



European Cycling Lexicon

Second edition:

More languages, more terms, more information

Европейски речник на велосипедните термини • Glosario europeo de la bicicleta • Evropský cykloslovníček • Europæisk Cykelleksikon • Europäisches Fahrrad-Lexikon • Euroopa jalgrattasõnastik • Ευρωπαϊκό Γλωσσάριο Ποδηλάτου • European Cycling Lexicon • Lexique européen du vélo • Léacsacan Rothaíochta na hEorpa • Lessico europeo della bicicletta • Eiropas velosipēdistu rokasgrāmata • Europos dviračių leksikonas • Európai kerékpáros lexikon • Lessiku Ewropew tar-roti • Europees fietslexicon • Europejski słownik rowerowy • Léxico europeu sobre bicicletas • Lexicon european al bicicletei • Európsky cyklistický lexikón • Evropski kolesarski leksikon • Eurooppalainen polkupyöräsanasto • Europeiskt cykellexikon • قاموس الدرجات الهوائية الأوروبية • 欧洲自行车词汇 • 欧州サイクリング用語集 • Европейский велосипедный словарь



European Economic and Social Committee



TABLE OF CONTENTS

Prefaces	page 3
Charter of Brussels	page 8
Some cycling statistics	page 9
European funding for cycling and cycling infrastructure	page 13
Lexicon	page 15
The languages in the European Cycling Lexicon	page 16
The bicycle	page 15
Велосипед • La bicicleta • Kolo • Cyklen • Das Fahrrad • Jalgratas • ποδήλατο • The bicycle • Le vélo • An rothar • La bicicletta • Velosipēds • Dviratis • A kerékpár • Ir-rota • fiets • Rower • A bicicleta • Bicicleta • Bicykel • Kolo • Polkupyöä • Cykeln • دراجة • 自行车 • 自転車 • Велосипед	
Accessories	page 39
Аксессуары • Accesorios • Příslušenství • Tilbehør • Zubehör • Lisavarustus • Αξεσουάρ • Accessories • Les accessoires • Gabhálais • accessori • Piederumi • Priedai • tartozékok • Accessorji • Accessoires • Akcesoria • Acessórios • Accesorii • Příslušenstvo • Dodatna oprema • Varusteet • Tillbehör • الملحقات • 配件 • アクセサリー • дополнительные детали	
On tour	page 47
На път • De viaje • Na cestě • På langtur • Unterwegs • Reisil • Στο ταξίδι • On Tour • En voyage • Ar Chamchuaire • In viaggio • Ceļojumā • Kelionėje • Útközben • Tul il-vjaġġ • Op reis • W drodze • Em viagem • La drum • Na cestách • Na poti • Matkalla • På resan • أثناء الرحلات • 巡回赛 • オン・ツアー • Поездка	
Other useful phrases	page 53
Други полезни термини • Frases útiles • Další užitečné fráze • Også nyttigt • Sonst noch nützlich • Muud kasulikku • Άλλες χρήσιμες λέξεις και εκφράσεις • Other useful phrases • Autres mots et expressions utiles • Nathanna úsáideacha eile • Terminologia utile • Noderigi • Naudinga • További hasznos kifejezések • Kliem u espressjonijiet siewja oħra • Handig voor onderweg • Przydatne zwroty • Especialmente útil • Alte expresii utile • Další užitočné slovíčka • Drugi uporabni izrazi • Muuta tarpeellista sanasto • Andra nyttiga ord och uttryck • عبارات مفيدة أخرى • 其它有用的词组 • その他の便利なフレーズ • Другие полезные фразы	
Types of bicycle	page 58
Видове велосипеди • Tipos de bicicletas • Туры kol • Cykeltyper • Fahrradtypen • Jalgrataste tüübid • Τύποι ποδηλάτων • Types of bicycle • Types de vélos • Cineálacha rothar • Tipi di bicicletta • Velosipēdu veidi • Dviraičių tipai • kerékpárfajták • Tipi ta' roti • Soorten fietsen • Rodzaje rowerów • Tipos de bicicleta • Tipuri de bicicletă • Druhy bicyklov • Vrste koles • Рүдөрτύүпит • Cykeltyper • أنواع الدراجات • 自行车的种类 • 自転車のタイプ • Типы велосипедов	
Infrastructure	page 70
Инфраструктура • Infraestructuras • Infrastruktura • Infrastruktur • Infrastruktur • Infrastruktuur • Υποδομή • Infrastructure • Infrastructure • Infraestructur • Infrastruttura • Infrastruktūra • Infrastruktūra • Infrastruktūra • Infrastruktura • Infra-estruturas • Infrastructură • Infrastruktúra • Infrastruktura • Perusrakenteet • Infrastruktur • بنية تحتية • 基础设施 • インフラストラクチャ • Инфраструктура	
Useful links	page 78

"The European Economic and Social Committee calls for clear prioritisation of objectives, with precedence for local public transport, walking and cycling over car infrastructure. This is the only way to improve living and environmental conditions in metropolitan areas."¹



PREFACE



Mario Sepi, President of the European Economic and Social Committee

Most of us remember how thrilled we were as children, when our parents taught us to cycle, preventing us from falling with a helping hand, yet encouraging us to steer and balance ourselves until we finally experienced the joy of rolling effortlessly over the paving. A wonderful feeling of freedom, reminiscent of flying.

Many of us have retained this enthusiasm for cycling also as adults, choosing the bike as their means of transport between home and work, benefiting from the fact that, especially in urban areas, it is the fastest, healthiest and cheapest means of transport for medium distances, or enjoying bike rides at weekends and during our vacation.

¹ Opinion of the European Economic and Social Committee on *Transport in urban and metropolitan areas* (Exploratory opinion), TEN/276 - CESE 615/2007



Others, however, may refrain from cycling because of inadequate infrastructure or because they feel that a human powered vehicle cannot meet their mobility and transport needs or does not correspond to their status.

But these things can change for the better rather rapidly, as a French colleague told me:

“The examples of cities like Paris, Barcelona or even Brussels, with their self-service bike rental systems and their recent improvements in cycling infrastructure show that cycling can become very popular in a very short time.”

The European Economic and Social Committee (EESC) is the EU body, established by the Treaty of Rome, in which civil society organisations from all EU member states participate in EU policy making. In our official opinions, which are jointly developed by representatives from employer organisations, trade unions and various interest groups such as consumer groups or environmental organisations, we have clearly stated (and I quote in the languages of the opinion’s drafts-persons) that

“The Committee calls for clear prioritisation of objectives, with precedence for LPT, walking and cycling over car infrastructure. This is the only way to improve living and environmental conditions in metropolitan areas.”²

In its opinion on the promotion of cross-border cycle transport the EESC demands

“In Europe every train, including high-speed international trains, should be obliged to make space available for transporting, among other things, bicycles.

Minimum quality standards should be introduced for cycling infrastructure built with the aid of European subsidies.

Cycling policy must also be integrated into the further development of European policy in the fields of spatial planning (including urban development policy), the environment, the economy, health, training and education.

The European Commission must continue to subsidise the creation of Euro Velo Routes so that a complete European Network of Cycle Routes, a TEN (Trans-European Network) for cycling, comes into existence.

The EESC recommends that EU subsidy budgets also be made available for the development and maintenance of cycling infrastructure.”³





With this innovation – the first European Cycling Lexicon that contains key terms of cycling, cycling infrastructure and different types of cycles for different transport needs in 27 languages, including *all* 23 official languages of the EU – the EESC wants to

- help European citizens and visitors of Europe cycling abroad to communicate in bicycle shops, travel agencies, railway stations and hotels
- raise awareness about infrastructure that facilitates cycling in order to inspire politicians, planners and peoples' organisations (and here I especially thank our translators, who had to cover new linguistic territory in those cases where the concepts in question did not exist yet in their language)
- raise awareness about the many forms of human powered vehicles that meet many different mobility needs in a sustainable manner and
- make the point that cycling policy is not only a local but also a European issue.⁴

It is in this spirit that the EESC has also become a signatory of the Brussels Charter⁵ on a better cycling policy.

As an important workplace in the Brussels EU district we encourage colleagues to come to work by bike and other sustainable modes of transport in our staff transport plan and by organising monthly Friday-Bikedays.



The EESC Secretary-General Martin Westlake (centre) and staff attending Friday Bikeday

May we experience the joy of cycling not only on international car-free day but all year round!

⁴ Please also visit our web site where you can find — and soon also add — further languages and terms: <http://www.eesc.europa.eu/sections/ten/european-cycling-lexicon>

⁵ See page 8

PREFACE



Manfred Neun, President of the European Cyclists' Federation

Cycling will be an increasingly important element of urban mobility of the future. Cities and regions worldwide will improve their quality of life by becoming cycling-friendly – this is a significant advantage to competition.

Car-oriented cities will need to “re-cycle” themselves, as the official motto of the Velo-city 2009 conference in Brussels states. The conference turned out to be a tremendous success. Its milestone was the signing of the “Charter of Brussels” in the European Parliament by cities across Europe. Cities committed themselves to raise the level of cycling in the modal split to 15 % (or more) by 2020. For the average European city this means a tripling in the level of cycling – a very concrete “re-cycling” aim!

Being the European voice of cyclists, the ECF is very pleased that in times of climate change the value of the bicycle as a zero emission vehicle is being newly appreciated. It makes a new urban lifestyle possible.

We would like to sincerely thank the European Economic and Social Committee whose enthusiasm made this multi-lingual European Cycling Lexicon possible. Meeting people and experiencing the diversity and beauty of our continent on the bicycle – there is no better way to move around!





CHARTER OF BRUSSELS

CYCLING CONTRIBUTES TO

LIVEABLE CITIES, EFFICIENT URBAN TRANSPORT, LESS CONGESTION, LESS TRAFFIC NOISE, HEALTHY PHYSICAL ACTIVITY, ROAD SAFETY, CLEAN AIR, FIGHTING CLIMATE CHANGE, SAVING FOSSIL FUELS AND SUSTAINABLE TOURISM.

ON THE OCCASION OF THE VELO-CITY® 2009 CONFERENCE IN BRUSSELS UNDERSIGNED CITIES COMMIT THEMSELVES:

- A) TO SET A TARGET OF AT LEAST 15% FOR THE SHARE OF CYCLING IN THE MODAL SPLIT OF TRIPS FOR THE YEAR 2020 AND OF FURTHER GROWTH IF THIS TARGET ALREADY IS ACHIEVED
- B) TO SET A TARGET OF - 50% FOR CYCLISTS RUNNING THE RISK OF HAVING A FATAL ACCIDENT FOR THE YEAR 2020
- C) TO WORK ON A BICYCLE PARKING AND 'ANTI BICYCLE THEFT POLICY'
- D) TO PARTICIPATE IN AND TO SET UP PROJECTS TO INCREASE CYCLING TO SCHOOL AND TO WORK
- E) TO CONTRIBUTE TO MORE SUSTAINABLE TOURISM BY INVESTING IN MEASURES TO IMPROVE AND TO INCREASE BICYCLE TOURISM
- F) TO COOPERATE CLOSELY WITH THE BICYCLE USER ORGANISATIONS, THE BICYCLE RETAILERS ORGANIZATION AND THE BICYCLE INDUSTRY ORGANIZATIONS AND OTHER STAKEHOLDERS AS THE POLICE, CONSULTANTS AND EXPERTISE CENTERS, ARCHITECTS AND BUILDERS OF INFRASTRUCTURE TO ACHIEVE THE TARGETS, AND CALL UPON ALL OTHER EUROPEAN CITIES TO FOLLOW OUR EXAMPLE.

THIS CITY, TOGETHER WITH ALL THE OTHER CITIES SIGNING THIS CHARTER, CALL UPON THE EUROPEAN COMMISSION AND THE EUROPEAN PARLIAMENT:

- A) TO SET A TARGET OF AT LEAST 15% FOR THE SHARE OF CYCLING IN THE MODAL SPLIT OF TRIPS IN EUROPE FOR THE YEAR 2020
- B) TO ESTABLISH THE POST OF EUROPEAN BICYCLE OFFICER IN THE ADMINISTRATION OF THE EUROPEAN COMMISSION
- C) TO CREATE A PARLIAMENTARY INTERGROUP 'CYCLING' IN THE EUROPEAN PARLIAMENT
- D) TO PUT ADEQUATE BUDGETS AT THE DISPOSAL OF EUROPEAN PROGRAMS FOR THE FINANCIAL SUPPORT OF CITIES AND NGOs PROMOTING CYCLING IN EUROPE.

FURTHERMORE, THE SIGNERS OF THIS CHARTER CALL UPON ALL AUTHORITIES WORLDWIDE, AT ALL LEVELS TO STRONGLY PROMOTE CYCLING AND TO INCORPORATE CYCLING INTO ALL AREAS OF POLICY (HEALTH, SPATIAL PLANNING, CITY MANAGEMENT, ECONOMY, MOBILITY AND TRAFFIC, LEISURE, SPORTS, TOURISM).

SOME CYCLING STATISTICS

(Find more statistics on our website

<http://www.eesc.europa.eu/sections/ten/european-cycling-lexicon>)

Cycling in Europe

- In 2000 there were ca. 200 million bicycles in the EU 15 (compared with 160 million cars and 493 million inhabitants), but only 10% of the bikes were used on any given day. (Sources: Eurostat, Les Ludson, 2000, Transport and tourism: Cycle tourism – a model for sustainable development in *Journal of sustainable tourism*, Vol 8 No 5) (<http://www.bfa.asn.au/cms/uploads/tourism/lumsdon.pdf>)
- On average a Dutch person cycles 2.3 km a day and a Spaniard only 0.1 km (Source: European Commission, DG Transport; 2002, EU energy and transport in figures, pocketbook)
- 26% of all trips in the Netherlands are made by bicycle. In Great Britain the figure is only 2%. (Source: "Cycling in the Netherlands", Fietsberaad, 2009; www.bicyclecouncil.org)
- Improving cycling infrastructures can increase cycling levels in a very short time. Barcelona has introduced a self-service bicycle hire system in March 2006 with bikes shared across the city (similar to the Velib-system in Paris). As of November 2007, the system had been used more than 2 750 000 times, representing 8 000 000 km of travel. (Source: <http://en.wikipedia.org/wiki/Bicing>)
- Most trips in European cities are shorter than 6 km, a distance that can easily be travelled by bike, often more quickly than by car). (Source: "Cycling in the Netherlands", Fietsberaad, 2009; www.bicyclecouncil.org)

Economic benefits and energy efficiency of cycling

- The average purchasing price of a new bicycle is EUR 579, more than 30 times less than that of an average car. (Source: "Cycling in the Netherlands", Fietsberaad, 2009, www.bicyclecouncil.org)
- More cycling can help decrease the dependency of the European economy on costly oil imports. Today, in the EU, our primary energy supply



- is 80% dependent on fossil fuels. (Sources: Euractiv, May 2009, <http://www.euractiv.com/en/transport/bicycles-touted-modern-post-fossil-vehicle/article-182342>, Communication from the Commission "Investing in the Development of Low Carbon Technologies (SET-Plan)" COM(2009) 519 final). During the life-time of an average car approx. EUR 10 000 are paid for the car's fossil fuel consumption. Much of the money leaves the EU to pay for fuel imports. (Source: Transport and Environment, <http://www.transportenvironment.org>)
- In terms of energy efficiency, on bikes humans have even surpassed natural evolution: to move 1kg of body mass 1km, a cyclist on a normal bike uses only 0.136 calories while a seagull uses 1.433 calories. Per passenger-mile, a bicycle needs only 35 calories, whereas a car expends 1 860 calories. (Sources: http://www.treehugger.com/files/2006/07/world_most_ener.php and V.A.; Tucker, 1975, American scientist Vol. 63, p. 412)
 - In Germany the turnover in cycle tourism grew from 5 billion in 2000 to 9 billion in 2009. Investments in bike-tourism infrastructure (in particular cycle routes, cycle ways and cycle tracks) can be recouped in less than two years. (Sources: 2005 figure: ADFC estimation, 2009 figure: DTV – Grundlagenuntersuchung "Fahrradtourismus in Deutschland" <http://www.deutschertourismusverband.de/index.php?pagelId=10079>, "Regionalwirtschaftliche Effekte des Radtourismus in Rheinland-Pfalz", study Europäisches Tourismus Institut 2007)
 - If you add to the time actually spent in a car the time spent working to pay for its total running costs, the average speed of a car is 5 mph. You would be faster on a bicycle. (Source: http://www.bicycology.org.uk/auto_mobility.htm)

Health & safety

- The level of air pollution inside a car is invariably higher than that of the ambient air breathed by the cyclist. A motorist inhales twice as much CO as a cyclist and approximately 50 % more nitrogen oxides. (Source: J. Dekoster, U. Schollaert; Report: Cycling – the way ahead for towns and cities, DG Environment, Nuclear Safety and Civil Protection, 1999)
- The more cyclists on the streets, the fewer road accidents for cyclists. There is an inverse relationship between the number of cyclists and the

number of casualties among cyclists involved in car accident. (Source: C. Hydén, A.Nilson, R. Risser 1998 quoted in the report “Implementing sustainable urban travel policies: moving ahead national policies to promote cycling”).

- Wearing a helmet does not protect you as much as a good cycling infrastructure. In the Netherlands only 0.1% of cyclists wear a helmet; the Netherlands has fewer than 20 fatal accidents per billion kilometres cycled. However, in Finland where 20% of all cyclists wear a helmet there are 50 fatal accidents per billion kilometres cycled. (Source: C. Hydén, A.Nilson, R. Risser, 1998, quoted in the report “Implementing sustainable urban travel policies: moving ahead national policies to promote cycling” http://www.ecf.com/3500_1)
- Regular cyclists have health benefits 20 times superior to the risk of accident. A UK study calculated a ratio of 20 to 1 between the general health benefits deriving from regular cycling and the incurred health risks of cycling. (Source: ECF, Facts and figures, 2009, <http://www.velo-city2009.com/assets/files/VC09-ECF-facts-and-figures.pdf>)
- People who cycle to work have a 39% lower all-cause mortality rate than those who do not. (Source: Andersen et al, 2000, “All-cause mortality associated with physical activity during leisure time, work, sports and cycling to work” in Archives of Internal Medicine, vol. 160)
- Cycling has a positive effect on emotional health – improving levels of well-being, self-confidence and tolerance to stress while reducing tiredness, difficulties with sleep and a range of medical symptoms. (Source Boyd, H., Hillman, M., Nevill, A., Pearce, A. and Tuxworth, B. (1998). Health-related effects of regular cycling on a sample of previous non-exercisers)
- An adult who cycles regularly will typically have a level of fitness equivalent to being 10 years younger and a life-expectancy two years above average. (Source: Tuxworth 1986 quoted in ECF, Facts and figures, 2009, <http://www.velo-city2009.com/assets/files/VC09-ECF-facts-and-figures.pdf>)



Environmental benefits

- As in the EU the majority of car journeys are of a short distance, if just 30% of car journeys below 6 km were replaced by bicycle trips, there would be a 4% reduction in CO₂ emissions from road traffic. (Source: Global alliance for EcoMobility funding conference quoted in CCN News January 2008)
- A bicycle commuter who rides 8 km to work, four days a week, avoids 3 220 km of car driving a year — the equivalent of 380 l of petrol saved and 0.75 t of CO₂ emissions avoided. (Source: Rails to trails conservancy & Bikes Belong coalition, 2008, report “Active transportation for America”, http://www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf)

For comparison: average annual EU 27 per capita CO₂ emission are at 8.8 t (2005, source: <http://www.eea.europa.eu>), compared with India 1.3 t, and China 4.3 t (2005, source: <http://www.gapminder.org>)



EUROPEAN FUNDING FOR CYCLING AND CYCLING INFRASTRUCTURE



(Please find more information on our website:

<http://www.eesc.europa.eu/sections/ten/european-cycling-lexicon>)

For many cycling projects European Union funding can be obtained either from EU-financed member state programmes or from programmes managed directly by the European Commission and EU executive agencies. In principle, cycling projects are eligible for funding in the policy areas of transport, energy, environment, health, regional development and tourism.

The European Regional Development Fund (ERDF):

The ERDF includes funding for clean and sustainable urban transport, multi-modal transport and tourism-related infrastructure. In accordance with the subsidiarity principle, the Member States and their regions manage their own regional development programmes.

How to apply:

Contact your own national or regional authorities. Find out more about funding possibilities in your region at:

http://ec.europa.eu/regional_policy/atlas2007/index_en.htm

The European Agricultural Fund for Rural Development (EAFRD):

The EAFRD funds rural development. This can include the creation of cycling infrastructure and promotion of sustainable tourism.

How to apply:

Under this fund, every Member State must establish its own rural development programme. Please contact your country's Ministry of Agriculture or your local agricultural association for more information.

http://ec.europa.eu/agriculture/rurdev/countries/index_en.htm

Intelligent Energy Europe (IEE):

The IEE programme aims at improving energy efficiency and encourages the wider uptake of new and renewable energies. Cycling projects can be funded under its STEER strand which promotes more sustainable energy use in transport. STEER does not fund infrastructure, but only measures to



increase demand for sustainable transport such as campaigns, promoting best practices, education and training, and capacity building.

How to apply:

Any private or public organisation established in the EU (or Croatia, Norway, Lichtenstein, Iceland) can respond to a call for proposals. Projects should normally run for two to three years and involve at least three partners from three countries.

More information on the IEE programme:

<http://ec.europa.eu/energy/intelligent/>

The EU Research Framework Programmes (FP7, FP8,...):

The “Seventh Framework Programme” (FP7) (to be followed by FP8 for 2013-2020) is the main financial tool through which the EU supports research and technological development and demonstration activities, covering almost all scientific disciplines. Its “cooperation” sub-programme is divided in ten themes (including Transport). One key initiative for cycling projects within the FP7 is CIVITAS. With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by testing ambitious integrated sustainable urban transport strategies. Through the CIVITAS Initiative the EU also funds the development and evaluation of new approaches to safe cycling in cities.

How to apply:

Project proposals submitted in response to the publication of a ‘Call for proposals’ are selected by the European Commission for funding. Calls of the Transport Work Programme will be announced on this page:

http://cordis.europa.eu/fp7/transport/home_en.html

For others themes (including ICT, health...) see:

http://cordis.europa.eu/fp7/understand_en.html

Programme of Community Action in the Field of Health:

The Health Programme is the key means of implementing health objectives at European level. Projects under this programme fall into three categories, known as “strands”: health security/health threats; health information; and health determinants/health promotion. Cycling could be funded under the “health promotion” strand which includes the promotion of physical activity.

How to apply:

More information on the annual call for proposals:

http://ec.europa.eu/health/programme/policy/2008-2013/index_en.htm