Measure/investment Flemish Social Climate Plan:

Title of measure/investment:

Investments in cycling infrastructure, in particular the supra-local functional cycle route network and bicycle highways

Measure falls under the component (delete what does not fit):

- ~~Buildings~~
- Mobility

Measure falls under the following target group (delete what does not fit):

- Vulnerable households
- ~~Vulnerable micro-enterprises~~

Description of the measure/investment

Clear and evidence-based analysis of the existing challenges and how they are addressed by the measures and investments

Both low-income households that own a fossil fuel car (and who can afford fewer car journeys due to price increases) and households that do not own a car and are therefore limited in their mobility, especially in those regions with limited public transport availability, are affected by Emissions Trading System 2. By expanding the network of supra-local bicycle connections, this higher mobility cost can be prevented. For more trips, the bicycle can be taken and in this way car dependence can be greatly reduced.

The supra-local bicycle connections are included within the Supra-local Functional Bicycle Route Network.

This cycle route network is a 'wish network': certain parts of the network have already been realised, other parts of this network still need to be realised and/or upgraded to a safe and comfortable connection.

The Supralocal Functional Cycle Route Network consists of bicycle highways and other routes. In turn, local cycle routes are also connected to this network, which are built by the local authorities (municipalities).

Bicycle highways are part of the Supralocal Functional Bicycle Route Network. Bicycle highways are - within that Supralocal Functional Bicycle Route Network - direct bicycle routes: wide bicycle roads where cyclists can cycle smoothly and without barriers from point A to point B. Bicycle highways are intensively used through bicycle routes between cities and important attraction poles and are equipped with high-quality infrastructure.

These routes allow cycling trips to be made over short and longer distances in a fast, comfortable and safe way, making the bicycle a fully-fledged alternative to the car on these short and medium distances.

The map of the Supralocal Functional Cycle Route Network can be consulted via the website www.geopunt.be, the map of the bicycle highways can also be consulted via www.fietssnelwegen.be.

In addition to providing safe and comfortable cycling infrastructure, other measures are also part of the existing cycling ecosystem in Flanders, such as access to bicycles and bicycle repairs, availability of secure bicycle parking spaces and awareness campaigns to increase bicycle use.

On 12 December 2025, the entire Flemish Government approved the new Bicycle Master Plan. This plan contains various measures to further increase bicycle use in Flanders, such as the construction of cycling infrastructure, the provision of bicycle parking facilities, the provision of shared bicycles, awareness campaigns, cycling lessons and cooperation with the bicycle industry. It also includes measures from policy areas other than mobility, as these policy areas can/should also contribute to greater and safer bicycle use.

These measures are financed with the Flemish government's own resources, local authorities and other authorities and stakeholders such as companies and civil society organisations.

In addition to the construction of cycling infrastructure, Flanders is investing in a cycling ecosystem in collaboration with other governments and stakeholders, in which vulnerable target groups focus on (being able to) have a bicycle and learn to cycle. After all, not all residents in Flanders have a bicycle and can also cycle. This is done, among other things, by offering shared bicycles via the transport regions at an advantageous rate, cycling lessons and the provision of cheaper bicycles via the bicycle points (social economy).

The provision of bicycle parking is mainly provided by the local authorities (through their budget).

In addition, the Flemish government is investing in bicycle parking facilities at transfer points (the so-called Hoppin points: Home - Hoppin).

This could be the budget allocated for these Hoppin points in 2026:

- Hoppin: 7,810,000 euros

o Subsidies to local authorities (municipalities and cities): 700,000 euros

o Station area (De Lijn): 5,000,000 euros

o Installation by AWV: 2,110,000 euros

- Shared mobility (including shared bicycles): 4,770,000 euros.

Many other measures are already in place and are supported by collaborations between different stakeholders. A non-exhaustive overview:

Bike Points (Home) encourage the use of bicycles in combination with public transport by offering bicycle services in the immediate vicinity of mobility hubs. Employees supervise the bicycle parking facilities and ensure maintenance and cleanliness. In addition, cyclists can go to the bike points to rent a bike, buy it (second-hand bikes at low prices) or have minor repairs carried out.
Bike points are operated by social economy companies. They involve people who find it difficult to access the regular labor market. Bike points are therefore an advantage for cyclists, vulnerable groups and society.

The SNCB (Belgian Railways) and 11 Flemish social economy companies have recently signed a new cooperation agreement: the operation of the Bike Points at 24 Flemish stations will be extended until 2034. In the next 8 years, people will also be able to go to these Bike Points for matters such as repairs, parts, guarded bicycle sheds and renting/purchasing bicycles.
The availability of cheap children's bicycles is provided through the Fietsbieb of the socio-cultural association Beweging.net (whether or not in cooperation with the local authorities) (Fietsbieb).

On the initiative of the socio-cultural association Mobiel 21, cycling lessons for those who cannot yet cycle or cannot cycle sufficiently are coordinated via the platform De Fietsschool: Learning to Cycle? Cycling lessons for everyone | The Bicycle School - Learning to ride a bike.

Socio-cultural organisations are subsidised through the culture policy area of the Flemish government.

Awareness campaigns and cycling lessons are also set up by the Vlaamse Stichting Verkeerskunde / Flemish Foundation for Traffic Studies (VSV | Home). VSV receives an annual subsidy from the Flemish government (which combines the policy areas of mobility and education).

In addition, companies themselves also offer cycling lessons with their own budget.

From the Flemish government, we encourage and facilitate these measures.

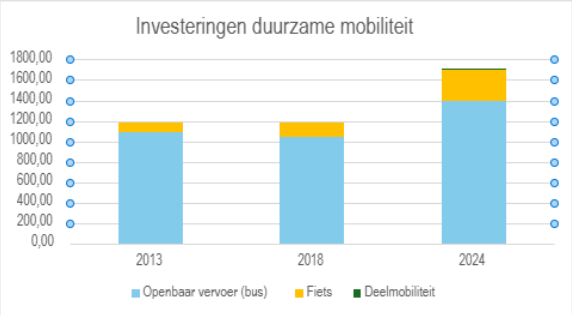
These measures are funded by the Flemish government's own resources and resources of local authorities, other governments and stakeholders like companies and civil society organizations. So, we aren't using the financial resources from the Social Climate Plan for these measures.

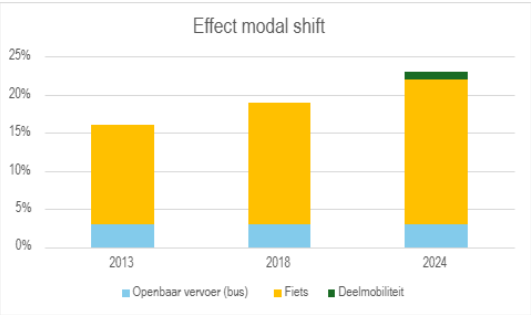
We have no concrete plans to provide extra/additional subsidies for an offer that already exists, whether or not supported by Flemish funds (also from policy areas other than mobility and public works). If it turns out to be needed later, we'll handle it within the Flemish government's own budget. Even then, we won't use the funds from the Social Climate Plan.

In addition to the above measures, however, the construction of cycling infrastructure within the cycling ecosystem is the most important measure, as clearly explained in the Bicycle Master Plan:

'Scientific research has already shown on several occasions that the implementation and expansion of cycling networks and cycling infrastructure make an important contribution to the number of cyclists and bicycle journeys in a specific region. And this is also confirmed in Flanders: in recent years, bicycle use in Flanders has increased every year. According to the Travel Behaviour Survey (OVG) of the Department of Mobility and Public Works, the share of bicycles in journeys increased from 14% in 2019 to 18.5% in 2024 (Monday to Sunday). On weekdays (Monday to Friday), the bicycle accounts for 20% of the total number of trips in Flanders. The bicycle even accounts for 22.1% of commuting. In commuting to school, cycling is chosen in 36.2% of journeys.'

The increase in bicycle use therefore follows the same trend as the increase in bicycle investments. As a result, investments in cycling infrastructure are the driving force behind the realisation of the modal shift in Flanders in a cost-efficient manner, as shown in the graphs below from the Bicycle Master Plan.





The cost-effectiveness was mentioned in Annex II to the Commission Recommendation on transport poverty: ensuring affordable, accessible and fair mobility (C(2025) 3068 final – 22.5.2025): “Support to sustainable mobility: examples of targeted cost-effective

measures and investments (footnote 17: 'The measures and investments are all eligible under the Social Climate Fund'): Building of secure bike lanes".

Thanks in part to the investments in safe cycling infrastructure, we are also seeing a decrease in the relative risk of a fatal bicycle accident. When we look at the number of deaths per billion kilometres cycled, we see - based on triennial averages - a continuous decrease in the risk of death per kilometre cycled (decrease of 31.5% in 7 years).

As the data from the Travel Behaviour Survey (OVG7) shows, the share of bicycles is not at the same level in every transport region. Whereas the bicycle accounts for 19% of journeys in the Ostend transport region, for example, this is 13% in the Westhoek transport region and 12% in the Limburg and Kempen transport regions. Transport poverty – accessibility of facilities such as employment places, schools, etc. – plays a clear role in this unequal modal split.

The choice of the location of the new cycling infrastructure via the SCP will be determined by the combination of transport poverty and financial vulnerability.

To identify these locations in a substantiated and consistent way, it builds on the accessibility study carried out in 2024 by Transport & Mobility Leuven (TML) in collaboration with De Lijn. This study was originally designed to map the accessibility of centres with essential services by public transport (i.e. core network and supplementary network) on the basis of geographical analyses.

At the request of the Department of Mobility and Public Works, this analysis was updated with data at the beginning of 2026 and additionally enriched with an income component, so that in addition to transport-related vulnerability also financial vulnerability can be mapped out area-wise.

The study analyses accessibility at the level of statistical sectors, being the smallest official geographical units used in Belgium for socioeconomic analyses. At this scale level, the extent to which residents have access to residential and village centres with essential services (schools, hospitals, shops, work locations, etc.) via regular public transport within a reasonable travel time is examined, and this is linked to income data.

Specifically, **statistical sectors** are identified **where fewer than three centres with essential services are accessible by public transport within a travel time of 30 minutes** (Figure 1). These sectors show structural shortages in the regular public transport offer and have an increased risk of transport poverty from the point of view of accessibility and availability.

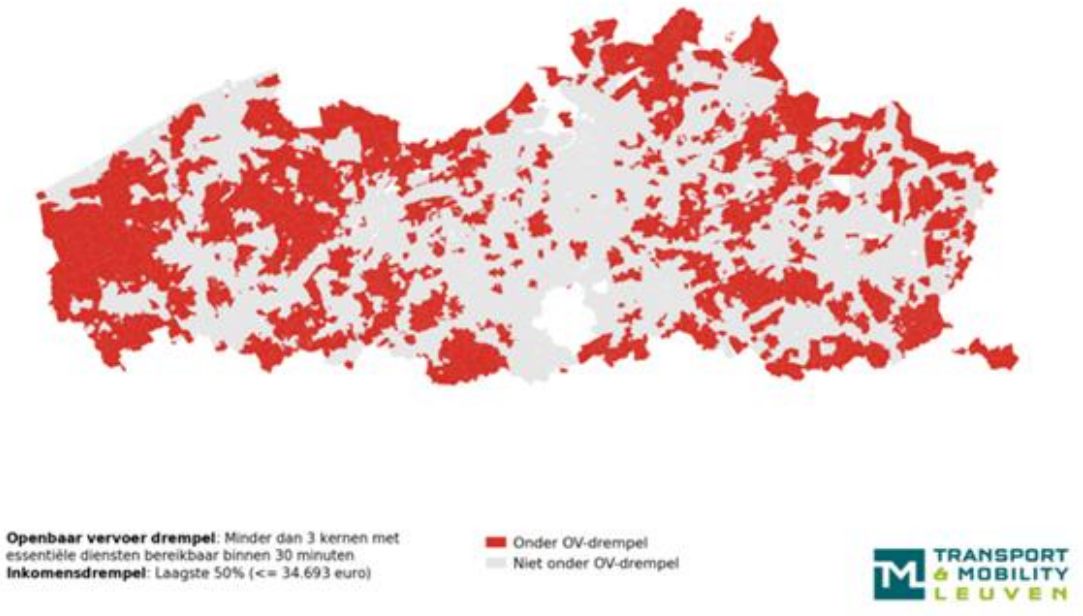
In these areas, the bicycle can avoid/reduce transport poverty, provided that high-quality and safe cycling infrastructure is available and that this cycling infrastructure can reduce the travel time by bicycle (which is certainly the aim of the Supralocal Functional Cycle Route Network and the bicycle highways: direct and fast connections).

This cycling infrastructure will also boost the first and last mile by bicycle to and from public transport stops, in particular the train stations. A good cycling network makes public transport more accessible. In this way, bicycles and public transport can reinforce each other and further reduce car dependency. In those regions where there is the greatest chance of few or fewer other mobility alternatives for residents and transport poverty is greatest, supra-local bicycle connections of the Supralocal Functional Bicycle Route Network and the bicycle highways can still keep residents mobile to work, school, shop, etc.

Cycling infrastructure in the selected areas increases the likelihood that the cycling network will be accessible and effective for the people who need it most.

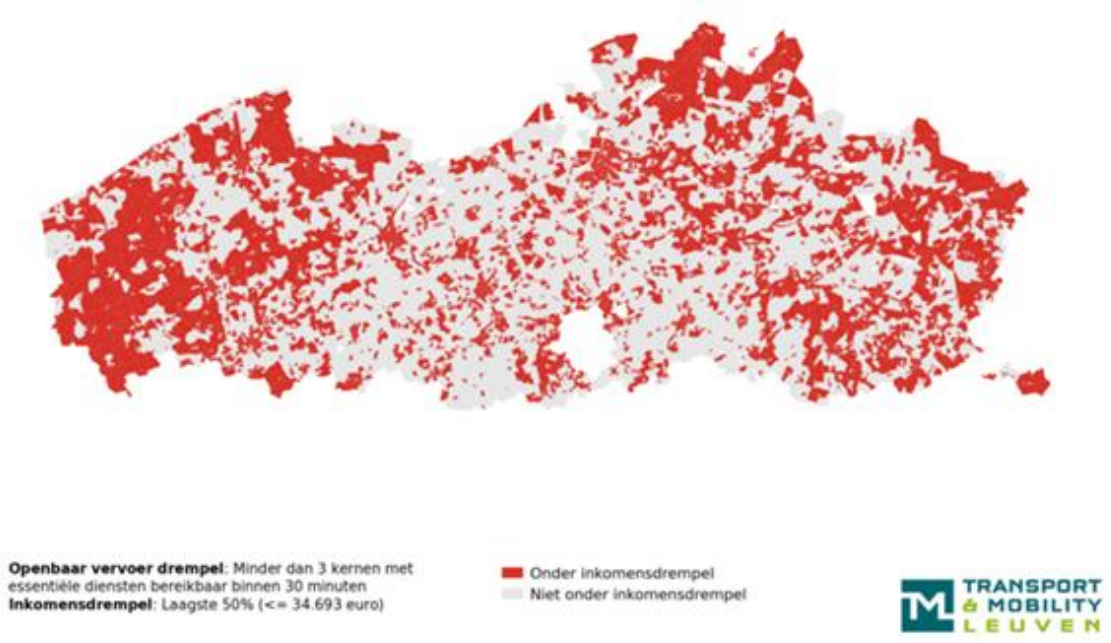
The investments through the SCP will therefore be a clear lever in reducing (transport) poverty and reducing car dependency and thus meet the recommendation in the Commission Recommendation 2025/1021 of 22.5.2025 on transport poverty states: "ensuring affordable, accessible and fair mobility: 'the causes of transport poverty stem from low income and other systemic barriers, such as (...) absence or limited availability of public or private transport' (...)"

Figure 1 Sectors below public transport threshold



In addition, financial vulnerability is identified area-by-area at the level of statistical sectors based on the median taxable income per declaration. This median income is the limit below which half of the declarations in a sector are below and half are above it. **The bottom 50% of incomes are considered financially vulnerable (= income equal to or less than 34,693 euros).** Statistical sectors where this median income is low are therefore identified as financially vulnerable (Figure 2).

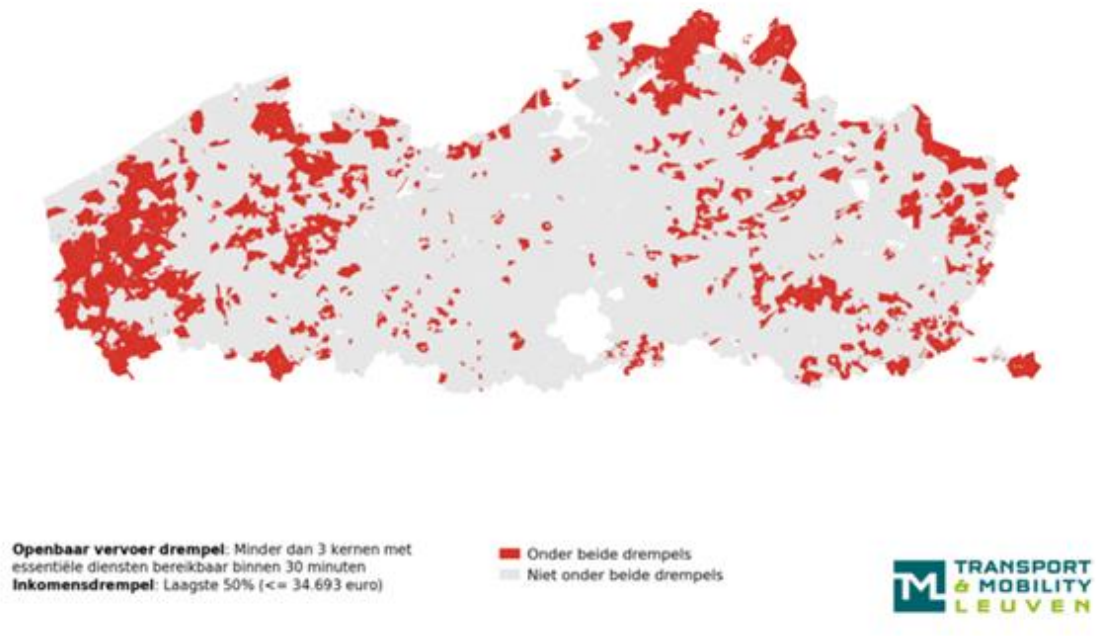
Figure 2 - Sectors below income threshold



The **combination of both thresholds** makes it clear **where transport poverty and financial vulnerability reinforce each other.** In these sectors, residents are not only dependent on a limited or unsuitable public transport offer, but also have less financial scope to finance alternatives (Figure 3).

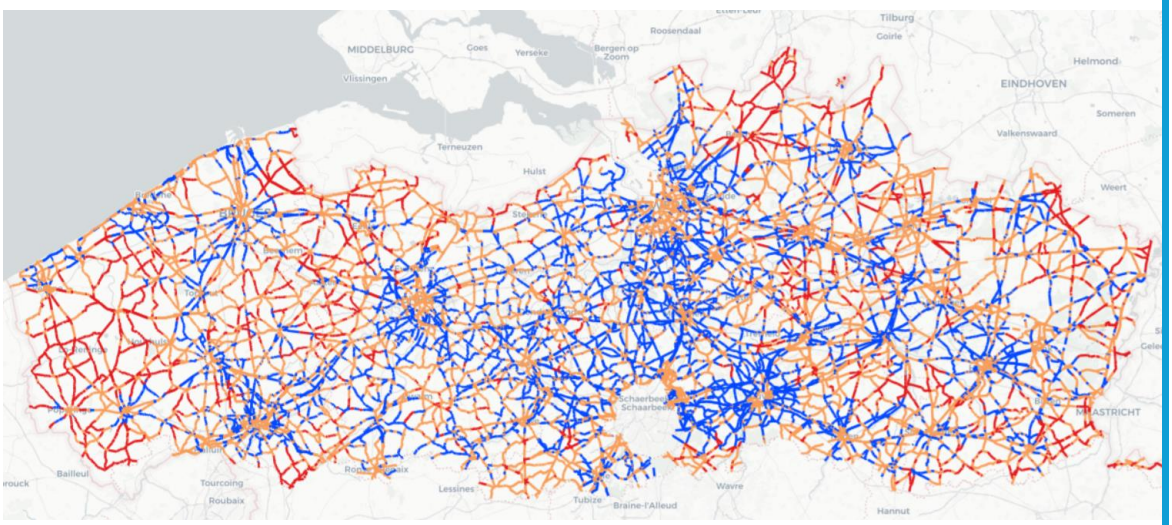
The cycling infrastructure to be constructed via the SCP will connect origin and destination locations within and to the zones, coloured in red on Figure 3.

Figure 3 - Sectors below both thresholds



If we plot these zones on the map of the Supralocal Functional Bicycle Network (including the network of cycle highways), it becomes clearer where the investments in cycling infrastructure will take place.

Figure 4 – Sectors below both thresholds projected onto the bicycle networks (Supralocal Functional Bicycle Route Network and network of bicycle highways)



The routes marked in blue are the ones that aren't in areas of transport poverty or financial vulnerability. The orange routes meet one of the two criteria, and the red routes meet both.

So at first, the red routes could be considered for construction using resources from the Social Climate Plan.

Since bicycle routes link origin and destination, the routes marked in red will be expanded with the differently colored routes with the goal of creating a complete route between the origin (red-marked route) and the nearest city or industrial area where services like school, work, and shopping are located.

A majority (at least 50%) of all the SCP-funded constructed kilometers of bike infrastructure shall be within the red zones. This leaves the flexibility, to reach the minimum percentage by compensating for some projects that contain less than 50% red zone areas, with other bike infrastructure that contain more red zone kilometers. All infrastructure should comprise works that are at least in the red zone.

The nature, type and extent of the measure or investment, indicating whether it is new or an existing measure or investment intended to be extended with the support of the Fund

Nature

- Construction of cycling infrastructure, including bicycle highways, for additional bicycle travel.

  The number of kilometres of newly built or significantly upgraded cycling infrastructure is estimated at 150 km, depending on the decisions of the Project Steering Committee with regard to the chosen cycling infrastructure (cycle path, bicycle highway, bicycle street, bicycle bridge, bicycle tunnel,...).

- Bicycle highways are - within the Supralocal Functional Bicycle Route Network - direct bicycle routes: wide bicycle roads where cyclists can ride smoothly and without barriers from point A to point B. Bicycle highways are intensive cycle routes between cities and important attraction poles (locations with a high traffic generating capacity) and are equipped with high-quality infrastructure. This allows bicycle trips to be made over short and longer distances in a fast and safe way, making the bicycle a fully-fledged alternative to the car on short and medium distances.

Type

- Structural investments (investments and subsidies).

Existing or new

- Existing. Flanders invests in cycling infrastructure including bicycle highways. These investments amount to an average of 300 million euros per year (at the

moment). With the SCP funding, the construction of cycling infrastructure within the Supralocal Functional Cycle Route Network, including bicycle highways, can be accelerated with a view to a more extensive range of bicycle trips at those locations with the greatest (transport) poverty and financial vulnerability.

- As a result, the construction of new cycling infrastructure can provide an answer to the established transport poverty, which should allow residents and visitors to reach their destination, in particular place of employment or education.
  After all, the regular investment funds for cycling infrastructure within the Integrated Investment Programme (GIP) focus on those cycling connections with the greatest cycling potential (the largest number of potential cyclists). The regions (statistical sectors) that were selected for investments in cycling infrastructure within the SCP are predominantly regions where there is less cycling potential compared to the regions within the Flemish Diamond. That is why the financial resources from the SCP are necessary and additional to be able to invest in the construction of additional cycling infrastructure in the regions with the greatest transport poverty and to have a direct impact on reducing transport poverty.
- In view of the possibility of following the same process as the bicycle projects that are supported by the existing budget (excl. SCP), maximum efficiency gains can be achieved in terms of overhead.

Detailed information about the purpose of the measure or investment and about who and what is being targeted; an explanation of how the measure and the investment would effectively contribute to the achievement of the Fund's objectives within the overall framework of a Member State's relevant policies, and how it will reduce dependence on fossil fuels

Transport poverty limits people in their travel options, so that they can no longer participate fully in society. This leads to unemployment, social exclusion and loneliness. The link between transport poverty and poverty is clear.

The construction of cycling infrastructure reduces car dependency:

- For low-income households: a wider range of cycling infrastructure, including bicycle highways, can convert (expensive) car trips into (cheaper) bicycle trips.
- For residents and visitors of regions with little public transport and safe cycling infrastructure (and because of this non-existent or insufficient supply, they are transport-poor): a wider range of cycling infrastructure, including bicycle highways, ensures that travel can still take place and transport poverty is avoided.

- Those who now travel by car can replace their car trips with the bicycle;
- Those who don't have a car, can make their trips by bike;
- The accessibility of centres, in particular workplaces and schools, will increase for cyclists through the construction of direct and fast bicycle connections.

As mentioned in Annex II to the Commission Recommendation on transport poverty: ensuring affordable, accessible and fair mobility (C(2025) 3068 final – 22.5.2025):

Support to sustainable mobility: examples of targeted cost-effective measures and investments (footnote 17: 'The measures and investments are all eligible under the Social Climate Fund'):

- Building of secure bike lanes

Description of how the measure or investment will be implemented (mode of implementation), referring to the administrative capacity of the Member State at central and, where applicable, regional and local level

The Supralocal Functional Cycle Route Network consists of bicycle highways and other supralocal routes.

Within the Supralocal Functional Cycle Route Network (the network of supralocal bicycle connections), the bicycle highways in Flanders form the backbone.

The map of the Supralocal Functional Cycle Route Network can be consulted via the website www.geopunt.be, the map of the bicycle highways can also be consulted via www.fietssnelwegen.be.

Once the supra-local network (BFF) and the bicycle highway network have been integrally realised, bicycle journeys will experience an even large(r) growth (increase in modal split share of bicycles).

The regions that were selected for the investments in cycling infrastructure within the SCP are precisely those regions where there is less cycling potential compared to the regions within the Flemish Diamond. That is why the financial resources from the SCP are necessary and additional to be able to invest in the construction of additional cycling infrastructure in the regions with the greatest transport poverty and financial vulnerability and to have a direct impact on reducing (transport) poverty.

The various segments of cycling infrastructure are realised by the respective road authorities through their own investments and/or through subsidies. The roads in Flanders have different road authorities, depending on who owns the road in question, or whether the manager constructs the new infrastructure and then transfers its management to the owner of the land. The Supralocal Functional Cycle Route Network and the network of bicycle highways have been drawn up. Through the established procedure of advice and participation via the Project Steering Group, the selected cycling infrastructure is designed and realized on the site.

The Mobility and Public Works Policy Domain will act as the Implementing Body within the Social Climate Plan. The Mobility and Public Works Policy Domain will coordinate and monitor the selection of the bicycle connections to be constructed (within the criteria mentioned above) through a call for proposals. This will be done based on the criteria

mentioned above regarding transport poverty and financial vulnerability. The Mobility and Public Works Policy Domain is responsible for overseeing the implementation and ensuring that these selection criteria, as well as the rules for public procurement and state aid, are followed.

The construction of cycling infrastructure in the Flemish Region is being carried out by various road authorities and project organisations:

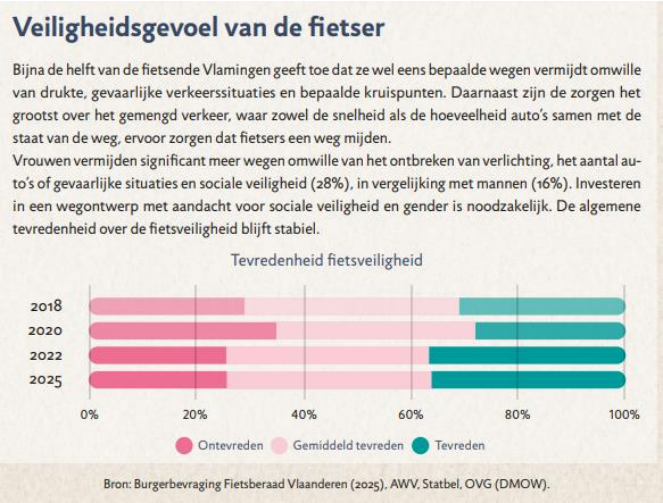
- Het Agentschap Wegen en Verkeer (AWV: www.wegenenverkeer.be)
- De Vlaamse Waterweg (towpaths) (DVW: www.vlaamsewaterweg.be)
- Lantis (www.lantis.be)
- De Werkvennootschap (DWV: www.dewerkvennootschap.vlaanderen)
- Local authorities: provinces, cities and municipalities

The bicycle networks (the Supralocal Functional Bicycle Network and the network of bicycle highways) form the basis for the construction of bicycle infrastructure by these various road authorities.

Cooperation agreements between and with these road authorities allow tasks and responsibilities to be assigned when bicycle connections contain land belonging to multiple road authorities, so that integrated routes from A to B can be built smoothly.

An explanation of how the measure or investment will aim to address gender inequality, if applicable

- Cycling infrastructure is used by everyone in Flanders, regardless of gender.
- Maximum attention will be paid to social control, with a view to strengthening the subjective safety of all users. The recent data from FietsDNA 2025 currently shows a difference between men and women.



The timeline of the measure or investment; (for aid for low-emission vehicles, a timetable for phasing out such aid)

Cycling infrastructure will be built every year.

Over the period 2026-2032, additional kilometers of newly built or significantly upgraded cycling infrastructure including bicycle bridges/tunnels will be constructed.

The number of kilometers of newly built or significantly upgraded cycling infrastructure is estimated at 150 km.

Depending on the decisions of the Project Steering Committee, bicycle paths can be replaced and/or supplemented with bicycle bridges or bicycle tunnels.

"Do No Significant Harm"

Every measure MUST comply with this principle, otherwise it will be scrapped.
Demonstrating whether a measure is sufficient can be done in two ways

- The measure is included in the exhaustive list annexed to the guidance DNSH
- If not, an assessment must be carried out on the basis of which it is demonstrated that the measure is sufficient.
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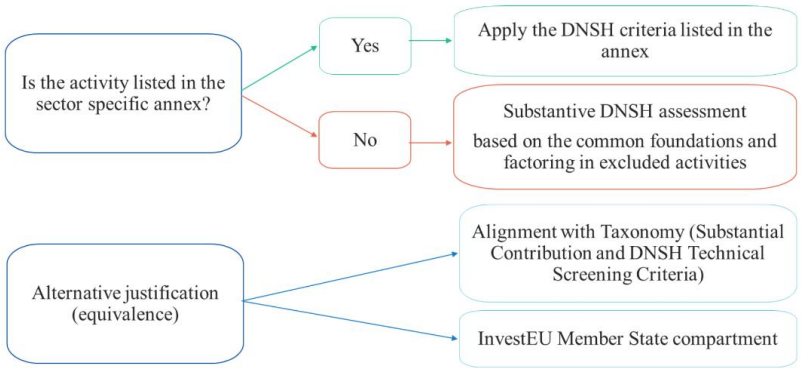

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Information on how the measures and investments included in the component comply with the 'do no significant harm' principle as defined in Article 17 of Regulation (EU) 2020/852. For more explanation: see Do No Significant Harm Guidance + annex

These investments are included in the DNSH annex under T13. Infrastructure for zero-emission private mobility: Construction and modernisation of infrastructure for zero-emission private mobility. This includes the construction of electric recharging

infrastructure and hydrogen refuelling stations, and infrastructure dedicated to pedestrians and/or bicycles.

The applicable legislation with a view to the construction of the cycling infrastructure will be complied with.

Milestones, objectives and timeline

Information on each milestone and objective that will reflect progress in the implementation of measures and investments of this component, as follows:

Milestone:

- *Launch of call for proposals (Q2 2027)*

Objective:

- *Dedicated cycling infrastructure supported (cycle bridges and cycle tunnels included):*
  - *50 km Q4 2030*
  - *150 km Q2 2032*

Description

During the term of the SCP, additional cycling infrastructure will be built in a continuous process.

This will be monitored via:

- Progress report of tendered/awarded (= budget determined) and realized/built cycling infrastructure (based on tender, procurement, provisional acceptance PV, among others).

Key Performance Indicator (KPI):
The number of kilometres of additional newly built or significantly upgraded cycling infrastructure is estimated at 150 km. Bicycle bridges and/or tunnels can supplement these bicycle paths with a view to shortening or providing extra security for the bicycle connections.

Goal: Realisation of supra-local cycling infrastructure, including bicycle highways, with a view to reducing car dependence and increasing the use of bicycles for travel.

Description

The realization of 150 km of newly built or significantly upgraded cycling infrastructure, including cycle highways, cycle bridges and cycle tunnels.

Length of dedicated cycling infrastructure newly built or significantly upgraded by projects supported under the Fund. Dedicated cycling infrastructure includes cycling facilities separated from roads for vehicular traffic or other parts of the same road by structural means (such as kerbs and barriers), cycle streets, cycle tunnels, cycle bridges, etc. For cycling infrastructure with separated one-way lanes (e.g. on each side of a road), the length is measured as lane length.

Table with information on milestones, targets and timeline for the achievement of *the measure/investment*

Seq. number	Measure/ Investment	Milestone/ Purpose	Milestone/Goal name	Quantitative indicator (objective)			Performance timeline	
				Unit of measure/ investment	Baseline	Purpose	Year	Q
	Investment	Milestone	Launch of call for proposals				2027	Q2
	Investment	Objective	Dedicated cycling infrastructure supported	Km cycle infrastructure (including cycle bridges/cycle tunnels)	0	50	2030	Q4
	Investment	Objective	Dedicated cycling infrastructure supported	Km cycle infrastructure (including cycle bridges/cycle tunnels)	50	150	2032	Q2

Why the specific milestone(s) or objective(s) was chosen

The specific KPI was chosen because it will monitor the supply of additional cycling infrastructure.

What the milestone(s) or indicator(s)/target(s) is/are measuring

- Increase in the degree of realisation of the supra-local functional cycle route network and cycle highway network.

What methodology and source will be used, and how the proper achievement of the milestone(s) or objective(s) will be objectively verified

This will be monitored via:

- Progress report of tendered and realized bicycle infrastructure (e.g. on the basis of tender, procurement, provisional acceptance PV).
- Achieving milestones and goals will be assessed based on documentary evidence, formal administrative decisions, and factual proof, ensuring an objective and verifiable evaluation in line with the methodologies used by the European Commission. The evaluation method is based on qualitative indicators that confirm that the necessary institutions, systems, and processes are not only set up or approved but also actually working in practice. Official documents, certificates, reports, system test results, and other objective evidence are used for verification.

What is the baseline (starting point) and what is the level or specific point to be reached (for indicators/targets only)

The figures for 2025 will be used as a starting point (0 km of the selected cycling infrastructure projects). The target is then 150 km of additional newly built or significantly upgraded cycling infrastructure, including bicycle tunnels and bridges.

Sub-target (Q4 2030) – 50 km newly built or significantly upgraded cycling infrastructure, including bicycle tunnels and bridges.

Final target (Q2 2032) – 150 km newly built or significantly upgraded cycling infrastructure, including bicycle tunnels and bridges.

By when the last milestone(s) or objective(s) will be reached (quarterly and annually)

The last milestone is in Q2 2027.

The last objective is in Q2 2032.

Who and which institution will be responsible for implementation, measurement and reporting

The Department of Mobility and Public Works (Flemish government) will take on the leading role for this and will carry out the measure under the existing management and control system of the RRF.

Financing and costs

Information and explanations on the estimated total cost of the component and for each measure and investment, with appropriate justification, including:

The methodology used, the underlying assumptions (e.g. on unit costs, cost of inputs) and the justification for these assumptions

Assumption: the ECB's inflation expectations have been taken into account: Cfr. Combined monetary policy decisions and statement.

The cost of a kilometer of bicycle highway is estimated to be between 675,000 and 1,125,000 euros / km. This is based on the cost of recently constructed bicycle highways as substantiated by recent award reports (see annex).

The cost is determined by the choice of type of cycling infrastructure by the Project Steering Group (separate cycle path, bicycle highway, bicycle tunnel, bicycle bridge). All costs necessary for building the bike infrastructure are included, like study costs, land acquisition costs, costs for necessary water drainage and water storage, markings, and signage.

During the period from 2026 to 2032, 150 km of additional newly built or significantly upgraded cycling infrastructure including bicycle bridges/tunnels can be constructed.

Within the Project Steering Committee (appropriate consultative body on the construction of cycling infrastructure), it is determined for each project what form the cycling infrastructure will take, based on the guidelines of the Vademecum bicycle facilities (regarding width of bicycle infrastructure, intersections with other roads, choice of materials, etc.) (Vademecum bicycle facilities | Roads and traffic). Depending on the decision of the Project Steering Committee, the concrete estimate of the project is drawn up in each case, including the costs of acquiring private land.

The indicative extended timeline within which these costs are expected to be incurred

- 2026: 0 euro,
- 2027: 0 euro,
- 2028: 0 euro,

- 2029: 13.500.000 euro,
- 2030: 72.361.841 euro,
- 2031: 75.000.000 euro,
- 2032: 51.400.000 euro.

Information on the national contribution to the total cost of the measure and the investment

53.065.461 euro.

Any information on what funding from other Union instruments has been or could be considered in relation to the same measure/investment

Not applicable.

All information on intended financing from private sources and what level of leverage is envisaged, if relevant

Not applicable.

Justification of the plausibility and reasonableness of the estimated costs, if necessary, taking into account national specificities

The estimated costs are based on the costs of recently constructed cycling infrastructure / bicycle highways.

Table with information on the estimated total cost of the measure/investment

Seq. number	Measure / investment	From date	To date	TOTAL	2026	2027	2028	2029	2030	2031	2032
	Construction of bicycle infrastructure / bicycle highways	1/1/2026	31/07/2032	€212.261.841	€ 0	€ 0	€ 0	€ 13.500.000	€ 72.361.841	€ 75.000.000	€ 51.400.000

The above table is subject to final intra-Belgian decision on the SCF budget

Additionality

Explanation and justification of how the new or existing measures or investments are complementary and do not replace recurrent national budgetary expenditure

Flanders is investing in cycling infrastructure and bicycle highways. With the SCP funding, the construction of cycling infrastructure, including bicycle highways, can be accelerated with a view to a more extensive range of bicycle trips (and faster reduction of car dependency).

The focus of the investments in cycling infrastructure within the SCP will be on those (parts of) transport regions where accessibility via public transport is currently low to very low and the financial vulnerability is highest (Figure 3). As a result, the construction of new cycling infrastructure can provide an answer to the established transport poverty, which should allow residents and visitors to reach their destination, in particular place of employment or education.

After all, the regular investment funds for cycling infrastructure within the Integrated Investment Programme (GIP) focus on those cycling connections with the greatest cycling potential (the largest number of potential cyclists). The regions that were selected for the investments in cycling infrastructure within the SCP are precisely those regions where there is less cycling potential compared to the regions within the Flemish Diamond. That is why the financial resources from the SCP are necessary and additional to be able to invest in the construction of additional cycling infrastructure in the regions with the greatest (transport) poverty and to have a direct impact on reducing (transport) poverty.

The investment projects for which the intervention of the SCF is counted on are not included in the (regular) Integrated Investment Programme (GIP) of the Flemish government. They are therefore additional to the bicycle investment projects within the GIP and will not replace existing public investments.

Compliance with EU state aid rules

Explanation of whether the aid for the measure or investment (i) does not constitute State aid within the meaning of Article 107(1) TFEU, (ii) is financed on the basis of an existing State aid scheme covered by a block exemption regulation, in particular the GBER, or is approved by a State aid decision of the Commission (indicating the reference number to such a scheme (SA.nnnnn), or (iii) results in a new State aid measure; an explanation of whether the Member State will comply with the conditions of a GBER, e.g. the GBER (specifying its article), (iv) will comply with the de minimis Regulation, (v) requires a notification of State aid, indicating the Member State's intention to notify the planned aid for the measure or investment in advance or to notify it to the Commission; and the applicable State aid instrument ensuring its compatibility with the internal market.

Not applicable.