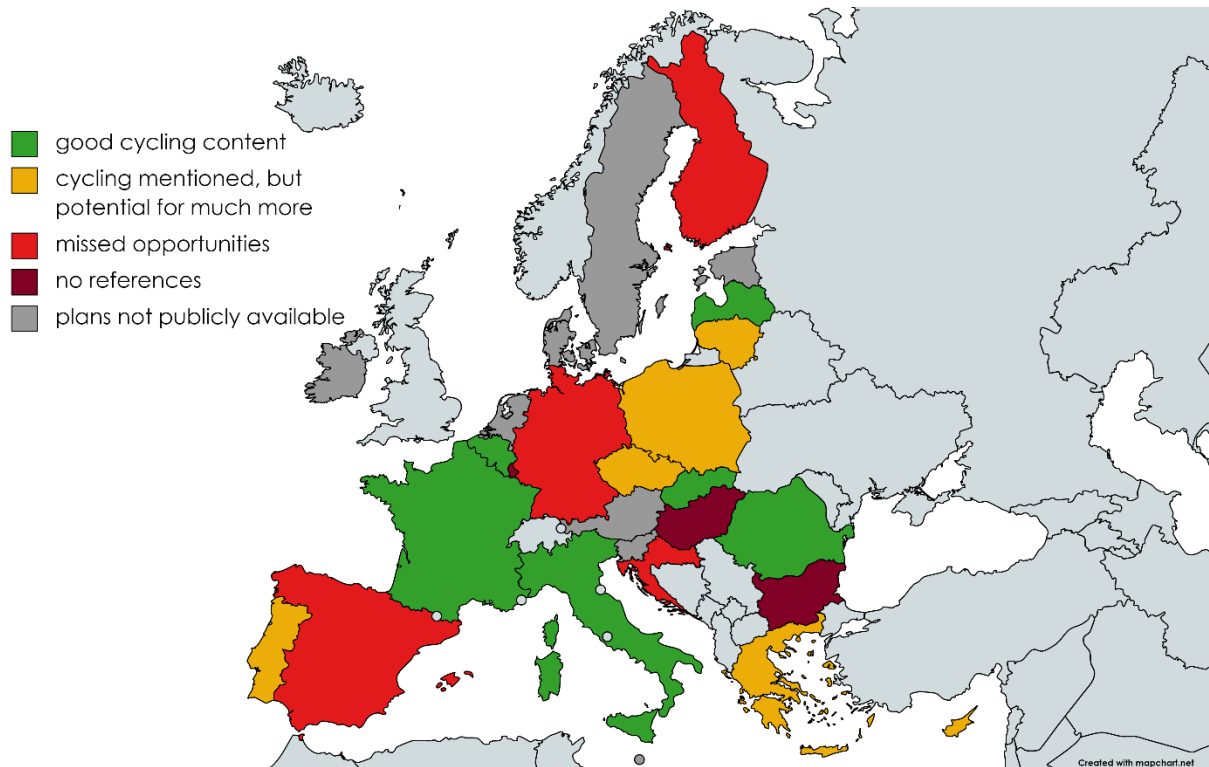


Annex 1 – Cycling in Member States' Recovery Plans Map



Annex 2 – Overview table of National Recovery and Resilience Plans and their links to cycling

	State	Description	Investments on cycling*	Km planned
GOOD CYCLING CONTENT	Belgium	Acceleration of investments in bicycle infrastructure (bicycle highways, elimination of missing links, lighting) Particular attention paid to: <ul style="list-style-type: none"> - rail stations accessibility - secure bicycle parking - safe cycle paths to schools - bicycle impulse credits to municipalities Within the framework of the “Project Copenhagen”, €150 million will be available for local authorities for the renewal of the local and regional bicycle network.	€473 million (8% of RRF, ca. €41 per inhabitant)	
	France	€1.2 billion for daily mobility with PT projects and bicycle plans to improve cycling and provide secure parking spaces.	€100 million (0.25% of RRF)	
	Italy	Dedicated investment for the "Reinforcement of cycling mobility", with plans for cycling infrastructure maintenance and the realisation of new 1,200 km of touristic paths and ~570 km of urban cycle tracks.	€600 million (0.3% of RRF)	1,770
	Latvia	Development of cycling infrastructure for daily mobility with a unified, uninterrupted network to ensure local		



		and neighbourhood connectivity + integration with the EuroVelo network. Integrate PT, cycling infrastructure and micro-mobility to serve the last mile.		
	Romania	<ul style="list-style-type: none"> - Construction, and operationalisation of medium / long cycle routes, including EuroVelo routes, with the aim to create a national network - Changing the legislation in force, by promoting a normative act on cycling routes 	€120 million (0.85% of RRF, ca. €6 per inhabitant)	3,000
	Slovakia	<p>Increase the share of cycling in the modal split by:</p> <ul style="list-style-type: none"> - Adoption of a new methodology for assessing project applications in the field of cycling infrastructure, to allow a more efficient allocation of financial resources - Improvement of the quality and safety of cycling infrastructure; construction of new cycling infrastructure; provision of 110 secure parking shelters for bicycles at railway stations. 	€100 million (1.6% of RRF, ca. €18 per inhabitant)	200
CYCLING MENTIONED, but potential for a lot more	Czech Republic	<ul style="list-style-type: none"> - Set modal share targets for active modes in the SUMPS - Reduce road fatalities - Taking into account gender differences and the specific needs of women and men - Reforms on road traffic (e.g. safe distance when overtaking cyclists) - Purchase premiums addressed to businesses for the purchase of 1,000 e-cargo bikes 		
	Greece	The plan largely speaks about green tourism / ecotourism / non-seasonal tourism but the only cycling-related investment is the development of walking and cycling routes in the forest of Tatoi		
Cycling briefly mentioned without any real concrete plan: Cyprus, Lithuania, Poland, Portugal				
MISSED OPPORTUNITIES	Croatia	<p>Transport-related investments are mostly addressed to conversion to electricity and hydrogen based vehicles, and rail + maritime transport. It is planned to invest in all forms of transport, but is the bicycle really considered a form of transport? Since it's not even mentioned once, it seems not.</p> <p><i>The need to overcome the unsustainable and sun-and-sea-based types of tourism is mentioned. Invest in cycle tourism!</i></p>		
	Finland	<p>Its goal is carbon neutrality by 2035 and become the first fossil-free state, but they do not mention cycling; an investment component is dedicated to "sustainable tourism".</p> <p><i>Capitalise on those statements for cycling solutions!</i></p>		
	Germany	€3.2bn purchase premium for electric and hybrid cars but cycling is not mentioned once.		



		<i>Why not include e-bikes?</i>		
	Spain	<p>It mentions a plan for sustainable, safe and connected mobility in urban areas; configuration of pedestrian spaces and to guarantee connectivity of people who live in depopulated or remote areas; improve e-mobility; establish low emission zones.</p> <p><i>The content has great potential. Translate this into practical cycling investments!</i></p>		
<p>Cycling ignored (no direct or indirect references): Bulgaria, Hungary, Luxembourg</p>				
<p>Plans not publicly available: Austria, Denmark, Estonia, Ireland, Malta, Netherlands, Slovenia, Sweden</p>				

*= Investments: Some countries foresee general envelopes for sustainable mobility but without concrete allocation to cycling (at least in the publicly available documents).