



Dear EUCG member,

In the Commission, VeloMai 2017 has been and gone. During the month, approximately 1660 colleagues collectively cycled the equivalent of 5 times around the Earth or half way to the moon! Commissioner Violeta Bulc officially launched the event in the Berlaymont on 2 May and on 16 June, in front of an international audience at the Velocity event in the Netherlands she highlighted the challenge as a model to be followed in other organisations/enterprises.

In addition to the friendly competition between colleagues, units and DGs, highlights for me were:

- The conference on health benefits of cycling organised by the medical Service – the experts showed that, after thorough analysis of the data, the health benefits of urban cycling far outweigh the effects of pollution, accidents etc.. Further more, there is a tool called HEAT that can be used by town planners and enterprises (including the EU Institutions) to calculate the economic benefits of cycling-friendly measures.
- The picture and story exhibition organised by colleagues in the SCIC. The pictures were sometimes amusing. (Did you know that you could transport a ladder by bike?) while the stories were often inspirational (tales of why people liked cycling and why they had started in the first place).

VeloMai is over for this year in the Commission but after the summer break it will live on as VeloSeptembre in the EP. Furthermore, there are already indications that some of the other Institutions will participate, along with the Commission, in May 2018.

On a different register, committee member, Daniel Clauss set up a European group to participate in the BXL tour on Sunday 25 June. More than 20 colleagues took part (see article and photos below). The cycling associations welcomed the opportunity to cycle through the tunnels and generally take over the city for a day but regretted that Brussels remained a relatively cycle-unfriendly city every almost other day of the year, with much work still to be done to change that. (see the Gracq press release in our June "quick info email").

Within the institutions, we will be pushing for change too, and in particular advocating an ambitious staff mobility plan (now due to be adopted in early 2018) that will provide the resources to meet the challenge of current and projected trends of ever increasing numbers of staff cycling. The EUCG committee is currently debating a 10-point frame (see article below) and is also working with the local staff committee to encourage them to promote cycling and other active and sustainable mobility modes.

If you have any ideas or observations on the articles in this Newsletter, please give us your feedback.

Happy cycling!

Paul Murphy, EUCG President

[EUCG website](#)
[Facebook link](#)

Would you like to talk about cycling with other colleagues? Join the 'Bicycle Bicycle' group on the EU Commission - only on [Yammer network](#)



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Lessons learned - VeloMai 2017

On 21 June the VeloMai Organising committee met in order to identify the main lessons learned from the first Commission-wide edition of the challenge, which was generally considered to have been a success.

- **IT TOOL**

Generally speaking, it seems the tool worked well but it could be made more user friendly with a number of improvements, including, possibly:

- remaining open 1 or 2 days after the end of the competition to allow final encoding.
- Newcomers' corner: clearer indication seems necessary as many persons tick that box although they were already regular cyclists.
- Indication on how to save probably also needed as this was not so straightforward for some colleagues.
- The addition of pictures could be considered.
- The possibility to encode routes ("heat" maps) would be nice to have
- #kids: on a same day there may be some trips with kids and other without but there is only 1 line.
- The option to remain anonymous should be added, as some staff would like to contribute to the global objective but do not want their name to appear on the individual ranking.

This year there were some IT teething problems but these types of improvement seem feasible for next year.

For next year, the VeloMai could be open to other (or all) EU Institutions.

- **COMMUNICATION**

The committee will aim for better local communication next year with a clearer focus on who does what.

It was also agreed that publishing the daily results in the entrance of the buildings on a screen is probably more efficient than intranet as it reaches more people.

- **GENERAL ORGANISATION**

It was agreed that a project management approach should be adopted, a clearer structure and a better definition of the roles & responsibilities should be established, including in terms of budget. This year it depended a lot of the good will of some parties.

It is also suggested to try to get more sponsorship from Commissioners and Directors-General and possibly doing a road show a few weeks before the campaign is proposed, involving fit@work, EMAS and EUCG networks.

- **WALKING**

The committee considered the question of a challenge also to encourage walking on a daily basis.



In September 2017, during the Sport week, there will be a step counting challenge to encourage walking as a healthy activity.

Given this challenge (which might be extended on a month-long campaign in the future), it seemed better to keep VeloMai dedicated to cycling only.

- OPENING/CLOSING EVENTS

At Corporate level, especially if organized in the BERL piazza, lunchtime seems more appropriate than breakfast (very few staff pass by the piazza in the morning in the BERL).

At local level, breakfast in the entrance hall of the buildings seems a good option.

For the BERL, an outside event could also be appropriate but there are always the weather and security problems.

It was also recommended to continue to ensure a variety of events at corporate or local level in addition to the challenge. These could include sessions on how to bike with children, how to fix your bike safe cycling sessions and photo/story exhibitions such as that organised in the SCIC.

- OTHER

It is observed that some regular cyclists did not participate. The main reasons for this are probably:

- Too cumbersome
- Workload
- Not so easy to find the link to the VeloMai IT tool.

The committee will address the issues within its remit, aiming for higher participation next year

It was also noted that the EP was aiming to organise a *VeloSeptembre* challenge after the summer break and that, in all probability, the VeloMai 2018 challenge would be taken up by other institutions and not just the Commission.



The Next Commission staff mobility plan - EUCG debates

This plan which covers the 2017-2020 period, was due to be adopted this year. However, the latest news is that it will now probably be adopted in the 1st half of 2018, which gives us a bit more time to adopt an EUCG policy. The EUCG already held a debate earlier this year, in the presence of representatives of DG HR and the OIB on 25 April and followed this up with a smaller brainstorming session the next day. One main idea was to show that a far reaching plan favouring sustainable and active modes, was feasible, as illustrated by what Belfius Bank have done, presented by Bernard Dehaye, its mobility manager (and former president of the Belgian French-speaking cycling NGO, GRACQ).

More recently, the committee has debated a 10 point frame of core proposals that could be presented to the Commission authorities in the Autumn. The outline of the frame is presented below. Have your say and let us know what you think!:

1. Go for an ambitious target for cycling – why not share our 20-20 vision! (20% cycling share by 2020)

Cycling has never been more popular in Brussels and this trend is being led by the staff of the European institutions. While the overall share of cycling as a mobility mode is perhaps around 5% or a bit above, anecdotal evidence points to a possible 10% share or higher among EU staff. And the trend is clearly upward. At first glance our 20-20 vision seems ambitious. But given the long term trend, it seems plausible to expect a 15% share under "business as usual". So a supplementary nudge from proactive policies could make this target quite realistic.

2. Treat all staff commuting to work equally by giving everyone the same mobility budget, to be used as people see fit: to pay for public transport, bicycle (maintenance), shoes, taxis or (part of) the cost of parking at work. (Parking at work should operate on a full cost recovery basis as is the case in the World Bank). This budget should be allocated in line with the Commission's sustainable mobility objectives.

A key brake on a more active cycling policy is the budget. However, organisations such as the World bank and Belfius have shown that fairer policies, treating all staff equally, are feasible, especially if you charge for car parking. A sustainable mobility budget allocated automatically to all staff would also reduce the administrative burden for the OIB as it would replace, inter alia, the public transport reimbursement scheme, thus freeing up human resources which could then, for instance, support more proactive cycling policies.

3. Develop concrete policies for better air quality (as set out in our open letter sent to the Commission and EP authorities)

The Institutions could do more to monitor air quality as a result of traffic pollution within accessible spaces on owned or rented property and encourage the Brussels authorities to implement more effective measures. They could also lead by example, by the adoption of an ambitious staff mobility policy for the period up to 2020. The Commission could also consider policies such as reducing use of official or subcontractor cars and vans and increasing cycling for logistics (e.g. internal post).

4. Respect Brussels laws on reducing car parking and increasing bike parking both in the letter and in the spirit.



Brussels Region has a policy of reducing the legal car parking capacity of office buildings upon renewal of a building's environmental permit, which occurs every seven years. Furthermore, there is a regional law that requires bike parking for at least 20 bikes for every 100 cars in a garage. The Commission should guarantee to respect these rules in all cases and not to get round them by buying or renting extra car parking space near office buildings with limited capacity or invoking safety/security rules to exclude bike parking in any building where car parking is nevertheless permitted.

5. *Make the security rules and measures more cycle-friendly and take more action to prevent bike theft in or around our buildings*

Decisions on rules that impact on cycling in and around Commission buildings and their implementation are not just taken by the OIB but also by the Security Directorate. This Directorate is for example responsible for the rules concerning entry/exit and circulation of traffic within buildings as well as for security barriers and dealing with illegal car and motorbike parking. However, often the rules are conceived and implemented with cars in mind without taking into account the impact on cycling. Furthermore, the EUCG member survey in 2015 highlighted examples of bike theft both inside Commission buildings and in the immediate surroundings. At present, the security services seem to adopt a rather passive attitude to this type of crime, which discourages staff from cycling. This needs to change.

6. *Plan proactively to increase the supply of cycle-friendly infrastructure (lockers showers, bike racks etc.)*

The 2015 EUCG survey and many comments on My IntraComm and Yammer during VeloMai, highlighted that these issues are the most important ones for staff who cycle regularly to work. The Commission needs to develop proactive policies based on the real needs of cyclists. It needs to take into account current and expected upward trends in staff cycling as well as new developments, such as the spread of open plan offices, that impact on staff cycling. (lack of private space at work to change clothes and store them is leading to increased demand for changing rooms and lockers).



7. Consult the EUCG systematically on new measures/policies likely to affect staff cycling

The EUCG believes that smart policies and measures should be based on regular consultation of cyclists. This can be done through the EUCG, but also through focus groups, surveys etc.

8. Promote cycling on a permanent basis (not just VeloMai, mobility week etc.).

The Commission could, for example, develop an all year round bike-to-work scheme to incentivise cycling. It could do more to encourage and support cycling even in the coldest, darkest months of the year. (For example, organise a VeloXmas campaign)

9. Actively engage with the various Brussels authorities (region and communes etc.) to improve cycling infrastructure in particular in the EU quarter and around EU buildings on the other Brussels sites.

As the EU is a major, high- profile employer with above-average numbers of staff cycling, The Region is likely to listen to specific requests from the Commission and the other Institutions on making the European quarter and other sites more cycle friendly and on improving the cycling links between sites.

10. Gather more factual, precise and regular information about cycling in the Institution (e.g. separate cycling from walking; count bikes/staff cycling in a realistic, regular way)

In order to develop policies on cycling, the commission needs accurate information on use of this mode. When gathering information, the Commission should separate cycling from other active modes (walking, running). Statistics should be based on factual evidence (e.g regular counting of staff cycling to work) rather than exclusively on mobility surveys that tend to lead to a bias (over reporting by staff who are proud of using active/sustainable modes and under reporting by staff who may feel defensive about driving alone to work).



The Local staff committee (LSC) debate

The Commission's local staff committee set up a sub group to look into mobility matters and invited the EUCG to participate as an observer. The Sub group met twice in June/July and examined a broad range of issues. A debate on the staff mobility plan, with participation of Brussels Mobility Minister, Pascal Smet, is also envisaged, possibly in October.

The LSC sub group has so far focused on three main areas to be proposed for the EC Mobility Plan for Brussels:

- 1. Introduce in mobility plan long term goals and major principles that drive all other EC policies** (e.g. reduce mobility need and increase the share of sustainable modes of transport such as walking and cycling, and the Commission as a role model for other organisations in Brussels);
- 2. Establish a permanent process of updating the mobility plan** (consultation with staff, regular review, cooperation with local authorities);
- 3. Propose practical suggestions for implementation** (based on data, best practices in other organisations, local needs). These can be both non-financial and financial.

In addition the sub group has also been looking at mobility issues relating to the European schools and crèches in Brussels.



OIB Plans for cycling and sustainable mobility in the 2nd half of 2017

- **Participation in the car-free campaign** organized by the Brussels Region during mobility week (18-22 September). Different incentives will be made available to those who want to participate: free public transport passes, Villo cards.
- **Promotion of a new app 'Social Car'** (test phase) combining public transport and car pooling
- **New Bike project campaign** during 2 weeks (from 25 September to 06 October). As last year, 40 colleagues will have the opportunity to get a safe cycling training and receive a bike in loan during 2 weeks to try cycling to work (classical, folding and e-bikes available) – see separate article below).
- During mobility week, **2 bicycle guided tours**: On Monday 18/09, from BERL to Tour & Taxis to attend the "Bike Brussels" Fair (short visit of the salon foreseen); and on 21/09 from Beaulieu to Overijse, where lunch will be provided.
- During mobility week, On Wednesday 20 September, there will be a **"mobility village" in front of BERL** from 12 to 15h, including a bicycle repair stand. The EUCG will participate with a stand. The audience will be mainly EC staff but the event will be also open to public passing by. In addition to the EUCG there will be about a dozen stands, namely the main public transport operators, Brussels Mobility, A bicycle repair stand, Fit@work, EMAS, test of electric bikes,...
- During the mobility Village, DG COMM is also hoping to organize a **"green vehicles" fair**, offering EC staff a forum/place for selling and buying "green transport means", like second-hand bikes, rollerblades, skaters, etc. (at the time of writing, this event was still to be confirmed by DG COMM).
- Continuation of the **safe cycling trainings** until end of October. A new **"level 2" training** will be also launched (pilot phase) to encourage people to switch from an occasional use of the bicycle to a regular use of it to commute.
- **Preparation of the next VeloMai campaign** as from November.



TRY A BIKE FOR 2 WEEKS!!

Call for candidates – Bike project – Try cycling to work!

Further to the success of the 2016 edition, the Commission organises a new edition of the Bike Project in 2017. This project will give to 40 colleagues the opportunity to enjoy the use of a bicycle during 2 weeks, from 25 September to 6 October 2017, in order to try commuting by bike to/from the office.

You are not a regular cyclist and wish to test a classical bicycle, an electric bicycle or a folding bike to commute during 2 weeks? This project is for you! For more information, see attached.

Interested? Send your application by filling in and submitting the [form](#)¹ by 31 July 2017 midnight.

Summer Bicycle café "Tandem" in Etterbeek Brussels (28/07 to 1/09/2017)

Located at the Orangerie du Parc Jean-Félix Hap, just off Place Jourdan and accessible from 508 Chaussée de Wavre. Open until 8:00 pm every day except Monday. On Thursdays and Fridays they will have bike testings (ahooga on Thursday and cargobikes on Friday). The café provides some local food and beers, soft drinks, tea coffee etc.. There is a workshop for minor repairs to bikes, a shop selling bike-related accessories and a varied agenda of activities for kids and adults. The café is open till 1 september



Ch. de Wavre, 508-510 | 1040 Etterbeek
mar-sam : 11.00 - 20.00
dim : 11.00 - 18.00
fermé le lundi

✉ fietscafevelo@gmail.com
0494/922617

f /tandemfietscafevelo
o /tandem_fietscafevelo
www.tandemcafe.be

Le bâtiment de l'ancienne Orangerie est mis à notre disposition par le Collège des bourgmestre et échevins de la commune d'Etterbeek (dans le cadre du Contrat de quartier durable Chasse-Gray). Merci à eux pour cette occasion unique de réaliser un test grandeur nature de notre rêve.

Etterbeek
comune de quartier durable
quartier durable
wijkcontract
brussel.be

¹ <https://ec.europa.eu/eusurvey/runner/62ce3ef5-0b59-4f27-b02f-0d32d5f11129?draftid=539f8ae1-5e84-486e-996f-675036ff3fa0&surveylanguage=EN>



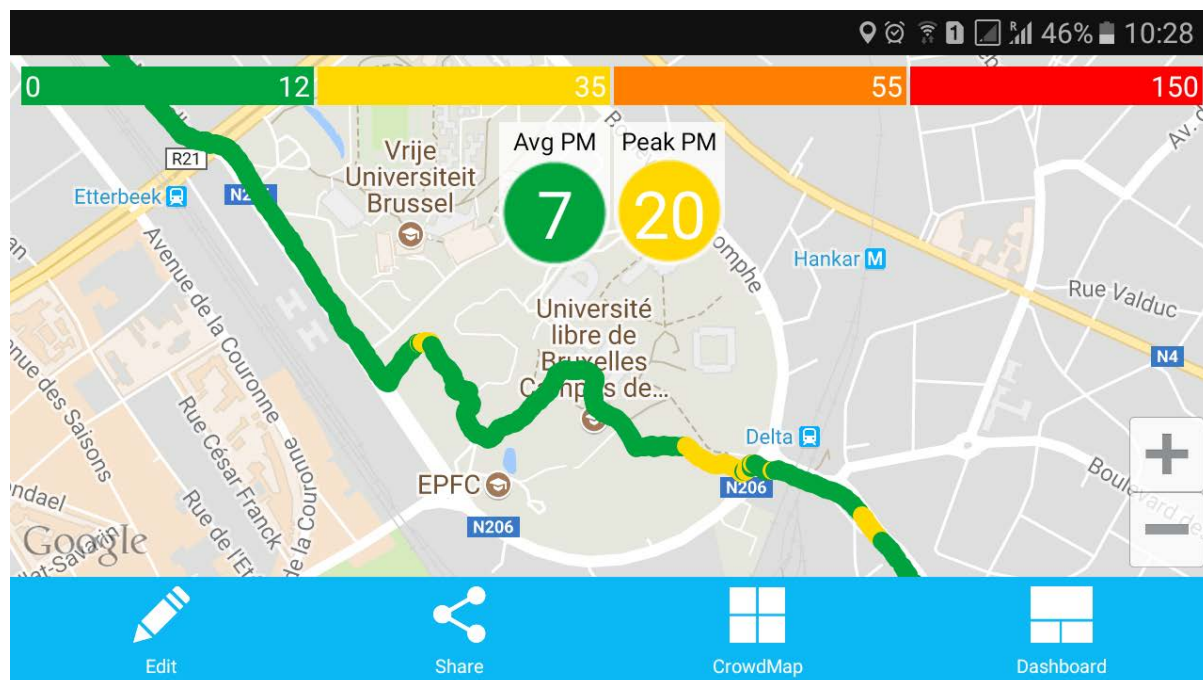
Poor Brussels air quality

Personal air quality measuring device can help you find least polluted way to work
(experience shared by a member)

I ordered an AirBeam particulate matter sensor (PM2.5) on Aircasting.org. It cost 250 USD and it was shipped from the U.S. within 10 days (in my case, there was no customs procedure for import into the EU).

The sensor is lightweight, wearable around the neck or the waist. It communicates via Bluetooth with an app that is installed on your Android phone (no iPhones for the moment). It is easy to set up and operate.

The sensor takes a measurement every second. The app puts the results on a time graph and also projects them on Google Maps automatically. It is possible to see how the air quality was in different spots along your way to work.



You can opt for your results to be shared on a central server, where your measurements will enrich a searchable dynamic map of air quality in your area.

<http://aircasting.org/map>

If you think 250 USD is too much for one person to pay, you may want to team up with a few colleagues to buy one, and then measure air quality in turn.

Brussels NGO BRAL purchased several of these Airbeam devices and had them tested by Flemish research institute VITO. Apparently, the measurements are fairly accurate when compared to higher-end measurement devices.

The device can therefore help you, for example, in finding the least polluted itinerary to get to work. However, it is meant to inform only about personal exposure, not about general air quality in the city, which has to be measured by protocols and instruments complying with EU law. (Andras Toth)

Measuring Air Quality with a Portable Device

Coming September, six of our members will start wearing a small air quality measurement unit. The portable device measures fine particles (PM 2.5). The EUCG is taking part in a bigger Smarter Labs



project of the VUB and the BRAL, which is a Brussels based Flemish NGO working for a better living environment.

The units make it possible to measure the air quality exposure of urban commuters. The individual measurements are transferred via an Android App to a central website. In this way all individual measurements can be combined into a comprehensive picture. We are looking for more volunteers to repeat the exercise later in the Fall. VUB and BRAL are also very interested to compare the measurements with those of car drivers, public transport users and pedestrians. So if you are an interested car driver please let us know. For more information contact [Julius op de Beke](#)².

² Julius.Opdebeke@ec.europa.eu



Free Fietsersbond membership

Interested in a one-year **free membership in the Flemish cyclists' organisation Fietsersbond**? - Following an initial offer, 51 EUCG members have already become new members.

Last month we shared with you the offer (now prolonged until 31 July 2017! – if you are interested see the details below) for a one-year free membership in the Flemish cyclists' organisation Fietsersbond. After only three days Sven could send the Fietsersbond a list with your many positive responses:

The Flemish cyclists' organisation [Fietsersbond](http://www.fietsersbond.be/over-ons)³ initially until the end of June now prolonged until the end of July 2017 offers free one-year memberships for new members nominated by old members - a good opportunity to strengthen the voice of cyclists in Belgium, to learn about local cycling matters, to read some Dutch (their communication is exclusively in Dutch) and to benefit from numerous special offers (see [here](http://www.fietsersbond.be/ledenvoordelen)⁴).

If you are interested, please enter your contact data into the enclosed excel form and send it ASAP to the EUCG committee member [Sven Dammann](mailto:sven.dammann@gmail.com) at sven.dammann@gmail.com, who will compile it and send it to the Fietsersbond.

Only three days after our last call for interest Sven could send the Fietsersbond a list with your many positive responses:

14 have registered for family memberships (for which we count two adult members) and 23 for individual memberships, making in total 51 new members ☐

EUCG member offers Dutch translation help

EUCG member [Jan Corijn](mailto:jancorijn@hotmail.com)⁵ wrote with his registration: *"PS: as Fietsersbond is a Flemish organisation, and everything is in Dutch, I'm always willing to help people if they want some translation."* – so mail to Jan if you need help reading the Fietsersbond information.

Thank you to all!

After this success we have asked the Fietsersbond's francophone counterpart [GRACQ](http://www.gracq.org/)⁶ if they, too, could offer a free one-year trial membership to EUCG members...we keep you posted!

³ <http://www.fietsersbond.be/over-ons>

⁴ <http://www.fietsersbond.be/ledenvoordelen>

⁵ jancorijn@hotmail.com

⁶ <http://www.gracq.org/>



Press release - 13/07/2017

Rue de la Loi Wetstraat on three lanes? A question of logic !

Rue de la Loi Wetstraat is currently under construction: traffic is organised on two lanes instead of the usual four lanes. For the GRACQ, Fietzersbond and EUCG cycling associations, this is a real opportunity to test a new three-band configuration at the end of the work, in order to propose a more suitable layout for cyclists and pedestrians.

Rue de la Loi Wetstraat is one of the major axes of the regional cycle network. It has one of the highest ridership rates in the capital: last September, there were more than 900 cyclists per hour, with a 40% increase in the number of cyclists between 2015 and 2016.

The EUCG's view on the BERL plaza

Those who come from Rue Archimède to Schuman and who either want to go to the main entrance of the Council's Justus Lipsius Building (there are bicycle parking spaces) or to go down Rue de la Loi are obliged to pass by the roundabout Schuman, which is a quite dangerous space for cyclists. This could be avoided if it was allowed to ride the bicycle on the esplanade of the berlaymont building, an enormous space, which allows easily for peaceful use by both, pedestrian and cyclists.

However, the EUCG Committee would prefer NOT to make the BERL plaza a '*zone mixte*' for pedestrians and cyclists. We are generally not in favour of such mixed zones, because they lead to many conflicts between pedestrians and cyclists, and we do not think it would be wise to start promoting such a zone now for this specific case. On the BERL Plaza, it would potentially become particularly dangerous for pedestrians, with cyclists coming down the slope at considerable speed, and crossing the continuous flow of pedestrians between the metro and the BERL entrance. Moreover, we do not see how this route would help you to reach the bike racks on Rue de la Loi at the JL entrance.

The EUCG Committee thinks that Schuman is chaotic and may be daunting, but since the speed of cars is usually very low, the 20m from Archimède to the exit into Loi (no need to change lane, staying always on the right close to the pedestrian path) is definitely doable. From there, down Loi, the situation has much improved until CHAR (which is the relevant bit in this case). Cyclists going to the JL main entrance, can either take this route and get off their bikes to cross the pedestrian crossing between BERL and JL, or from Rue Archimède make their way to the innermost lane of the Schuman roundabout (to the left of the traffic jam) and turn right into the shared space on Rue de la Loi in front of the JL directly.



EU institutions and infrastructure

CDMA

As a colleague wrote: "One think that should be addressed is the availability of shower facilities in the buildings. In CDMA, for example, I have found only 2 showers for male and apparently two for female – for the entire building! And there are very limited lockers available!"

Service bikes can be borrowed by a new category of staff

After hearing from a national government trainee (NEPT) that she was not allowed to use service bikes, EUCG suggested to OIB and HR that this category of personnel should also have access to the service. Fortunately, HR's lawyers opined that NEPTs can be assimilated to Seconded National Experts, and the service bike terms of use were updated so as to give NEPTs access to them. If you happen to have NEPT colleagues working nearby, you might want to inform them of the possibility to borrow service bikes."

Cycling dangers

Cycling alongside parking vehicles and the its risks

"Cycle Competence member Rosinak & Partner has just finished a comprehensive [study](#)⁷ on cycling alongside parking vehicles and the risks associated with it. The study was commissioned by the Austrian Road Safety Board (KFV). All over Austria ten locations were researched via video analysis. Further, cyclists and car drivers were interviewed. The results show the risk potential for cyclists: On average over all ten locations three quarters of all filmed cyclists were moving within the dooring zone (75 cm width). This means they are at risk of getting hit by suddenly opening car doors. Additionally, 80% of the time car drivers do not keep the necessary safety distance to cyclists when overtaking. Three quarters of the interviewed cyclists have already been in an accident or in a critical situation involving car doors being opened.

(Narrow) multi-purpose bike-lanes endanger cyclists

The video analysis showed that cyclists rely heavily on longitudinal markings (lane marking etc) .

⁷ <http://radkompetenz.at/en/1745/study-on-the-risks-of-dooring-alongside-parking-vehicles/>



Activities - meetings , fairs

Crowdsourcing citizens engagement campaign to make Brussels more cycle friendly

PING if you care – changing Brussels at the push of a button

Improving your city by pushing a button, that is the idea behind the new 'PING if you Care' project. Starting end of May 2017, cyclists will be able to mark Brussels' unsafe or unsatisfying traffic situations by pushing their PING button. This is a Bluetooth-enabled device which maps the marked spots. At the end of the pilot phase, all the information will be analysed and presented to the city of Brussels to enhance infrastructure planning.

The PING project allows people to point out problems in the infrastructure right away. It allows for easier communication between the city and its citizens. With the new technology, all it takes is to track your rides, push a button when you find something you don't like and leave a comment to make clear what was wrong.

All these PINGs and comments together will contribute to a bigger picture of the cycling infrastructure. This information can then be analysed and combined with the overall cycling data. Based on this information, the city will receive clear recommendations on how they can organise their resources in a more efficient way.

[Register](#)⁸ here if you wish to join.

En tant que partenaire du vélo et des modes de déplacements durables à Bruxelles, je vous invite à liker la page facebook de « Bike for Brussels », nouveau 'look and feel' regroupant les initiatives du vélo à Bruxelles afin d'augmenter le nombre de cyclistes. À partir du 1er juillet, vous y retrouverez toutes nos campagnes, astuces et anecdotes pour encore mieux profiter de notre capitale sur votre deux-roues !
<https://www.facebook.com/BikeforBrussels/>

There is an [initiative](#)⁹ offering bikes for kids for a period of 10 years. You might support the initiative by giving children's bikes there or one or another colleague might be interested in joining the initiative.

Leasing solutions ¹⁰now available for Bike43 in Belgium

The family Bike43 can also be leased just as a company car! Check-out [here](#)¹¹ and select Brand: Bike43. There already is a huge dealer list offering this service. The rental fee includes both maintenance and theft insurance.

⁸ <http://pingifyoucare.brussels/en/register-for-a-pinger/>

⁹ <http://1velopour10ans.be/>

¹⁰ <http://www.bike43.com/leasing-belgium/>

¹¹ https://www.cyclis.be/en_US/shop



Press cuttings, misc

Side street routes to avoid city pollution can cut exposure by half

([The Guardian, 14 June 2017](#))

In fact the UK group behind the research have developed a new [interactive map of London](#)¹² that allows people to put in any route and be shown a low-pollution walking option.

Outdoor Gear for Women Evolves Beyond 'Shrink It and Pink It'

Cycling towards a more sustainable transport future

In case you might be interested, the Oxford University journal Transport Reviews published our lead editorial online, with the printed version expected in a forthcoming issue. Ralph Buehler and John Pucher co-authored the [editorial](#)¹³, which is entitled: "Cycling Towards a More Sustainable Transport Future." The editorial is open-access, so the PDF of the article is freely downloadable from the journal's website.

They have also just published two articles ([first one](#)¹⁴ and [second one](#)¹⁵) related to cycling and public health and cycling safety (comparative across OECD countries), both also open-access and freely downloadable.

Brussels would like to involve citizens when making up the new [Mobility Plan](#)¹⁶

Bac Feats – a Woluwe eighteen year old cycles solo from Brussels to Athens

Daniel Maaroufi has just obtained his bac at the European school in Woluwe. Instead of heading for the beaches of the Algarve, as most of his class mates did to celebrate, he decided to cycle alone 3800 kilometres to Athens, where he is due to arrive on 9 September.

You can follow his daily adventures on his blog at <https://whilstibike.wordpress.com/>

¹² <https://crossriverpartnership.org/projects/clean-air-walking-routes/>

¹³ <http://www.tandfonline.com/doi/pdf/10.1080/01441647.2017.1340234?needAccess=true>

¹⁴ <http://ajph.aphapublications.org/doi/pdf/10.2105/AJPH.2016.303507>

¹⁵ <http://ajph.aphapublications.org/doi/pdf/10.2105/AJPH.2016.303546>

¹⁶ <http://goodmove.brussels/en/>



Bike engraving sessions 2017

Reduce you risk of theft –upcoming bike engraving by BXL Authorities

Please find hereafter the dates in 2017 of the bike engravings organised by [Bravvo](#)¹⁷ in collaboration with the police.

On **10/08/17 and 24/08/17**: Sessions from 2:00 pm to 5:00 pm on Thursday afternoons at the place de la Bourse / Bourseplein on

On **17/09/17** (car-free Sunday): Bois de la Cambre / Ten Kamerenbos, carrefour des Attelages: 10:00 -am - 6:00 pm

On **19/09/17** at Berlaymont Organised by the City of Brussels during mobility week

On **01/10/17**: Square Ambiorix,: 10:00 -am - 1:30 pm during a [GAQ](#)¹⁸ party

¹⁷ www.bravvo.be

¹⁸ www.gaq.be



Do you have interesting information for our newsletter?

Please let any committee member know if you have some information that may be of interest to all cycling colleagues. You can also send us an [email](#).

Nouvelle adresse e-mail de Bruxelles-Ville pour les questions vélo

L'e-mail velo@brucity.be n'est plus valide. Utiliser dorénavant:

- Pour toute demande «vélo» en général, il faut envoyer celle-ci à la cellule mobilité, urb.mobilite@brucity.be.
- S'il s'agit de demande de range-vélos, le courriel est à envoyer au département Travaux de Voirie, à l'adresse mobilierurbain@brucity.be.

Bicycle maps of Brussels Region

The [Brussels Region Bicycle Map](#) is available from [Kerstin Ringler](#) for just 2 euro. Send her an email and she will inform you on how to proceed.

The latest edition has been simplified to make it easier to read. The height shading and contour lines have gone (but the red lines indicating steep hills are still there), and green spaces are now shown in green! Cobbled streets best avoided by cyclists are now shown (where this information is available, mostly in the city centre).

Cycling Lexicon

Want to know how to say "flat tyre" in 27 languages including all 23 official EU languages? EUCG members can receive a free paper copy of the 2nd version of the Cycling Lexicon. Please send an email to [Kerstin Ringler](#) or map@eucg.eu for your free copy. For the PDF version please follow this [link](#).

Mobile bike repair

Broken chain/spoke/brake cable etc. on your way to office? There is a mobile bicycle repair service provider who'd come to your office and repair it during your working hours (or at home if you live not too far from the centre): [VeloFixer](#).

Flat tyre repair kits and pumps available!

In the unfortunate event that you notice you have a puncture when you want to ride home from work, please note that repair kits and pumps are available in some 40 Commission buildings (at the reception of those buildings where service bikes are available).

For the Council, there is one pump in the garage level 06, L-corner of the Justus Lipsius building. The intention is to put another one in the LEX building. Both buildings should eventually get as well as puncture repair kits.

Note: should you notice problems with Commission service bikes or the equipment, please immediately inform OIB.9 (by telephone at 87879 or by [email](#)). Do not attempt to repair these bikes yourself! However, you should always check the tyre pressures before using any bike. If the tyre pressures on your service bike are low, ask the guard for a pump and pump them up yourself before setting out.



Bikes & public transport (Source: [STIB website](#)ⁱ¹⁹)

Cyclists are allowed to bring their bicycles on board low-floor metro cars and trams (T2000, T3000 and T4000) every day of the year during normal operating hours, as long as doing so does not disturb other passengers. However, bicycles are strictly forbidden on metro cars and trams on work days (Monday through Friday) between 7 am and 9 am and from 4 pm to 6:30 pm.

Membership of GRACQ or Fietzersbond

The EUCG strongly encourages its members to join [GRACQ](#)- Les Cyclistes Quotidiens asbl or [Fietzersbond](#) vzw, the two major cycling associations in Belgium, with local sections in many municipalities. Apart from allowing you to address issues at a local level and meet cyclists outside the "EU-bubble", membership of these associations has the additional advantage of giving you a 5 % or 10 % discount in many bicycle shops in and around Brussels. It also includes legal assistance insurance for all cycling incidents.

Membership issues, subscribe and unsubscribe

There may still be cyclists around in the EU institutions that have not heard of us. Please forward this newsletter to them and ask them to join by sending us an [email](#). If mentioned, the people identified in the address list under "TO" are members of the EUCG Committee. The other around 1 600 group members are not identifiable (they receive this email as "BCC").

Data protection: this mailing list is maintained by the EUCG. Your name and email address will never be passed on to any third party; they will be retained by the EUCG only for the purpose of sending you the newsletter and occasionally other cycling-related items of interest by email. You can ask for your name to be removed from the mailing list at any time by contacting [email](#) or [Andras Toth](#). If you finish working for the EU institutions and your email account is closed then the EUCG will automatically remove your name from the mailing list.

Disclaimer: although our members work for any of the EU Institutions in Brussels, neither the content of this newsletter nor any other statements of the EUCG are the official position of any of these Institutions.

ⁱ <http://www.fietzersbond.be/over-ons>

¹⁹ http://www.stib-mivb.be/velo-fiets.html?l=en&news_rid=/STIB-MIVB/INTERNET/ACTUS/2012-06/WEB_Article_1340198009605.xml