



Federal Ministry
of Transport and
Digital Infrastructure

“Cycling Nation Germany – The National Cycling Plan 2020”

Cycling connects
Congress for Cycling promotion
in the South Baltic and beyond
on 22nd - 23rd of May 2014 in Rostock



Why promote cycling?

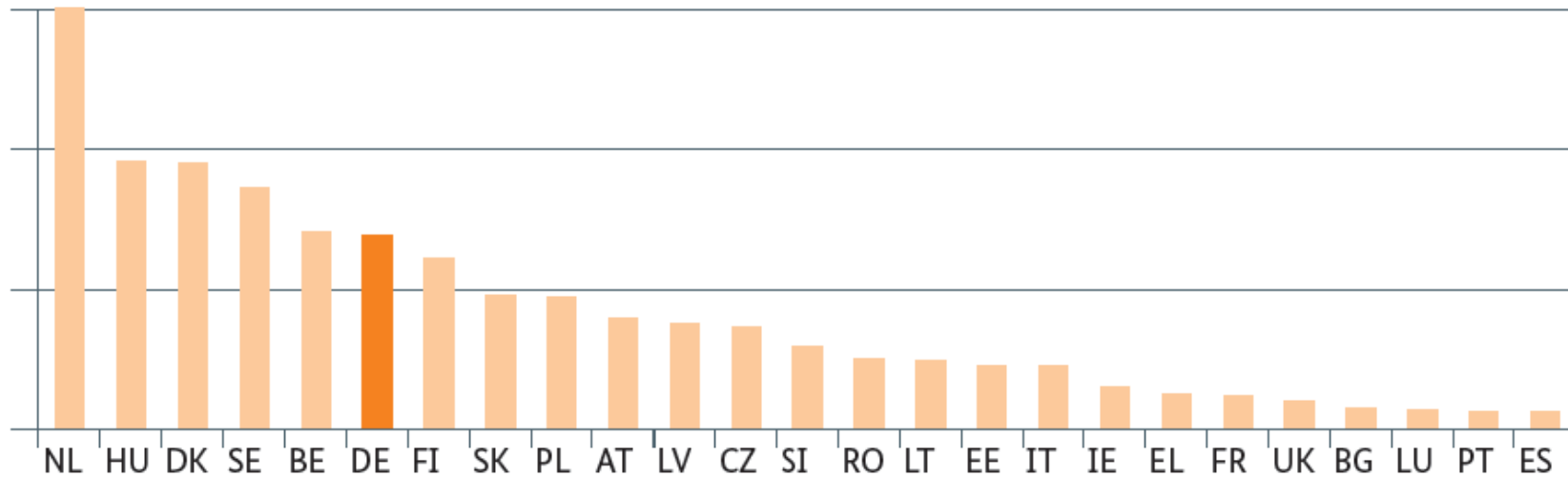
- Protect the environment and mitigate climate change
- Affordable mobility
- Economic factor
- Encourage a healthy lifestyle
- Reduce congestion
- Quality of life / liveable towns and cities



Sources: NRVP 2020



A comparison of modal shares of cycling in Europe



Source: European Commission, 2011, own graph



Cycling in Germany – state of play

Germany is a nation of cyclists:

- Around 80 Mio. inhabitants in Germany
- Around 70 million bicycles in Germany
- 80% of households have at least one bicycle

Cycling is becoming increasingly popular:

- 65% of people cycle regularly, 41% several times a week
- Bikes are used for almost all means of transport

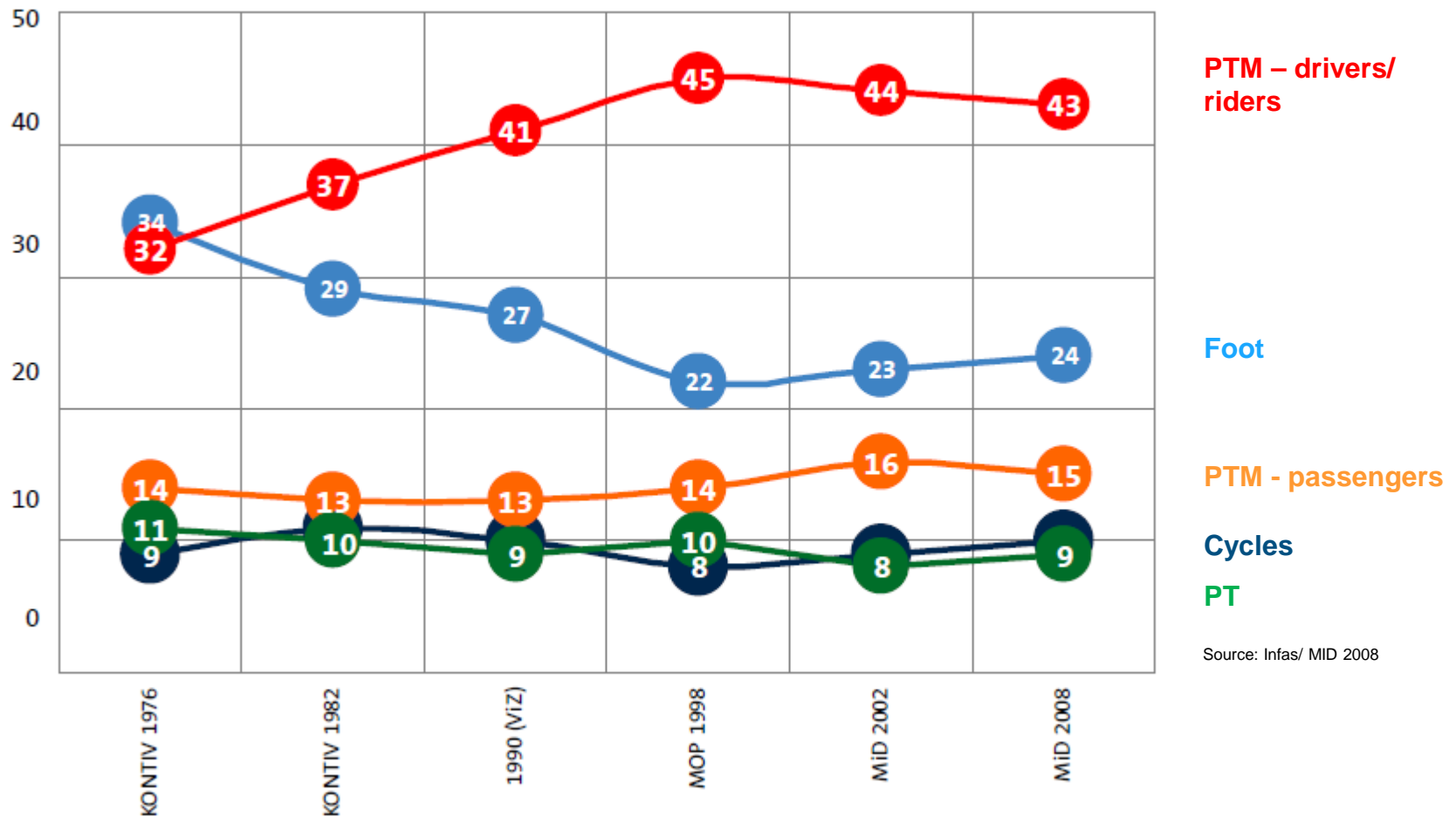
BUT:

- Only 10 % of all journeys are by bike
- The positive Trend is still not nationwide





Traffic volume by principal means of transport between 1976 and 2008



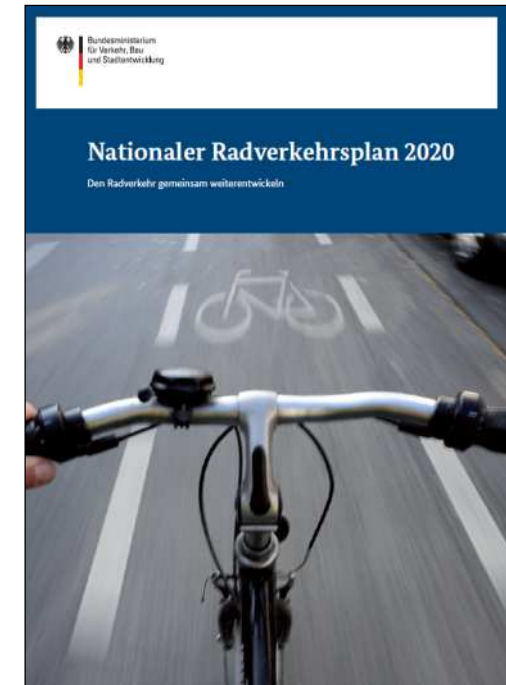


The 2020 National Cycling Plan

- Federal Government strategy paper
- Focus on new challenges
- Nine action areas
- In force since 2013; will run until 2020

Objectives:

- Improve the regulatory framework for cycling and harness potential
- Promote cycling as a component of an integrated transport and mobility policy; “implement cycling as a system”
- “Join forces to evolve cycling”: i.e. promote cycling in close collaboration with all stakeholders



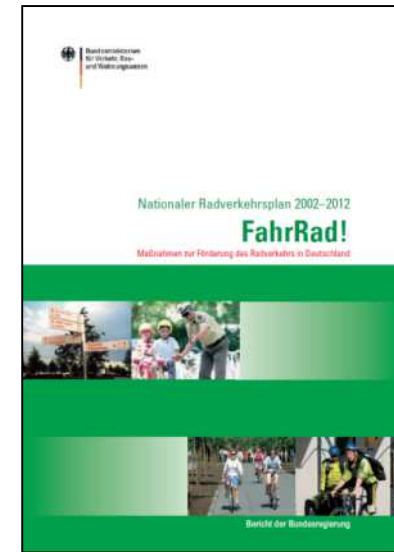


The predecessor – NCP 2002-2012

- First ever national cycling strategy
- Vision: "Cycling as a system"

Taking stock:

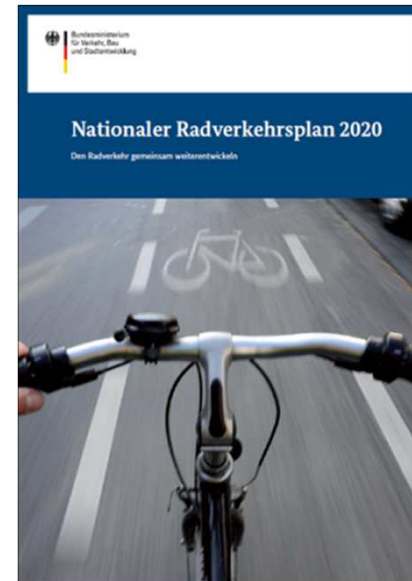
- Acceptance: Cycling = everyday means of transport
- Increase in the modal share of cycling
- Collaborative structures: Cycling Advisory Council, Cycling Working Group of the Federal Government and the Federal States
- Funding of non-capital projects: pilot projects, research, examples of good practice
- Cycling portal, Cycling Academy, National Cycling Congress, Local Authority Cycling Conferences





New NCP 2020 entered into force on 1 January 2013

- Extensive development and consultation process between early 2011 and mid-2012
- Federal ministries, federal states, local authorities, body of experts provided major impetus
- Further opportunities for participation: 2011 National Cycling Congress, for policymakers and associations





The action areas

1. Planning of and approach to cycling
2. Infrastructure
3. Road safety
4. Communications
5. Cycle tourism
6. Electric mobility
7. Linkage with other means of transport
8. Mobility and road safety education
9. Create and safeguard qualities

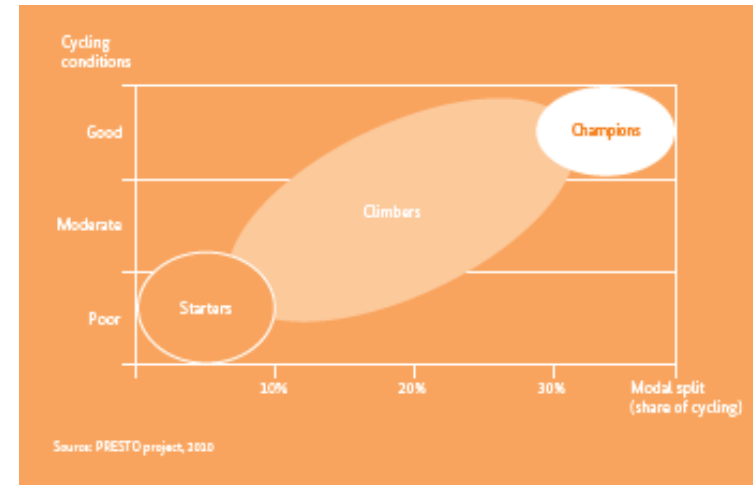


Source: NRVP 2020



Special priorities

- Differentiate by **different starting conditions:**
 - Starters: Municipalities just starting to promote cycling
 - Climbers: Municipalities with an advanced level of cycling promotion
 - Champions: Municipalities with a high level of cycling promotion
- Focus: **rural areas**
 - Rural districts as key players



Source: NRVP 2020





First steps and key areas of activity in 2013/2014

- 3rd National Cycling Congress in Münster
(4rd National Cycling Congress 2015 in Potsdam)
- Nomination of cycling commissioner of BMVI
- Approach to funding
- Establishment of a cross-departmental working group
- Continuation of Cycling Academy and Cycling portal of the National Cycling Plan (www.nrvp.de)
- New appointment of the members, Continuation of committee work e.g. Cycling Working Group, Cycling Advisory Council
- Preparation of the starter kit



Source: NRVP 2020



Linkage with other means of transport

- Cycling and local public transport are ideal partners because PT increases the bicycle's range and the bicycle strengthens public transport by providing access to rural areas
- In some cases, the bicycle can also reduce the pressure on local public transport at peak times
- Sufficient number of high-quality cycle parking facilities are important to combine different means of transport



Source: NRVP 2020



Benefits/advantages of the NCP 2020

- Cross-party political commitment
- Overarching strategy = framework and umbrella function
- Coordination and facilitation function
- Continuity
- Supporting argument for promotion of cycling at all levels
- Current state of knowledge
- Focus on current and future challenges
- Establishing new priorities
- Tasks in the remit of the Federal Government
- Recommendations to the federal states and the local authorities plus other stakeholders involved in the promotion of cycling



Thank you for listening to me

Niels Hartwig

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