

Danube Cycle Plans

The First National Cycling Plan of Romania

2022-2030



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Danube Cycle Plans | Policies, plans, and promotion for more people cycling in the Danube region

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More information about Danube Cycle Plans and the project activities & results is available at:

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1 Introduction

1.1 Foreword

The National Cycling Plan (NCP), developed within the framework of the project entitled "Policies, plans, and promotion for more people cycling in the Danube region", for short - "Danube Cycle Plans" – approved for financing under the Interreg Danube transnational programme (priority axis 3.1.) – is based on the methodology developed by the Czech project partners, respectively "Guideline on how to set up a national cycling plan".

The National Cycling Plan was also developed as a result of the emergence of new situations and events:

- The Covid-19 pandemic and the creation of the National Recovery and Resilience Plan (NRRP).
- A methodology agreed upon by the nine countries participating in the "Danube Cycle Plans" project.
- The result of the first national-scale audit of cycling policies – Bypad.
- A proposal to establish a national cycle network – that is approved by all partners of the "Danube Cycle Plans" project and that is being discussed with local authorities. The future national network is going to be connected with the cycling networks of neighboring countries and has the optimal density according to the standards of the "Danube Cycle Plans" project.
- The signing of the Pan-European Master Plan for the promotion of cycling, created under the Pan-European Program for Transport, Health and Environment (THE PEP - "The Pan-European Master Plan for Cycling Promotion") in 2021, in Vienna.
- Government Decision no. 441/30.03.2022 for the approval of the Methodological Norms regarding the creation, development, and homologation of cycle tourism routes.
- Updating the statistical data available before, in the context of implementing the "Danube Cycle Plans" project and publishing them in a document entitled "Danube Cycle Plans - The Status Quo Questionnaire", developed by the National Institute for Research and Development for Tourism in 2021.

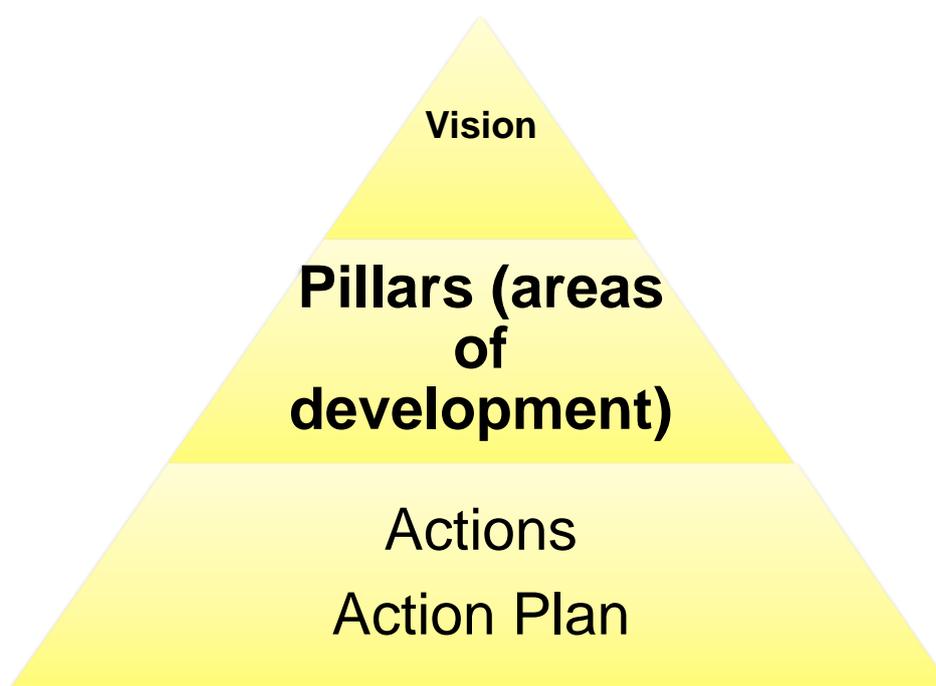
1.2 Methodology

The methodology¹ underpinning the National Cycling Plan was developed within the framework of the "Danube Cycle Plans" project and draws on a preexisting document called "The National Strategy for Encouraging Cycling" ("Strategia națională de încurajare a utilizării bicicletei"), elaborated by the OPTAR Association in 2020.

¹ "Danube Cycle Plans - Guideline on how to set up a national cycling plan", 2021.

The structure of the document also considered the cycling strategies of other countries, regions, and cities, but also the cycling strategy of the European Union (EU). However, the content of the strategy is based on the reality in Romania, so the action plan and its implementation are based on the current local state of the art in terms of cycling, as described in a report entitled "Danube Cycle Plans – The Status Quo Questionnaire"² and the recent results of the surveys carried out by experts in the field, such as the audit of cycling policies in Romania – Bypad³.

Schematically, the methodology that underpinned the development of the national cycling strategy is shown below:



² "Danube Cycle Plans – The Status Quo Questionnaire", INCDT, 2021

³ " Danube Cycle Plans - Audit of the cycling policy of Romania", Bike in time, 2021

2 State-of-the-Art Analysis

2.1 State-Of-The-Art in Romania, in terms of Cycling

According to the most recent reports released by ECTN⁴ and Eurobarometer, Romania ranks first in terms of mortality rates of vulnerable road users (the number of fatal accidents involving pedestrians is triple compared to the European average and double in the case of cyclists). Most fatal accidents take place in the urban environment, and almost all of them are collisions with motorized vehicles. The main causes for this are the lack of adequate infrastructure for vulnerable participants, the failure of the persons involved to comply with traffic rules (especially speed limits) and the lack of preventive traffic conduct.

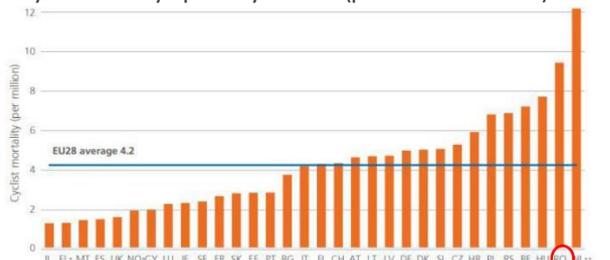
The bicycle usage rate in Romania is approximately 6%, slightly higher in rural areas (a bicycle usage rate under 10% is considered low).

The current document will lay the foundations for rapidly changing this situation, by putting forth examples already used in EU countries.

Pedestrians' mortality reported by the Police (per 1 million inhabitants) in 2018



Cyclists' mortality reported by the Police (per 1 million inhabitants) in 2018



Source: "How safe is walking and cycling in Europe? Pin Flash Report 38, 2020"

In Romania, there are no official statistical data on the number of cyclists, which has made it difficult for us to develop adequate analyses and to run a survey on a national scale. However, we will try to use the existing data collected by the National Institute of Statistics (INS), which shows that in terms of the endowment of households with durable goods, in the case of bicycles there was a significant increase in 2021 compared to 2012 (see the table below). This shows that there is an increasing interest in using bicycles in Romania.

The endowment of households with durable goods between 2012 and 2021

The average number per 100 households

| Year | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|------------------------|------|------|------|------|------|------|------|------|------|------|
| Average bicycle number | 30.1 | 31.2 | 30.5 | 32.6 | 35.4 | 39.1 | 39.9 | 45.1 | 46.5 | 47.3 |

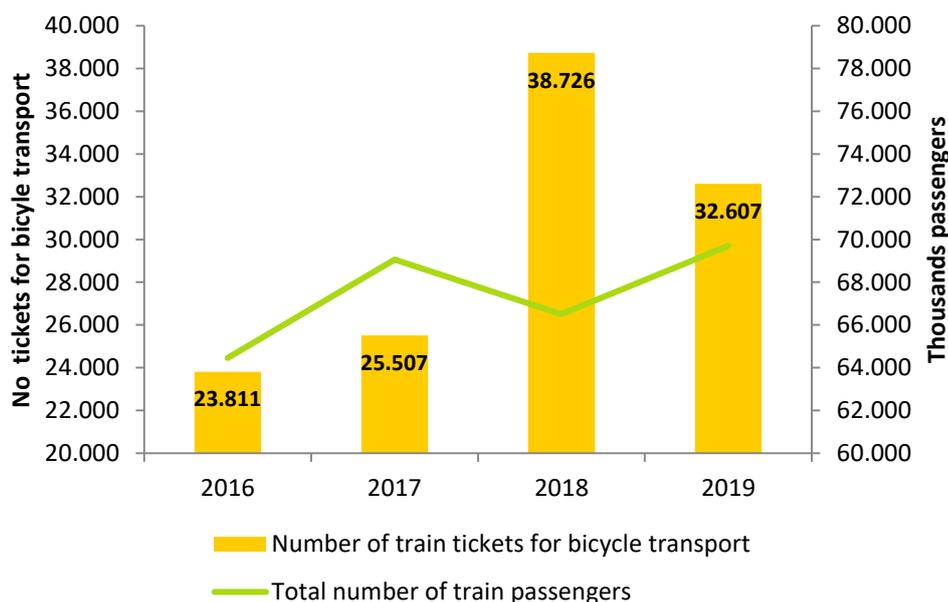
Note: from 2014, the data were estimated based on the resident population.

Source: Statistical research on family budgets carried out by the INS and included in the 2022 statistical breviary

⁴ <https://etsc.eu/how-safe-is-walking-and-cycling-in-europe-pin-flash-38/>

In addition to the information made available by the National Institute of Statistics, in 2020, INCDT asked railway transport companies in Romania (which allowed bicycle transport in train cars) to fill in a survey, obtaining a series of statistics on the number of tickets sold to the passengers who also transported bicycles in trains between 2016 and 2019. The data obtained showed that – in 2019 – more than 32,000 tickets were sold for the transport of bicycles on trains in Romania, which accounted for a significant increase compared to 2016 (an increase of 36.9%), but also a slight decrease compared to the figure obtained in 2018 (see the graph below).

The transport of bicycles in trains correlated with the total number of railway passengers in Romania between 2016 and 2019



Source: INCDT (2020), INS (2020), processed data

Note: Regarding train tickets sold for the transport of bicycles, only 4 out of 5 railway companies provided information for the period 2016-2017

In 2018 and 2019, the National Institute for Research and Development in Tourism (INCDT) and IMAS Marketing & Polls conducted a survey for the Southeast Regional Development Agency entitled "OMIBUS research report - Perceptions and attitudes regarding cycling and to the specific infrastructure". The main conclusions of the study are the following:

- Only 5.3% of the respondents stated that the bicycle is their preferred means of transport, while in rural areas the percentage is higher (8.7%);
- In fact, 13.5% of respondents constantly use the bicycle to go to school or to work and this percentage is higher in rural areas (17.6%);
- Approximately 13% of the respondents stated that they use a bicycle (20% in the rural areas) for traveling between localities;
- However, more than 41% of the respondents use the bicycle for recreational activities, which shows the potential of this means of transport and the fact that inhabitants prefer to use the bicycle primarily for recreational activities and not as a means of transport;

- The main reasons accounting for a low degree of using the bicycle are:
 - o Traffic hazards (aggressive or inattentive drivers, cars parked on the streets);
 - o Lack of cycling signposting;
 - o Lack of adequate cycling infrastructure.

In 2021, under the framework of the Danube Cycle Plans project, the first national audit of cycling policies in Romania was carried out, with the help of the Bypad organization (Austria)⁵. As part of this evaluation based on a certified methodology, the following conclusions were summarized in the final report:

- The current cycling policies in Romania cover the needs of cyclists in a share of 27%. This means that – although Romania does not have coherent cycling policies – certain cycling activities can be carried out and a minimum infrastructure can be built under the current legislation.
- Locally/regionally, the situation of cycling policies is more advanced than on a national scale.
- There is a lack of coordination between administrations and groups of cyclists.
- The lowest score was obtained in the "multimodality" module, where – although the current legislation allows for an investment in infrastructure – this is not encouraged by the administrative and the political stakeholders.

2.2 The State of the Art of Other Countries in terms of the Development of National Cycling Strategies / Plans

According to the latest report of the European Cyclists' Federation (ECF - "The state of national cycling strategies in Europe - 2021")⁶, 23 European countries had a cycling strategy in place or a similar document implemented. The situation of each country – at the end of 2021 – is depicted in the figure below. The "Danube Cycle Plans" project provides that all nine partner countries will have a national cycling plan by the end of the project. The existing plans of other European countries were sources of inspiration in defining Romania's Cycling Plan.



Source: The state of the art in terms of national cycling strategies in Europe (2021), ECF

⁵ "Danube Cycle Plans - Audit of the cycling policy of Romania", Bike in time, 2021

⁶ https://ecf.com/system/files/The_State_of_National_Cycling_Strategies_2021_final_0.pdf

2.3 SWOT Analysis

| Strong points | Weak points |
|---|---|
| <ul style="list-style-type: none"> • Romania is part of the top 10 bicycle and bicycle component manufacturers in Europe, both in terms of number and value; • In 2022, several normative acts encouraging cycling activities were adopted, and other similar acts are in the process of being approved; • The most important cities in Romania, but also a series of counties councils, have developed sustainable urban mobility plans, which may soon include provisions on the development of cycling policies and infrastructure; • At the regional and local level, institutional working groups have been created and some work together and/or are informed about the results obtained by the others; • The natural setting and the weather conditions in Romania are highly suitable for active tourism, respectively for cycle tourism; • There is a dense network of secondary, forestry, and agricultural roads with very little traffic and that are excellent for cycle tourism, requiring a minimal investment to be prepared for proper use; • Possibility to use the lake and river dams, as well as abandoned/decommissioned railway infrastructure; • There is a growing interest in bicycles, reflected in the number of sales and in turnovers, as well as in the level of participation in dedicated competitions and cycling activities; • Certain public institutions and private companies have started to encourage employees to travel by bicycle and to create favorable conditions for them to travel by bicycle to the workplace (guarded parking, shower cabins, changing rooms, financial advantages, etc.). | <ul style="list-style-type: none"> • The cycling infrastructure is poorly developed, and where it exists, it does not meet the minimum standards; • The legislation is still not complete and the institutions that should coordinate the cycling activity are currently not fully functional; • There are no dedicated positions for supporting/developing cycling activities (lack of cycling skills / experience) in state institutions; • Romania has the highest rate of accidents and victims in collisions involving pedestrians and cyclists, according to European Commission reports – "Traffic Safety Basic Facts: Cyclists"; • Failure to comply with traffic rules/failure to learn traffic rules by the traffic participants. Lack of proper traffic behaviour; • The inexistence of intermodality (the connection of cycling routes with transport routes) makes the combined use of the bicycle with other means of transport very limited; • Lack of continuity of cycling routes and of connections between cycling routes that are located within the built-up areas with those in extra-urban areas. |

| Opportunities | Threats |
|--|---|
| <ul style="list-style-type: none"> • The low density of highways compared to other countries, the good state of secondary roads, and the natural setting represent opportunities for the development of cycle tourism; • EU membership and transnational projects offer opportunities for good practices that can be applied at local, regional and national levels; • The signing – by Romania – of the pan-European Master Plan for the promotion of cycling (THE PEP) also entails the recommendation to include cycling in the national strategies for transport; • Recently, there has been a change in attitude towards the "car supremacy culture": more and more people try to give up expensive cars or try to use alternative means of transport, at least temporarily or for traveling short distances; • NRRP contributes to the acceleration of the adoption of normative acts expected for many years; • There are good practices and tools from EU countries that can be quickly replicated in Romania: infrastructure standards, certifications for cycling tourism, local/regional/national cycling policies, etc.; • In the short term, the number of road accidents and road accident victims can be quickly reduced; • In the medium/long term – an improvement in the health of bicycle users; • Development of cycle tourism and the related infrastructure, including the creation of products for cycle tourists; • Reducing congestion and the level of pollution in urban areas by rising cycling activity at the expense of the use of motor vehicles; • Promotion of forms of active tourism and sportive activities; • Opportunities for staff to become specialized in cycling policies. | <ul style="list-style-type: none"> • Incoherent and non-compliant development of cycling infrastructure (e.g.: cycling paths being built to the detriment of pedestrian areas or are non-compliant with national or international standards); • The level of air pollution – especially in rural areas – will also discourage the use of bicycles in the future; • Failure to use NRRP funds/EU funds or inefficient use thereof; • Increase in the number of traffic conflicts, should the infrastructure not be properly built (conflicts between drivers and cyclists, respectively between cyclists and pedestrians); • Lack of information campaigns on the actions and changes that will take place in the legislative and the administrative field; • The intervention of administrative / economic / political factors in cycling administration / investments; • Slowed-down or postponed cycling legislation promulgation; • The fragmentation of property surfaces can lead to a very slow creation of new cycling routes; • Bicycle thefts can slow down the development of bicycle use. |

3 Vision

“An infrastructure for daily cycling and cycle tourism integrated into the European cycling network”

This vision is derived from the demand of civil society, expressed in recent years in the studies carried out under the framework of various national and international projects (studies that benefited from the support of some of the ministries that are entitled to regulate cycling activities), from the potential and the opportunities associated with cycling that external experts have found in Romania, but also from the commitments that the Romanian state has recently taken upon itself.

We are aware that - currently - the "National Cycling Plan" is not a document assumed by a national authority or by the political stakeholders, and the first step that must be taken is to identify an institution that is due to assume the role of a coordinator and a promoter of this National Cycling Plan. For example, the pan-European Master Plan for the promotion of cycling expressly requires signatory states to:

„Develop (and/or update) and implement a national cycling plan: „A national cycling plan provides a framework for the promotion of cycling at the national level. The plan and its objectives and recommendations should reflect the country’s characteristics and include cycling policies and strategies. National authorities should coordinate, monitor, and update the implementation of the plan and ensure the involvement of all relevant stakeholders at the regional and local levels.”

Duration of the implementation of The National Cycling Plan of Romania

As Romania is in an early stage in the field of cycling, but also because of the rapid changes that take place in this industry, we deem that this first National Cycling Plan should have an implementation duration of 8 years, meaning that in 2030 – at the latest – a new plan will have been developed, a plan that will be more ambitious and that will build upon a much higher baseline than the current national plan.

4 Pillars (Areas of Development)

Like in other European methodologies, to make the transition from vision to objectives, we have grouped cycling activities into several categories, directions of action, types, classes, priorities, etc. After several stages of organizing the activities, we have obtained a structure of The National Cycling Plan consisting of six pillars (areas of development), as shown below:



The translation of the vision into the six pillars is depicted in the diagram below. The six areas of development will be called "pillars".

| 1. Infrastructure | 2. Promotion and Education | 3. Transport and Cycle tourism | 4. Health, Environment, and Traffic Safety | 5. Legal Provisions and Policies on Cycling | 6. Investments and Funding |
|---|--|---|--|---|---|
|  <ul style="list-style-type: none"> • We wish a safe and comfortable national bicycle network for users, with standards aligned with those in other EU countries. |  <ul style="list-style-type: none"> • Increasing awareness of the benefits of using a bicycle among road users. • Integrating as many new bicycle users as possible among road users. |  <ul style="list-style-type: none"> • Increasing the number of cyclists that use the bicycle daily and extending the daily distance covered. • The rise of cycle tourism faster than other forms of tourism. |  <ul style="list-style-type: none"> • Increasing awareness of the benefits of cycling on health and environmental protection. • Creating a road conduct guide for all categories of participants. |  <ul style="list-style-type: none"> • Supplementation of the legal provisions on cycling, implementation of standards, institutional cooperation for the application of the National Cycling Plan, monitoring and assessment of the measures and actions included in the National Cycling Plan. |  <ul style="list-style-type: none"> • Allocation of financial resources at the level of local, regional and national administrations for cycling activities. • Implementing the assumed investments. |

5 Objectives

The National Cycling Plan included 21 objectives, grouped within the 6 pillars as follows:

5.1 Pillar 1 – Infrastructure



This category has an essential role in the current development phase of cycling activities in Romania. The cycling infrastructure is part of the vision of the National Cycling Plan and the quality of the infrastructure is crucial for the success of this endeavor.

The infrastructure includes a wide range of activities and the objectives set in this first National Cycling Plan include the following:

1. Setting up a National Cycling Network (ROVELO) will include national (long-distance) routes, regional routes and local routes. Within the "Danube Cycle Plans" project, a network of national cycling routes was defined⁷; it will be sent for implementation to the National Cycling Coordination Centre (please see Appendix no. 3). **Actions:** 1.1 Homologation of the entire network of national routes (approximately 8,400 km) and the most frequently used regional and local routes; 1.2 Mapping of regional and local routes. **Indicators:** a) 100% homologated national routes; b) 10,000 km of mapped regional and local routes; c) 5,000 km of homologated regional and local routes; d) setting up at least 3,000 km of cycling routes that are compliant with the European Cyclists Standard. **Deadline:** the end of 2026.
2. Enforcing cycling infrastructure and signposting standards compatible with those in other parts of Europe. **Actions:** 2.1 Adoption of a national standard for the homologation and signposting of cycling routes. **Deadline:** the end of 2022. 2.2 Alignment of the national standard with other international standards (ex. European Cycling Standard, PRESTO, etc.). **Indicators:** a) infrastructure standard adopted. **Deadline:** the end of 2024.
3. Implementing an intermodal infrastructure. **Actions:** 3.1 Setting up connections with the main means of transport in the main railway stations, bus stations, and intermodal points in the country. 3.2 Facilitating the access of cyclists to railway stations, bus stations and intermodal points. 3.3 Guaranteeing a high degree of security for bicycles in or near intermodal points, railway stations, and bus stations. **Indicators:** a) at least one secure indoor parking lot in the main railway stations and bus stations in the country; b) ensuring several places (tickets) for carrying bicycles in trains; this number will be at least equal to 10% of the number of passengers; c) all means of transport intended for commuting will have dedicated areas for storing bicycles during the trip; d) folding bicycles will be considered pieces of "luggage". **Deadline:** the end of 2029.
4. Ensuring the framework for bicycle-related infrastructure development (bicycle parking areas, accommodation units for cycle tourists, route homologation, availability of websites featuring maps

⁷ "Danube Cycle Plans- National Network of Cycling Routes" – INCDT and Bike in time, 2022; "Danube Cycle Plans- National Network of Cycle Tourism Routes" – FBR, 2003.

and information on routes, cycling shops, and service centers in place, etc.). **Actions:** 4.1. Operationalization of the National Cycling Coordination Center (CNCV). 4.2 Establishing the homologation criteria for cycling routes and the related infrastructure. **Indicators:** a) adoption of the Internal Order Regulation and of the organizational chart; b) hiring staff and assigning them with roles and responsibilities; c) criteria for the approval of cycling routes; d) criteria for creating the related cycling infrastructure. **Deadline:** the end of 2022.

5.2 Pillar 2 – Promotion and Education



Given the fact that – in Romania – bicycle use is less spread compared to most European countries, cycling needs to be promoted and potential users must be educated in this respect. In the future, depending on the efficiency of the implementation of the measures proposed herein, we are confident that the actions included in this pillar can be transferred to other areas (traffic safety, transport, etc.) as well.

The main objectives of this pillar include the following:

1. Attracting new bicycle users (children and people who rarely use the bicycle). **Actions:** 1.1 Implementing legislative adjustments for children to be allowed to use the bicycle; 1.2 Tax facilities for persons who use the bicycle for utilitarian purposes (to go to work, shopping, or to school, etc.); 1.3 Fiscal facilities for those who purchase and use folding bicycles. **Indicators:** a) an annual increase of at least 10% annual in new bicycle users/owners; b) legislative adjustments tailored to facilitate young people's access to urban bicycle traffic; c) easy bicycle access in all schools. **Deadline:** every year, by 2030.
2. Raising awareness of the benefits of cycling among road users. **Actions:** 2.1 Carrying out campaigns to promote cycling as a means of protecting the environment; 2.2 Carrying out campaigns to promote cycling as an activity that is beneficial for health. **Indicators:** a) at least one annual national campaign to promote the benefits of cycling (improved user health and environmental protection). **Deadline:** every year, by 2030.
3. Implementing smart tools for bicycle users (websites, applications, information via which users can have the necessary data at hand, such as available parking places, current weather conditions, possible routes, accommodation for cyclists, dedicated cycling shops, repair shops, etc.). **Actions:** 3.1 Creation of a Website and a Web application for users of the national cycling network. 3.2 Creation and production of (printed and online) informative materials. **Indicators:** a) operational Website and phone application; b) digital informative materials distributed in all tourist information centres and at the main tourist attractions in the national cycling network. **Deadline:** the end of 2024.

5.3 Pillar 3 – Transport and Cycle tourism



Cycling as an alternative mode of transport, for leisure or for tourist activities, and riding as a sport are the main uses of a bicycle. For each category, we have set objectives that contribute to supporting the vision underpinning the National Cycling Plan:

1. Improving conditions for bicycle use, for cycle tourists and sport cyclists. **Actions:** 1.1 At least one international certification for HoReCa intended for cycle tourists (ex. Bet&Bike, Cyclists Welcome, etc). 1.2. Promotion of products for cycle tourists via travel agencies. 1.3 Cycle tourism master plans in place in all counties by 2030. 1.4 Raising the level of international cycling competitions in Romania. **Indicators:** a) an increase by at least 10% annually in the number of cycle tourists b) an increase by at least 5% annually in the market share of cycle tourism in the total share of tourism in Romania; c) organizing at least one important (road, MTB, cyclocross, etc.) cycling competition, that will be considered a key event on the European cycling competition agenda. **Deadline:** 2030.
2. Increasing the comfort and safety of cyclists in the urban environment. **Actions:** 2.1. Limiting car speed in localities on the segments shared with cycling traffic, similar to the actions taken by other European countries. 2.2 Cycling masterplans in all cities with over 50,000 inhabitants. 2.3 Identifying commuting routes between major cities and satellite cities. **Indicators:** a) limiting motor vehicle speed to 30km/h in localities placed on road segments that are also common with bicycle routes by 2025; b) at least 1,000 km of bicycle paths inside localities, separated from motor vehicle roads, by 2030; c) an increase in the number of bicycle paths inside localities from the current value of 6% - (according to Eurostat) to 20% by 2030; d) increasing the average distance traveled in the urban environment from the current value of 4 km to 7 km by 2030. **Deadline:** 2030.

5.4 Pillar 4 – Health, Environment, and Traffic Safety



This pillar aims to assess and inform the public on the health and environmental benefits of cycling, as well as to increase traffic safety. The objectives of this pillar are:

1. Reducing the number of accidents involving cyclists and of victims among cyclists. **Actions:** 1.1 Adjusting legislation in favor of vulnerable road users. 1.2 Creating the framework for separating motor vehicle traffic from cycling traffic, as well as cycling traffic from pedestrian traffic. 1.3 Creating the proper legal framework to encourage the use of bicycles to the detriment of motorized means of transport, to protect the environment as well. **Indicator:** a) reducing by 50% the number of accidents involving cyclists and the number of victims of accidents involving cyclists by 2030.
2. Creating and promoting a series of traffic conduct rules for all categories of road users. **Actions:** 2.1 Generating a conduct guide for road users (drivers, cyclists, pedestrians) aiming at raising awareness about vulnerable road users and creating a favourable attitude towards accepting them by the other road users. **Indicator:** a) a guide of conduct accepted by all interested parties. **Deadline:** 2023.

5.5 Pillar 5 – Regulations and Policies on Cycling



Pillar 5 and Pillar 6 are the supporting pillars of the other pillars of the National Cycling Plan, so that part of the objectives and Actions here can be found in pillars 1, 2, 3, and 4 as well.

Cycling legislation and policies apply to each pillar, but the objectives relate to the following aspects:

1. Fostering inter-ministerial cooperation for the implementation of the National Cycling Plan. **Actions:** 1.1. In particular (but not limited to these aspects only), setting up an inter-ministerial cooperation

- framework involving the Ministry of Transport, Tourism, Environment, Health, and Sport. **Indicator:** successful implementation of the National Cycling Plan. **Deadline:** every year, by 2030.
2. Implementing the cycling objectives outlined in NRRP and the adoption of the existing legislative initiatives. **Actions:** 2.1 Adoption of the existing legislative initiatives and the implementation of the NRRP targets in terms of the obligations undertaken under the framework of the "Romania cycling" chapter. **Indicator:** implementation of NRRP and the existing initiatives. **Deadline:** 2027.
 3. Including the provisions of THE PEP (The European Masterplan for Cycling Promotion) in the national transport strategy. **Actions:** 3.1 Taking over THE PEP document by the Ministry of Transport and Infrastructure and including its provisions in the national transport strategy. **Deadline:** 2023.
 4. Including cycling advisors in administrative structures. **Actions:** 4.1 The inclusion in the organizational chart of all County Councils, Municipal Councils, as well as of the local ones of national interest (e.g., tourist resorts, nodal transport points, etc.) of at least one person responsible for the "cycling activities" field. In the case of the administrative divisions that have developed their own master plans, the target is to create at least one special position for a "cycling advisor". **Indicator:** the creation of "cycling advisor" positions/roles in the local, regional, and national administrations. **Deadline:** 2028.
 5. Providing equal opportunities for traffic participants. Equality of opportunity refers to similar conditions of use of the infrastructure for all users. For example, roadway maintenance, parking access, vehicle security, snow removal or roadway cleaning, etc. **Actions:** 5.1 Evaluation of equal opportunities in traffic and cycling policies at local, regional, and national levels through certified tools at the European level. 5.2 Establishing intervention actions and priorities and including them in national/regional/local strategies. **Indicator:** at least three assessments by 2030. **Deadline:** 2030.
 6. Implementing programmes for consulting bicycle users and identifying their needs. **Actions:** 6.1 Setting up and implementing working groups of administration representatives and representatives of cyclists at the national, county, and local levels. **Indicator:** Development of studies and surveys. **Deadline:** every year, by the end of 2023.

5.6 Pillar 6 – Investments and Funding



Each pillar and each objective will need sources of funding and investments, such as:

1. Fee deductions and financial support for cyclists. Such initiatives refer to facilities for the purchase of utilitarian bicycles (especially folding ones), access to free secure parking areas, the setting up of facilities for cycle tourists, folding bicycles being considered pieces of "luggage" during trips with public transport, etc. **Actions:** 1.1 Designing and implementing programmes of financial support or fiscal facilities for cyclists who use a bicycle in daily activities (urban transport, connections with other means of transport, etc.) and for cycle tourists. **Indicator:** annual financial and fiscal support programs at a local, regional, and national level.
2. Including funding for cycling activities in the budget administrations. **Actions:** 2.1 Including financial resources needed in all territorial and administrative divisions that implement cycling master plans.

Deadline: during the implementation of each master plan and when new positions for cycling advisors are included in organizational charts.

3. Attracting UE funds. **Actions:** 3.1 Implementing projects related to the use of bicycles in the amount of at least 3 billion Euros by 2030, according to the obligations assumed under NRRP.
4. Participating of ministry representatives in joint (transnational) projects – as project partners – thus ensuring that Romania is permanently connected to other EU countries. **Actions:** 4.1 Annual participation in at least one strategic European project in which a ministry is a national partner in the project. **Deadline:** 2030.

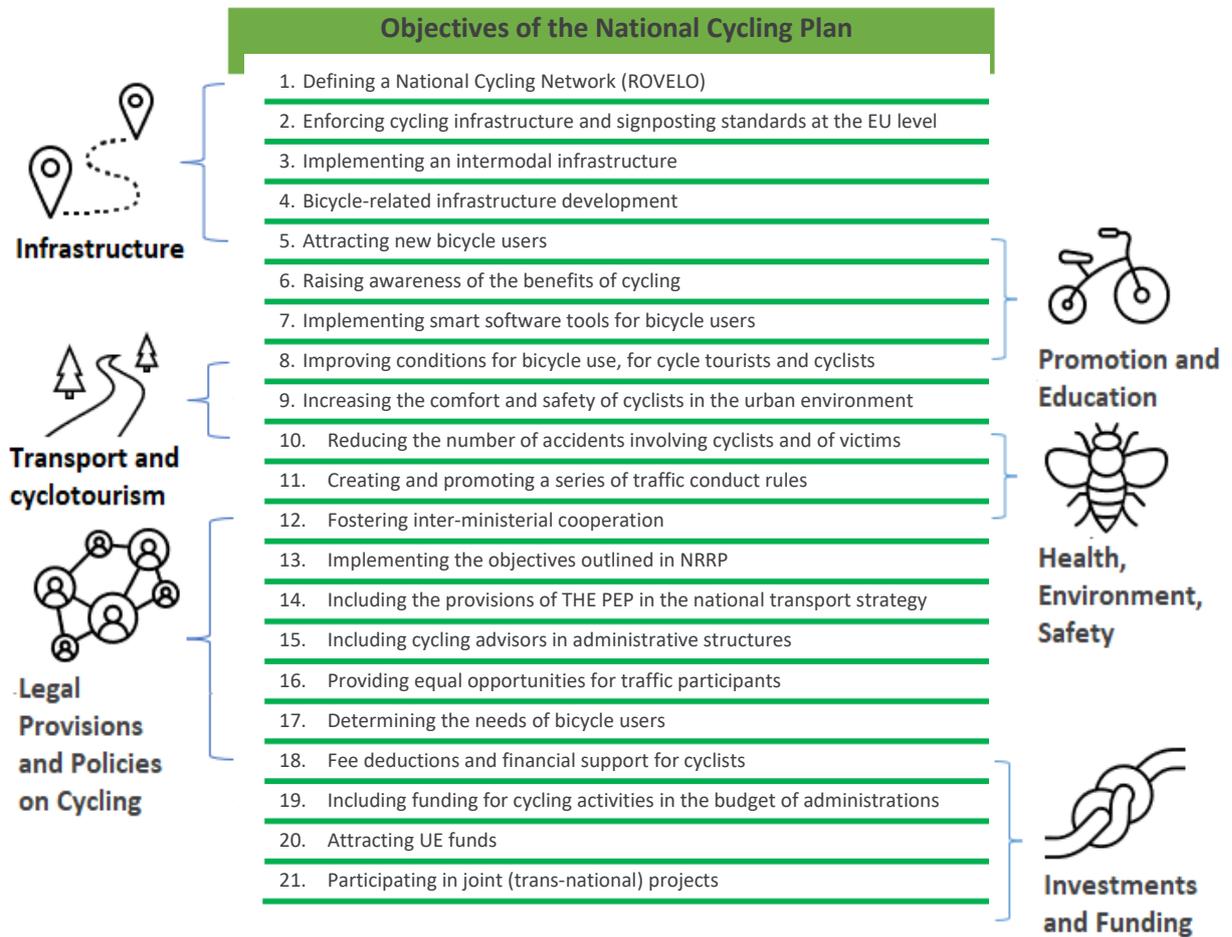
5.7 Monitoring and Assessment

In addition to the previous 21 objectives, we have added an activity consisting of monitoring, assessing, and controlling the implementation of the National Cycling Plan, acting as a "radar" in terms of achieving the aforementioned cycling objectives.

The purpose of this activity is to track down, assess, manage, and report on all the other objectives and actions included in the National Cycling Plan so that all indicators are met.

The 21 objectives include the measures and actions proposed after the completion of the Bypad national audit of cycling policies, which are also included in the next chapter and listed in Appendix no. 2.

Synthesis of the 21 objectives and their correspondence with the pillars



6 Inclusion of BYPAD Audit Results in the National Cycling Plan

In 2021, the first national audit of cycling policies in Romania was carried out under the framework of the Danube Cycle Plans project, with the help of the Bypad organization (Austria). It is the first audit of cycling policies on a national level undertaken by all nine countries participating in the project. The Bypad methodology has been used so far in Europe at the local and regional levels. The results of such an audit indicate the level of development of cycling policies in the evaluated states. The National Cycling Plan includes the recommendations resulting from the Bypad evaluation, which are among the 21 objectives included in the National Cycling Plan.

Appendix no. 1 presents the full final report of the Bypad Audit at the country level, for Romania.

6.1 Presentation of the National Cycling Policies Audit

Romania is the largest of the states involved in the "Danube Cycle Plans" project, with a population of approximately 19 million inhabitants distributed over an area of approximately 238,000 km². 12 assessors belonging to the political and administrative fields as well as cyclists participated in the audit, and the cumulative result indicated **a score of 1.08 out of 4, which translated into the fact that the current national cycling policies cover approximately 27% of the needs of the cycling community in Romania.**

The Bypad audit is an assessment of national cycling policies, based on a survey comprising 21 questions grouped into nine thematic modules. Between 10 and 15 national assessors participated in the survey and had been selected from the persons involved in the process of developing cycling policies, in the implementation/execution of budgets, but also from the direct users of bicycles and (potential) beneficiaries of the cycling policies at the national level.

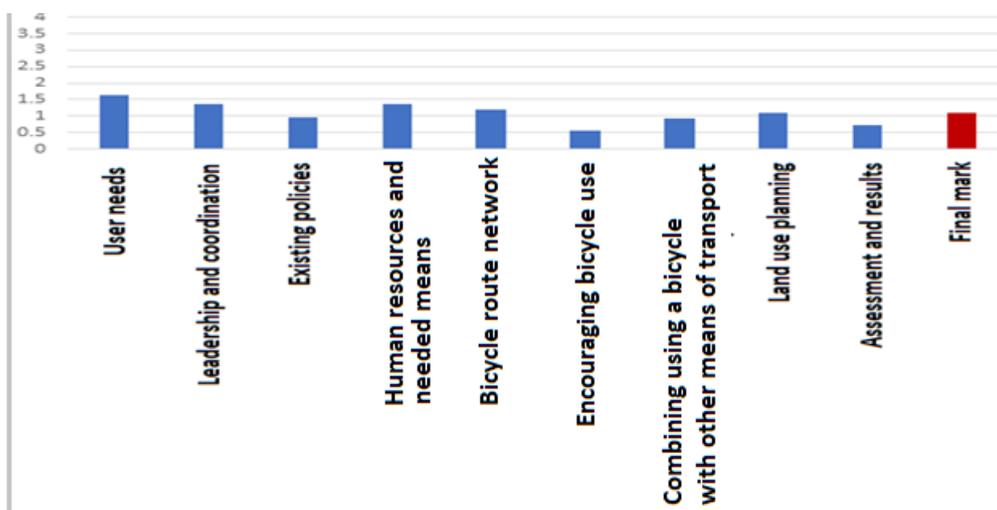
The cycling policies of the partner states in the project were evaluated as well according to the BYPAD methodology, which uses the following stages of development:

| | |
|--|---------------------------|
| Level 0: (almost) no activity | < 25 % |
| Nivel 1: ad-hoc oriented approach | ≥ 25 to < 50 % |
| Level 2: isolated approach | ≥ 50 to < 75 % |
| Level 3: system-oriented approach | ≥ 75 to < 100 % |
| Level 4: integrated approach | 100 % |



6.2 Results of the Audit

Obtained results, broken down by modules



On the BYPAD development scale, Romania scored 1.08 (27%). This means that national cycling policies are at the "ad hoc approach" level, but very close to the "(almost) no activity" level. Cyclists' needs are covered in a proportion of 27%.

6.3 Conclusions of the Audit

- National cycling policies are in an early stage of development. They include regulations regarding cycling that are part of several normative acts, but many represent mere recommendations.
- Certain development opportunities depend upon funding programs (POS, POR, NRRP).

- At the regional and local levels, the stage of cycling policies is more advanced than at the national level, and the results of implementing these policies have started to become visible.
- There are no departments or coordination positions in the field of cycling in the administrative structures. The existing staff was assigned the tasks that have led to the current achievements, but the responsible persons had no experience or skills in the field.
- The authorities have started to collect statistical data on cycling activity, but their approach is neither systematic nor rigorous.
- At the national level, there are several working groups organized under the framework of projects or that have been created as part of legislative initiatives. These working groups are temporary and cannot make political decisions. There are certain effective working groups at the regional level.
- The poorest score was awarded for the multimodality criterium, as – even though the existing legislation allows for it to be taken into account – the development of the cycling infrastructure is not encouraged and it is considered a secondary topic by the authorities.

The analysis of each module is presented in the Final Report, which is part of Annex No. 1 of the National Cycling Plan.

6.4 Recommendations on Future Cycling Policies in Romania and their Incorporation into the National Cycling Plan

Recommendations are formulated for each module and their incorporation in The National Cycling Plan (NCP) is mentioned at the end of each module:

M1. User needs

- M1.1. Implementation of regulations or methodologies allowing for users to be regularly consulted.
- M1.2. Involvement of local and regional working groups in consultations and studies aimed at identifying their needs and behaviours.

The actions must be correlated with the recommendations of the modules "Human resources and necessary means" (M4) and "Land use and infrastructure planning" (M8).

These recommendations are found in objective no.6 of Pillar 5 – "Regulations and policies on cycling" of the NCP.

M2. Leadership and coordination

- M2.1. "Cycling" can become an important topic as a result of the obligation to include it in the planning of new projects.
- M2.2. Coordination at the institutional level will be achieved by implementing the recommendations of the "Human resources and necessary means" module (M4).
- M2.3. Leadership will be achieved by assigning precise responsibilities and tasks to public servants in the administrative structures.

The adoption of these measures will also have a direct impact on the modules "Combining using a bicycle with other means of transport" (M6) – where the lowest score was obtained and "Land use and infrastructure planning" (M8).

These recommendations are found in objective no. 5 of Pillar 5 – "Regulations and policies on cycling" of the NCP.

M3. Existing policies

- M3.1. The adoption of the current legislative proposals would represent a significant achievement at the national level as they will foster the implementation of concrete activities.

The recommendations comprised in M3 have a direct impact on the implementation of the national cycle tourism network and the local/regional alternative transport ones (M5).

These recommendations are found in objective no. 3 of Pillar 5 – "Regulations and policies on cycling" of the NCP.

M4. Human resources and necessary means

- M4.1. It involves the creation of specialized departments and staff/clerks responsible for specific tasks.
- M4.2. Assigning tasks and responsibilities to the responsible staff at the national, regional, and local levels.

The actions must be correlated with the recommendations of the modules "Encouraging people to use a bicycle at different levels" (M7) and "Land use and infrastructure planning" (M8).

These recommendations are found in objectives 1-4 of Pillar 5 – "Regulations and policies on cycling" of the NCP.

M5. Bicycle route networks and traffic safety

- M5.1. The adoption of the current legislative proposals would allow the implementation of national, regional and local networks.

The actions must be correlated with the recommendations of the modules "Combining using a bicycle with other means of transport" (M6) and "Existing policies" (M3).

These recommendations are found in objective no.1 of Pillar 1 – "Infrastructure" of the NCP.

M6. Combining using a bicycle with other means of transport

- M6.1. We expect that this module will achieve a better score after implementing the recommended measures for the module "Leadership and coordination" (M2).
- M6.2. Checking multimodality in the main public transport stations.
- M6.3. Improving dialogue with national public transport service providers (railroad, road, and water transportation companies) to optimize intermodal journeys.
- M6.4. Funding schemes for the purchase of folding bicycles that are easy to use in public transport means and to store inside the workplace.

These recommendations are found in objective no. 3 of Pillar 1 – "Infrastructure" of the NCP.

M7. Encouraging people to use a bicycle at different levels

- M7.1. The adoption of the current legislative proposals and their actual implementation.
- M7.2. The adoption of good practices from other European countries.
- M7.3. Expanding local/regional cycling initiatives at the national level by promoting best practices and solutions.
- M7.4. Implementing bicycle training courses for children and adults.
- M7.5. Active involvement of the Ministries of Education and Health in programmes aiming to promote cycling (these measures must be correlated with the recommendations in the module "Human resources and necessary means" (M4).

These recommendations are found in all the measures of Pillar 4 – "Health, environment and traffic safety" of the NCP.

M8. Land use and infrastructure planning

- M8.1. The evaluation of the impact of mobility must become mandatory in the planning process of new land use plans that will generate heavy traffic (currently this is not mandatory and it represents a recommendation). Public involvement (of pedestrians and cyclists) must be considered from the early planning stages.
- M8.2. Giving clerks in public administration structures a series of advisory roles concerning cycling-related aspects (see recommendations in modules M2 and M4).

These recommendations are found in objective no. 5 of Pillar 5 – "Regulations and policies on cycling" of the NCP and in objective no. 4 of Pillar 1 – "Infrastructure" of the NCP.

M9. Assessment and results

- M9.1. Defining a set of necessary data related to cycling that must be systematically measured.
- M9.2. Conducting relevant surveys focused on the topic of "mobility" and analyzes related to cycling (demographics, purpose of trips, separation between cycle tourism and commuting, etc.).
- M9.3. Implementing permanent counting stations on all urban and national routes that are part of the National Cycling Network.
- M9.4. Implementing a discussion platform where the officials responsible for the topic of "cycling" (see M2 and M4) and the beneficiaries of cycling policies can interact.

These recommendations can be found in the objective "Monitoring and assessment".

7 Action Plan

The implementation of The National Cycling Plan involves the transformation of the objectives into national projects, which will be implemented by the entities that will take on the efforts needed to achieve the aforementioned results. The coordination and supervision of the implementation will be in charge of the National Cycling Coordination Center (CNCV). One of the projects was the coordination and reporting concerning all the other projects under the National Cycling Plan.

The National Cycling Plan projects are summarized below and their detailed description, including the implementation plan, the action plan, the responsibilities, the expected results, the estimated budgets, and the timelines should be detailed in the future project sheets for each objective.

The summary of the Action Plan is presented in Appendix no. 2 of the National Cycling Plan.

Appendix no. 3 presents the structure of the National Cycling (Rovelo) Network, as proposed in the "Danube Cycle Plans" project.

8 Next Steps

The first National Cycling Plan was developed within the Interreg "Danube Cycle Plans" project and will be handed over for implementation to the newly established National Cycling Coordination Center established under the Ministry of Development, Public Works and Administration.

The National Cycling Plan will also lead to the elaboration of a new National Cycling Plan, no later than 2030.

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10 Definitions And Abbreviations*

* Most of the definitions are taken from the "National Strategy for encouraging the use of bicycles", but also from similar documents of other countries (included in the reference section).

Bicycle – a vehicle equipped with two wheels, propelled via pedals or cranks by the muscle power of the rider. Also considered bicycles are the assisted pedal vehicles equipped with an auxiliary electric motor with a continuous nominal power of less than or equal to 250 W whose use is interrupted when the rider stops pedaling or is progressively reduced as the speed of the vehicle increases or it is completely interrupted before the vehicle speed reaches 25 km/h, as well as motorized bicycles, as defined by the (EU) Regulation no. 168/2013 of the European Parliament and of the Council, of 15 January 2013, on the approval and market surveillance of two- or three-wheeled vehicles and quadricycles.

Bicycle path/ cycling path – a subdivision of the roadway, sidewalk, or road shoulder, that is not separated from the road, that was specially designed, signposted, and marked and that is intended only for bicycle and electric scooter traffic. Similar term: "cycling lane".

Bike & Ride – an area/building comprising bicycle parking places located in the direct vicinity of public transport stations (train stations, bus stations, airports, metro, or bus line ends, etc.).

Bike Mayor / Councilor of the Mayor on bicycle-related issues – a position that is equal to that of an adviser/consultant who represents the community and the interests of cyclists in local administrations. The role of the person holding this position is to promote, facilitate, guide and accelerate the uptake of measures and projects that improve cycling conditions, at the locality level. This position is usually a volunteer-based one, while these representatives are recommended by local cycling groups and – sometimes – they are voted for by the public in unofficial elections. At the end of 2019, 200 cities in the world had Bike Mayor positions/roles.

Bike Officer / Advisor (administrator/official/clerk) on cycling topics in ministries and regional administrations – a position that is equaled to that of an adviser/consultant who represents the community and the interests of cyclists in the national/regional administrations.

Bike sharing – a (public or private) automatic short-term bicycle rental system. The system can feature docking stations, in which case the bicycle is handed over and picked up from a designated station, or cannot feature docking stations (it is dockless), in which case the rules for picking up and handing over bikes are specified in the application developed for the system.

Black point – is a part of the public road segment where a higher rate of road accidents has taken place than the average rate of accidents recorded per distance unit of the respective road and over a historical time interval, established by the Romanian Road Authority (A.R.R.). For the purposes of this definition, the historical time interval used is of 3 years, while the non-urban distance unit applicable is 1 km, while the urban distance unit applicable is 50 m.

Car sharing – a (public or private) automatic short-term auto vehicle rental system.

Cargo bicycle – a bicycle that – due to its built – can be used for the transport of goods. In the case of a larger volume of cargo, tricycles are used, therefore the term, although it is improper, also includes these.

CJ – Consilii Județene/ County councils.

CNCV – Centrul Național de Coordonare Velo/ "National Cycling Coordination Center".

Commuting – local transport by bicycle – including in combination with other means of public transport – at constant periodic intervals (daily, weekly, etc.) to carry out current activities. This activity includes traveling to work, to school, going shopping, etc., and includes both reaching the destination and the way back.

Cycle track – the subdivision of the roadway, sidewalk, curb, or track separated from the road, specially laid out, signposted, and properly marked, intended only for the circulation of bicycles and electric scooters.

Cycling (sport) – a sport in which participants ride special bicycles on cycling tracks or the road.

Cycling infrastructure – the set of facilities and physical structures that ensure the mobility, transfer, and stationing of people and goods by bicycle.

Cycling lane – see "bicycle path".

Cycling plan/cycling strategy – local/regional/national/transnational strategic document for planning activities related to bicycle infrastructure, cycling legislation, information, consultation, administration, etc., aiming at improving the conditions for traveling by bicycle at the local/regional/national/transnational level.

Cycling road – a route linking two localities or two points situated outside the localities and created especially for traveling by bicycle. Access to the cycling roads is also open for other vehicles, but bicycles are entitled to the right of way. It shall not be confused with bicycle street and greenways! Cycle roads can be green roads.

Cycling routes – bicycle routes whose main function is that of ensuring connections at the town/city, regional, or country level; they connect destinations within a locality or the centers of localities outside the built-up area.

Cycling trail – a marked route intended for bicycles and that is dedicated to serving the needs of utilitarian cyclists or cyclists who ride as a hobby, ensuring a fast circulation on a direct or indirect route between two points.

Cycling/bike track (international term) – see "bicycle track".

Cyclist (M/F) – a person who uses a bicycle as a means of transportation or a person who rides the bicycle for a sport called "cycling".

Cycle tourism – a form of tourism involving traveling by bicycle.

Cycle tourist – a person who is involved in cycle tourism activities.

Danube Transnational Program – one of the Interreg programmes, funded by the European Union, ensuring funding for projects for the development and implementation of policies, tools, and services, as well as small-scale pilot investments.

DCP – Danube Cycle Plans.

ECF – European Cyclists’ Federation.

ECS – European Certification Standard.

ECTN – European Cultural Tourism Network.

EU – European Union.

Eurobarometer – a series of public opinion polls carried out by the European Commission in the member states, created in 1974.

EuroVelo – the European network of routes intended for cycle tourism.

FBR – Romanian Cyclists’ Federation.

Good practice/example of good practice – is a real-world example (case study) where a method or technique has been applied that has consistently shown results superior to those obtained by other means.

Greenways – are inland communication routes reserved exclusively for non-motorized travel, developed in an integrated manner and that enhance both the environment and the quality of life in the surrounding area. These routes must meet satisfactory standards in terms of width, gradient, and surface conditions to ensure they are user-friendly for all types of users. River dams and decommissioned railway lines are very suitable resources for greenway development.

HG / GD – Hotărâre de Guvern / Government Decision.

INCDT – Institutul Național de Cercetare-Dezvoltare în Turism / National Institute for Research and Development in Tourism.

INS – Institutul Național de Statistică / National Institute of Statistics.

Integration of transport modes – the process of making journeys based on a more convenient and efficient range of transport modes.

Intermodal point/Intermodal node/intermodal terminal – a series of arrangements that support the transfer of a road user from one mode of transport to another. Depending on the complexity of the intermodal structures (the modes of transport in an area and the size of the structures) they fall into the category of points, nodes, or terminals.

Intermodality (It shall not be confused with multimodality!) – refers to improving the efficiency and attractiveness of a single journey made with several modes of transport (e.g., walking, travelling by train and bus), to provide travelers with a smooth journey. This requires the creation of integrated transport systems by harmonizing different transport services and creating good connections between different modes of transport.

Interreg – a series of programmes aimed at stimulating cooperation between regions, inside and outside the European Union, financed by the European Fund for European Development.

Interreg Transnational Programme – one of the three series of Interreg programmes, which involves cooperation at the level of countries, regions, and localities, to promote better integration within the European Union by forming broad groups of European regions.

MAI – Ministerul Afacerilor Interne/Ministry of Internal Affairs.

MAT – Ministerul Antreprenoriatului și Turismului/Ministry of Entrepreneurship and Tourism.

MDLPA – Ministerul Dezvoltării, Lucrărilor Publice și Administrației/Ministry of Development, Public Works and Administration.

Means of travel/transport – how people or goods move between two or more areas. They can include "non-motorized" means, the most relevant ones including walking or cycling, and "motorized" means, such as cars, buses, trams, trains, subway trains, or waterborne (by rivers, seas) transport means or airborne transport means.

MIPE – Ministerul Investițiilor și Proiectelor Europene/ Ministry of Investments and European Projects.

MMAP - Ministerul Mediului, Apelor și Pădurilor/Ministry of Environment, Water and Forests.

Mobility – the difference between the terms "accessibility" and "mobility" is useful in the context of policy making. Mobility is defined as the potential for movement and the ability to get from one place to another using one or more modes of transportation to meet the daily needs of a person. As such, its meaning is different from accessibility, which refers to the ability to have access to or to reach a desired service or activity. For example, a person may have good mobility but poor accessibility.

MTI – Ministerul Transporturilor și Infrastructurii/Ministry of Transport and Infrastructure.

Multimodality (shall not be confused with intermodality!) – refers to the selection of alternative modes of transport for different journeys within a given time interval (e.g., a day or a week).

Non-motorized means of transport/mobility – a vehicle that helps ensure the transfer of people and goods and that is propelled by a human being (or it is based on the power ensured by air currents, in the case of traveling by water).

OPTAR – Organizația pentru Promovarea Transportului Alternativ în România/Organization for the Promotion of Alternative Transport in Romania.

Park & Ride/Drive & Ride or Park & Bike/Drive & Bike – car and bicycle parking areas located in the direct vicinity of a series of public transport stations. These parking areas aim at facilitating the transition from individual to shared transport and are usually placed in the intersection area of important arteries with the main road rings. For shorter distances, the journey can be continued by bicycle (Park & Bike/Drive & Bike).

Pedelec (PEDal Electric Cycle) or EPACS (Electronic Power Assisted Cycles) – a type of bicycle with a small electric motor that activates when a user is pedaling and progressively assists him or her until reaching a certain speed.

NRRP – Planul Național de Redresare și Reziliență / National Recovery and Resilience Plan.

PNV – Planul Național Velo / National Cycling Plan.

POR – Programul Operațional Regional / Regional Operational Programme.

POS – Programul Operațional Sănătate / Health Operational Programme.

Street for bicycles (cycling street) – Street within the localities where bicycles are entitled to the right of way. It shall not be confused with a cycling path, which is located outside localities!

Sustainable development – is a form of development that seeks to meet the current needs of the people, without ruining the possibility of future generations meeting their own needs.

Sustainable urban mobility plan – the territorial strategic planning tool that correlates the territorial development of localities in the peri-urban/metropolitan area with the mobility and transport needs of people, goods, and commodities.

THE PEP – The Pan-European Master Plan for Cycling Promotion.

(Transport) Infrastructure – the set of facilities and physical structures that ensure the mobility, transfer, and stationing of people and goods.

UNECE – United Nations Economic Commission for Europe.

Viziunea zero (vision zero) – is a policy that places people's lives above anything else and deems unacceptable the death or serious injury produced by car accidents. It was initiated in Sweden in 1997 and it consists of a set of measures that prevent the occurrence of fatal accidents. The main measure under this policy (used nationally only in Sweden and the Netherlands, and locally in a series of cities in Europe and North America North) is for the local authorities to design roads/streets and to enforce speed limits so that they do not allow motorized vehicles to travel at speeds that can cause any death or serious injury in the event of accidents.

Vulnerable road users – are non-motorized traffic participants, such as pedestrians and cyclists, but also motorcyclists and disabled people or persons with reduced mobility and featuring orientation problems.

Appendices

Appendix 1: The Final Report of the First BYPAD Audit in Romania

The cycling policies of the partner states in the project were evaluated according to the BYPAD methodology, which uses the following stages of development:

| | |
|--|---------------------------|
| Level 0: (almost) no activity | < 25 % |
| Nivel 1: ad-hoc oriented approach | ≥ 25 to < 50 % |
| Level 2: isolated approach | ≥ 50 to < 75 % |
| Level 3: system-oriented approach | ≥ 75 to < 100 % |
| Level 4: integrated approach | 100 % |



Methodology

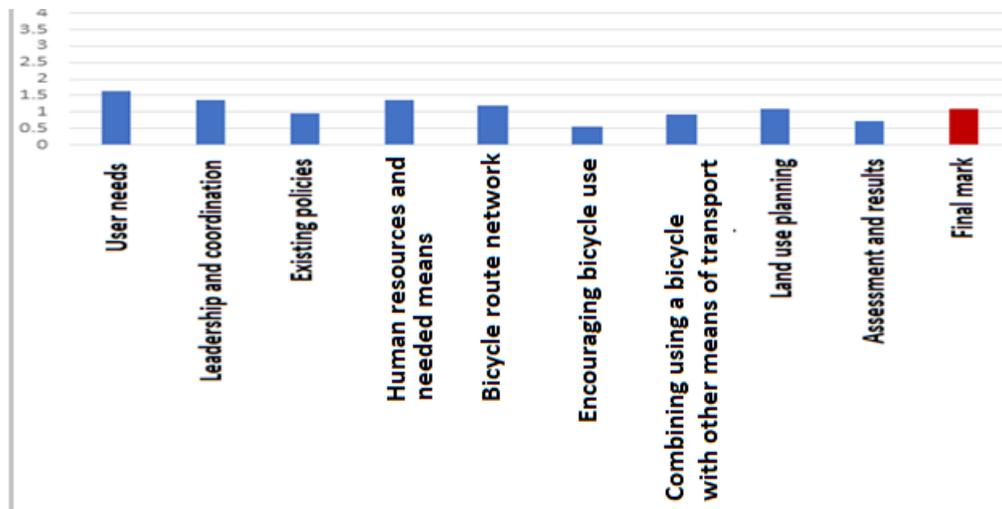
The BYPAD methodology represents a self-evaluation of the cycling policies of cities, regions, or states, made by a group of assessors selected from the audited geographical area and belonging to the political (legislative) level, the administrative (budget executors) level, and from actual users (cycling policy beneficiaries).

The selection of assessors respected BYPAD requirements: they needed to be involved in the process of creating cycling policies, in the implementation/execution of budgets, but also direct users of bicycles and (potential) beneficiaries of cycling policies at the national level. The number of national assessors participating in the audit was recommended to be between 10 and 15. In Romania, 12 national assessors participated in the study, as follows: 3 from the political field, 4 from the administrative field, and 5 from the ranks of beneficiaries/users.

The selected assessors answered the questions of a survey developed by BYPAD specialists. The questions were divided into nine modules. A national auditor supervised the process and conducted additional interviews to justify the answers.

The structuring of the results and the interpretation of the results were done by a national auditor, assisted by the BYPAD organization, that carried out the audit.

Obtained results, broken down by modules



BYPAD Score

On the BYPAD development scale, Romania scored 1.08 (27%). This means that national cycling policies are at the "ad hoc approach" level, but very close to the "(almost) no activity" level. Cyclists' needs are covered in a proportion of 27%.

Conclusions

- National cycling policies are in an early stage of development. They include regulations regarding cycling that are part of several normative acts, but many represent mere recommendations.
- Certain development opportunities depend upon funding programs (POS, POR, NRRP).
- At the regional and local levels, the stage of cycling policies is more advanced than at the national level, and the results of implementing these policies have started to become visible.
- There are no departments or coordination positions in the field of cycling in the administrative structures. The existing staff was assigned the tasks that have led to the current achievements, but the responsible persons had no experience or skills in the field.
- The authorities have started to collect statistical data on cycling activity, but their approach is neither systematic nor rigorous.
- At the national level, there are several working groups organized under the framework of projects or that have been created as part of legislative initiatives. These working groups are temporary and cannot make political decisions. There are certain effective working groups at the regional level.
- The poorest score was awarded for the multimodality criterion, as – even though the existing legislation allows for it to be taken into account – the development of the cycling infrastructure is not encouraged and it is considered a secondary topic by the authorities.

Analysis of results, broken down by modules

All the average scores of the modules fell into Level 0 or 1. For this reason, we reproduce the meaning of these levels below:

Level 0 – (Almost) no activity. This level indicates that – at the national level – there is almost no activity or legislative initiative aimed at increasing the number of cyclists or improving cycling conditions.

Level 1 – Ad-hoc, emergency approach: we act only when something happens and only where necessary. This level indicates the existence of a certain form of cycling policies, but of a minimal level. Cycling policies are rather punctual initiatives, intended to solve problems that arise unexpectedly. As a rule, the measures are focused on infrastructure or traffic safety, in specific areas or situations. However, certain emerging policies can be glimpsed, that are characterized by the following activities:

- Budget allocations, but are scarce and unpredictable.
- A certain level of commitment from the political level.
- There are a few positions dedicated to cycling policies in the administrative structures, but the persons who hold them have no experience, no responsibility, and no proven skills in terms of cycling.
- Very limited communication, informal or short-term structures, and agreements.
- The quality of these activities depends on the individual effort of the persons involved in their implementation.

M1. User needs 1.63 (40.75%) – Level 1 – Ad-hoc actions

It is the highest score obtained in a module and it indicates a certain openness of the authorities to listen to or infer the needs of users. However, most of the needs are reported by the beneficiaries/users out of their own initiative and not as a result of a proactive behavior of the authorities or based on regular consultations or market research activities/studies/pilot projects/etc.

M2. Leadership + coordination 1.35 (33.75%) – Level 1 – Ad-hoc actions

The score indicates the emergence of the topic of cycling on the public agenda, but it is a minor one, while the existence of working groups or initiatives aimed to legislate the topic at the national level is almost inexistent or it is put in place only when related needs arise (changing the traffic code, need for road safety measures, etc..). The assessors' comments indicated a need for a more intensive involvement of the authorities and the users at the regional and local levels.

M3. Existing policies 0.95 (23.75%) – Level 0 – (Almost) no activity

The score indicates the absence of coherent policies in this area or the existence of fragmented regulations that are not updated in other laws in which the topic of cycling is secondary. The score almost reached Level 1 thanks to some measures such as the following: a series of European Union regulations that are due to be implemented at the national level, the (temporary and occasional) opportunities offered by NRRP, but also a series of legislative proposals initiated by the cycling community, that are not yet adopted. In the opinion of the auditor, the adoption of the proposed regulations could rise the score of this module to Level 2.

M4. HR and assets 1.35 (33.75%) – Level 1 – Ad-hoc actions

The score shows the still incipient level of the coordinating actions undertaken by the administration at the national level. There are funds (either dedicated or available under other funds) available to this end, but how they are used and the implementation of cycling policies are unsatisfactory. On the other hand, there is no specialized and experienced staff included in national organizational charts, and the problems that arise are solved by these clerks, depending on their spare time and/or their priorities. The comments of the assessors indicate – again – a need for more advanced stages at the local level.

M5. Bicycle route networks and traffic safety 1.18 (29.50%) – Level 1 – Ad-hoc actions

The existence of local tracks and routes indicates an early phase of possible development of a future national network. For now, the national cycling route networks (intended for tourist or local transport) are only included in temporary projects and do not benefit from national support.

M6. Combining using a bicycle with other means of transport 0.55 (13.75%) – Level 0 – (Almost) no activity

It is the lowest score obtained by a module. So far, multimodality and alternative transport have not been attained at the national level.

M7. Encouraging people to use a bicycle 0.93 (23.25%) – Level 0 – (Almost) no activity

The assessors agree that there are no activities assumed by the political level aimed at encouraging cycling, yet the score almost reached Level 1 due to a legislative proposal aimed to encourage cycling, as well as for the funding made available at the local level. However, the assessors' comments point out again the need for encouraging initiatives at the regional/local level.

M8. Infrastructure 1.09 (27.25%) – Level 1 – Ad-hoc Actions

The score indicates an early stage of taking cyclists' needs into account in the process of developing new infrastructures. However, even though regulations related to cycling are in place, they are either not applied or they are mere recommendations (there is an obligation to refer to certain standards for setting up cycling infrastructure but implementing them is not mandatory). The answers of the assessors also indicate that the topic of cycling is a secondary one when it comes to infrastructure planning, which is focused primarily on motor vehicle traffic.

M9. Assessment and results 0.73 (18.25%) – Level 0 – (almost) no activity

The score indicates a low interest of the national authorities in the topic of cycling. The data is collected only when problems occur and they are incompletely retrieved, while information on improving cycling policies and their implementation is non-existent or reflects the current general state of the art.

Recommendations on future cycling policies in Romania

- M1. User needs** Implementation of regulations or methodologies allowing for users to be regularly consulted.
Involvement of local and regional working groups in consultations and studies aimed at identifying their needs and behaviours.
The actions must be correlated with the recommendations of the modules “Human resources and necessary means” (M4) and “Land use and infrastructure planning” (M8).

- M2. Leadership and coordination** "Cycling" can become an important topic as a result of the obligation to include it in the planning of new projects. Coordination at the institutional level will be achieved by implementing the recommendations of the module "Human resources and necessary means" (M4). Leadership will be achieved by assigning precise responsibilities and tasks to public servants in the administrative structures. The adoption of these measures will also have a direct impact on the modules "Combining using a bicycle with other means of transport" (M6) – where the lowest score was obtained and "Land use and infrastructure planning" (M8).
- M3. Existing policies** The adoption of the current legislative proposals would represent a significant achievement at the national level as they will foster the implementation of concrete activities. The recommendations comprised in M3 have a direct impact on the implementation of the national cycle tourism network and the local/regional alternative transport ones (M5).
- M4. Human resources and necessary means** Cycling policies must be created and implemented by dedicated cycling advisors. It involves the creation of specialized departments and staff/clerks responsible for specific tasks. Assigning tasks and responsibilities to the responsible staff at the national, regional, and local levels. The actions must be correlated with the recommendations of the modules "Encouraging people to use a bicycle at different levels" (M7) and "Land use and infrastructure planning" (M8).
- M5. Bicycle route networks and traffic safety** The adoption of the current legislative proposals would allow the implementation of national, regional, and local networks. The actions must be correlated with the recommendations of the modules "Combining using a bicycle with other means of transport" (M6) and "Existing policies" (M3).
- M6. Combining using a bicycle with other means of transport** We expect that this module will achieve a better score after implementing the recommended measures for the module "Leadership and coordination" (M2). Checking multimodality in the main public transport stations. Improving dialogue with national public transport service providers (railroad, road, and water transportation companies) to optimize intermodal journeys. Funding schemes for the purchase of folding bicycles that are easy to use in public transport means and to store inside the workplace.
- M7. Encouraging people to use a bicycle at different levels** The adoption of the current legislative proposals and their actual implementation. The adoption of good practices from other European countries. Expanding local/regional cycling initiatives at the national level by promoting best practices and solutions. Implementing bicycle training courses for children and adults. Active involvement of the Ministries of Education and Health in programmes aiming to promote cycling (these measures must be correlated with the recommendations in the module "Human resources and necessary means" (M4)).

- M8. Land use and infrastructure planning** The evaluation of the impact of mobility must become mandatory in the planning process of new land use plans that will generate heavy traffic (currently this is not mandatory and it represents a recommendation). Public involvement (of pedestrians and cyclists) must be considered from the early planning stages.
Giving clerks in public administration structures a series of advisory roles concerning cycling-related aspects (see recommendations in modules M2 and M4).
- M9. Assessment and results** Defining a set of necessary data related to cycling that must be systematically measured.
Conducting relevant surveys focused on the topic of "mobility" and analyzes related to cycling (demographics, purpose of trips, separation between cycle tourism and commuting, etc.).
Implementing permanent counting stations on all urban and national routes that are part of the National Cycling Network.
Implementing a discussion platform where the officials responsible for the topic of "cycling" (see M2 and M4) and the beneficiaries of cycling policies can interact.

Appendix 2: Synthesis of the 21* Objectives and Their Correspondence with the Pillars

| Pillar | Objective | Description | Targets/Results | Actions | Responsible person or body | Estimated budget (RO) | Deadline |
|--------|--|---|--|---|---|-----------------------|--------------------|
| 1 | 1. Defining a National Cycling Network (ROVELO) | Setting up a National Cycling Network (ROVELO), that will include national (long-distance) routes, regional routes, and local routes. | a) 100% homologated national routes; b) 10.000 km of mapped regional and local routes; c) 5.000 km of homologated regional and local routes; d) setting up at least 3,000 km of cycling routes that are compliant with the European Cyclists Standard. | 1.1 Homologation of the entire network of national routes (approximately 8,400 km) and of the most frequently used regional and local routes; 1.2 Mapping of regional and local routes. | 1. MDLPA via CNCV 2. MAI 3. County Councils | 14.500.000.000 | 12,2026 |
| 1 | 2. Enforcing cycling infrastructure and signposting standards compatible with those in other parts of Europe | Enforcing cycling infrastructure and signposting standards compatible with those in other parts of Europe | a) national infrastructure standard, adopted. | 2.1 Adoption of a national standard for the homologation and signposting of cycling routes; Deadline: the end of 2022. 2.2 Alignment of the national standard with other international standards (ex. European Cycling Standard, PRESTO, etc.) | MDLPA via CNCV | 50.000 | 12,2024 |
| 1 | 3. Implementing an intermodal infrastructure | These systems include secure parking areas and offer the possibility to transport bicycles in means of transport over long distances, and ensure road connections with the local and national cycling network. | a) at least one secure indoor parking lot in the main railway stations and bus stations in the country; b) ensuring a number of places (tickets) for carrying bicycle in trains; equal to at least 10% of the number of passengers; c) all means of transport intended for commuting will have dedicated areas for storing bicycles during the trip; d) folding bicycles will be considered pieces of | 3.1 Setting up connections with the main means of transport in the main railway stations, bus stations, and intermodal points in the country. 3.2 Facilitating the access of cyclists to railway stations, bus stations, and intermodal points. 3.3 Guaranteeing a high degree of security for bicycles in or near intermodal points, in railway stations and bus stations. | 1. MTI 2. MDLPA 3. Municipalities of the main 10 cities in the country (in terms of number of inhabitants) 4. County Councils of the main 10 cities in the country (in terms of number of inhabitants) | 3.000.000.000 | 12,2029 |
| 1 | 4. Bicycle-related infrastructure development | Ensuring the framework for bicycle-related infrastructure development (bicycle parking areas, accommodation units for cyclotourists, route homologation, availability of websites featuring maps and information on routes, cycling shops and service centers in place, etc.) | a) adoption of the Internal Order Regulation and of the organizational chart; b) hiring staff and assigning them with roles and responsibilities; c) criteria for the approval of cycling routes; d) criteria for creating the related cycling infrastructure | 4.1. Operationalization of the National Cycling Coordination Center (CNCV). 4.2 Establishing the homologation criteria for cycling routes and for the related infrastructure | MDLPA via CNCV | 350.000 | 12,2022 |
| 2 | 1. Attracting new bicycle users | This category included children and people who rarely use the bicycle. | a) an annual increase of at least 10% annual in new bicycle users/owners; b) legislative adjustments tailored to facilitate young people's access to urban bicycle traffic; c) easy bicycle access in all schools. | 1.1 Implementing legislative adjustments for children to be allowed to use the bicycle; 1.2 Tax facilities for persons who use the bicycle for utilitarian purposes (to go to work, shopping, or to school, etc.); 1.2 Tax facilities for persons who use the bicycle for utilitarian purposes (to go to work, shopping, or to school, etc.); 1.3 Fiscal facilities for those who purchase and use folding bicycles. | 1. County Councils 2. Municipalities | 3.000.000 | Each year, by 2030 |

National Cycling Plan of Romania, 2022-2030

| Pillar | Objective | Description | Targets/Results | Actions | Responsible person or body | Estimated budget (RO) | Deadline |
|--------|--|---|--|---|--|-----------------------|--------------------|
| 2 | 2. Raising awareness of the benefits of cycling | Carrying out campaigns to promote cycling as an activity that is beneficial for health and as a means of protecting the environment. | a) at least one annual national campaign to promote the benefits of cycling (improved user health and environmental protection) | 2.1 Carrying out campaigns to promote cycling as a means of protecting the environment; 2.2 Carrying out campaigns to promote cycling as an activity that is beneficial for health. | 1. MDLPA via CNCV 2. MMAP 3. MS | 2.000.000 | Each year, by 2030 |
| 2 | 3. Implementing smart tools for bicycle users | Smart applications comprising information via which users can have the necessary data at hand, such as available parking places, current weather conditions, possible routes, accommodation for cyclists, dedicated cycling shops, repair shops, etc. in the ROVELO network and in combination with other modes of transport. | a) operational Website and phone application; b) digital informative materials distributed in all tourist information centres and at the main tourist attractions in the national cycling network. | 3.1 Creation of a Website and a Web application for users of the national velo network. 3.2 Creation and production of (printed and online) informative materials. | MDLPA via CNCV | 50.000 | 2024 |
| 3 | 1. Improving conditions for bicycle use, for cyclotourists and cyclists | Maximizing the active tourism opportunities that Romania holds by promoting cycle tourism | a) an increase by at least 10% annually in the number of cycle tourists; b) an increase by at least 5% annually in the market share of cycle tourism in the total share of tourism in Romania; c) organizing at least one important (road, MTB, cyclocross, etc.) cycling competition, that will be considered a key event on the European cycling competition agenda. | 1.1 At least one international certification for HoReCa intended for cycle tourists (ex. Bet&Bike, Cyclists Welcome, etc). 1.2 Promotion of products for cycle tourists via travel agencies. 1.3 Cycle tourism master plans in place in all counties by 2030. 1.4 Raising the level of international cycling competitions in Romania. | 1. MDLPA via CNCV 2. MTI 3. MAI 4. MTS 5. County Councils 5. Municipalities | 3.030.000.000 | Each year, by 2030 |
| 3 | 2. Increasing the comfort and safety of cyclists in the urban environment | Alternative urban transport can be improved by increasing traffic safety for vulnerable participants (pedestrians and cyclists). This can be achieved by reducing the speed for motorized traffic and by separating motor vehicle traffic from bicycle and pedestrian traffic. | a) limiting motor vehicle speed to 30km/h in localities placed on road segments that are also common with bicycle routes by 2025; b) at least 1,000 km of bicycle paths inside localities, separated from motor vehicle roads, by 2030; c) an increase in the number of bicycle paths inside localities from the current value of 6% - (according to Eurostat) to 20% by 2030; d) increasing the average distance traveled in the urban environment from the current value of 4 km to | 2.1. Limiting car speed in localities on the segments shared with cycling traffic, similar to the actions taken by other European countries. 2.2 Cycling masterplans in all cities with over 50,000 inhabitants. 2.3 Identifying commuting routes between major cities and satellite cities | 1. MDLPA via CNCV 2. MTI 3. MAI 4. County Councils | 4.800.200.000 | 2030 |
| 4 | 1. Reducing the number of accidents involving cyclists and of victims among cyclists | Reducing the number of accidents involving cyclists and of victims among cyclists | Reducing by 50% the number of accidents involving cyclists and the number of victims of accidents involving cyclists by 2030 | 1.1 Adjusting legislation in favour of vulnerable road users. 1.2 Creating the framework for separating motor vehicle traffic from cycling traffic, as well as cycling traffic from pedestrian traffic. 1.3 Creating the proper legal framework to encourage the use of bicycles to the detriment of motorized means of transport, in order to protect the environment as well. | 1. MDLPA via CNCV 2. MS 3. MAI | 3.000.000 | 2030 |

National Cycling Plan of Romania, 2022-2030

| Pillar | Objective | Description | Targets/Results | Actions | Responsible person or body | Estimated budget (RO) | Deadline |
|--------|---|---|---|---|--|-----------------------|---------------------|
| 4 | 2. Creating and promoting a series of traffic conduct rules | Creating and promoting a series of traffic conduct rules for all categories of road users | a) a guide of conduct accepted by all interested parties | 2.1 Generating a conduct guide for road users (drivers, cyclists, pedestrians) aiming at raising awareness about vulnerable road users and creating a favourable attitude towards accepting them by the other road users. | 1. MDLPA via CNCV 2. MAI 3. MEC 4. MMAP 5. MTI 6. MTS | 2.000.000 | 2023 |
| 5 | 1. Fostering inter-ministerial cooperation | Creating a working group with representatives appointed by each ministry and whose role is to contribute to the implementation of the National Velo Plan | Inter-ministerial work group of representatives responsible for implementing the specific measures outlined in the NCP. | 1.1 In particular (but not limited to this aspects only), setting up an inter-ministerial cooperation framework involving the Ministry of Transport, Tourism, Environment, Health and Sports | MDLPA via CNCV | 1.000.000 | 2022 |
| 5 | 2. Implementing the objectives outlined in in PNRR | Monitoring and evaluation of the adoption of existing legislative initiatives and the implementation of the PNRR targets in relation with the obligations included in the "Romania velo" chapter. | Adoption of the existing legislative initiatives and the implementation of the PNRR targets in terms of the obligations undertaken under the framework of the "Romania velo" chapter. | 2.1 Adoption of the existing legislative initiatives and the implementation of the PNRR targets in terms of the obligations undertaken under the framework of the "Romania velo" chapter. | MDLPA via CNCV | 100.000 | 2027 |
| 5 | 3. Including the provisions of THE PEP in the national transport strategy | THE PEP (European Masterplan for Cycling Promotion) was signed in 2021 in Vienna by 41 countries, including Romania. | The taken over of THE PEP plan by the Romanian Ministry of Transport. Romania will benefit from the EU budget allocated to this master plan. | 3.1 The adoption of THE PEP document by the Ministry of Transport and Infrastructure and including its provisions in the national transport strategy. | 1. Ministry of Transport and Infrastructure 2. MDLPA | 50.000 | 2023 |
| 5 | 4. Including cycling advisors in administrative structures | The inclusion of cycling advisors in administrative structures, who will be in charge of coordinating the implementation of the National Cycling Plan and the projects included in the PNRR - "Romania Velo", at the local level. | The inclusion in the organizational chart of all County Councils, Municipal Councils, as well as of the Local Councils of at least one person responsible for the "cycling activities" field. In the case of the administrative divisions that have developed their own master plans, the target is to create at least one special position for a " cycling advisor". | 4.1 The inclusion in the organizational chart of all County Councils, Municipal Councils, as well as of the local ones of national interest (e.g. tourist resorts, nodal transport points, etc.) of at least one person responsible for the "cycling activities" field. In the case of the administrative divisions that have developed their own master plans, the target is to create at least one special position for a " cycling advisor". | 1. MDLPA via CNCV 2. County Councils 3. Municipalities | 100.000.000 | 2028 |
| 5 | 5. Providing equal opportunities for traffic participants | Evaluation of equal opportunities in traffic and in cycling policies developed at local, regional and national level through the evaluation tools of the cycling policies certified at European level. | At least three national assessments by 2030 and local assessments for all counties and cities that have initiated cycling master plans. | 5.1 Evaluation of equal opportunities in traffic and cycling policies at local, regional and national level through certified tools at European level. 5.2 Establishing intervention actions and priorities and including them in national/regional/local | 1. MDLPA via CNCV 2. County Councils 3. Municipalities | 760.000 | Every year, by 2030 |
| 5 | 6. Determining the needs of bicycle users | Implementation of programmes developed to consult bicycle users and to identify their needs | Implementing working groups of administration representatives and representatives of cyclists at national, county, and local level | 6.1 Setting up and implementing working groups of administration representatives and representatives of cyclists at national, county, and local level. | MDLPA via CNCV | 100.000 | 2023 |

National Cycling Plan of Romania, 2022-2030

| Pillar | Objective | Description | Targets/Results | Actions | Responsible person or body | Estimated budget (RO) | Deadline |
|--------|--|---|--|---|--|-----------------------|---|
| 5 | 6. Determining the needs of bicycle users | Implementation of programmes developed to consult bicycle users and to identify their needs | Implementing working groups of administration representatives and representatives of cyclists at national, county, and local level | 6.1 Setting up and implementing working groups of administration representatives and representatives of cyclists at national, county, and local level. | MDLPA via CNCV | 100.000 | 2023 |
| 6 | 1. Fee deductions and financial support for cyclists | Financial support for cyclists | At least one annual programme of financial support or fiscal facilities for cyclists who use a bicycle in daily activities (urban transport, connections with other means of transport, etc.). | 1.1 Designing and implementing programmes of financial support or fiscal facilities for cyclists who use a bicycle in daily activities (urban transport, connections with other means of transport, etc.) and for cyclotourists. | 1. MDLPA via CNCV 2. MIPE 3. County Councils 4. Municipalities | 1.000.000.000 | Every year, by 2030 |
| 6 | 2. Including funding for cycling activities in the budget of administrations | Including funding for cycling activities in the budget of local, regional and national administrations | Including financial resources needed in all County Councils and administrative divisions that implement cycling master plans and that have opened a cycling advisory position in their organizational chart. | 2.1 Including financial resources needed in all administrative divisions that implement cycling master plans | 1. County Councils 2. Municipalities | 250.000.000 | 12,2024 |
| 6 | 3. Attracting EU/PNRR funds | Elaboration and implementation of projects supporting the implementation of specific measures included in the National Cycling Plan | Funding of all measures included in the National Cycling Plan. | 3.1 Implementing projects related to the use of bicycles in the amount of at least 3 billion Euros by 2030, according to the obligations assumed under PNRR | 1. MDLPA via CNCV 2. MIPE 3. all the entities featuring responsibilities stated in the NCP | 3.000.000.000 | 2030 |
| 6 | 4. Participation in joint (trans-national) projects | Participating of ministry representatives in joint (trans-national) projects and programmes (e.g. Interreg) – as project partners – thus ensuring that Romania is permanently connected to other EU countries. | Annual participation in at least one strategic European project in which a ministry is a national partner in the project. | 4.1 Annual participation in at least one strategic European project in which a ministry is a national partner in the project. | 1. MDLPA via CNCV 2. MIPE | 3.000.000.000 | Every year, by 2030 |
| 7 | Monitoring and assessing of the implementation of the measures included in the National Cycling Plan | The purpose of this activity is to track down, to assess, to manage, and to report on all of the other objectives and actions included in the National Cycling Plan, so that all indicators are met. This includes the development of the next National Cycling Plan. | 1. Successful attaining of all NCP targets 2. Development of the second National Cycling Plan | 1. Carrying out project management for all other measures 2. Tracking down, assessing and intervening (whenever necessary) so that the plan of actions implemented under the NCP should be followed and the targets should be attained 3. Periodic reports on the evolution of the fulfillment of the measures included in the NCP. | MDLPA via CNCV | 200.000 | Completion of the implementation of the NCP |
| | | | | | | 32.692.860.000 | |

* The table includes 22 positions since – in addition to the 21 objectives - the activity of monitoring, assessment and control was also included.

