strategies as well as the work of the cyclists' movement.



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Rue Franklin, 28 1000 Brussels, Belgium Phone: +32 2 880 92 74 Fax: +32 2 880 92 75 office@ecf.com

www.ecf.com