Resolution on developing an EU cycling strategy

2022/2909(RSP) - 16/02/2023 - Text adopted by Parliament, single reading

The European Parliament adopted the resolution on developing an EU cycling strategy.

The resolution noted that cycling has increased as a response to the COVID-19 pandemic and the rising price of fossil fuels since Russia's illegal war of aggression against Ukraine. Parliament considers that cycling should be recognised as a fully-fledged mode of transport and asked the Commission to develop a dedicated European cycling strategy with the aim of doubling the number of kilometres cycled in Europe by 2030.

Furthermore, Parliament called on the Commission to:

- speed up its work regarding the guidance on quality requirements for high-quality and safe cycling infrastructure provided for under the road infrastructure safety management Directive;

- propose guidelines on safe cycling (helmets, age restrictions, carrying children, etc.), and requests that particular attention be paid to encouraging cycling among women and older people, notably through improving safety.

The Commission and Member States are called on to:

- encourage projects on cycling and related sectors such as mobility, tourism, health and sports, among others;

- support the production of 'Made in Europe' bicycles and components, thereby stimulating the competitiveness of EU industry. Member States are encouraged to reduce the VAT rates for the supply, rental and repair of bikes and e-bikes;

- ensure the accessibility of cycling to persons with reduced mobility, as well as making cycling affordable for vulnerable groups;

- conduct educational campaigns and training, including information campaigns, to increase awareness for road safety, supporting the safe use of bikes and e-bikes.

With Parliament calling on the Commission to designate 2024 as the European Year of Cycling, the resolution stressed that cycling tourism and cycling in rural areas need to be supported by accelerating the development of the EuroVelo network and its 17 routes, in particular by ensuring stronger support as well as exploiting synergies with the TEN-T network including adding cycle paths parallel to railway tracks and inland waterways, where feasible.