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Climate Mainstreaming Activities in Ukraine under EU4Climate: Cycling & Micromobility

EU4Climate Regional Workshop on Climate Mainstreaming Activities in the EaP countries
Brussels, 26 April 2023

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Cycling & Micromobility in Ukraine: Why is it important?

70% of population of Ukraine live in cities

20-30% of trips in the cities are made by private cars

Public transit in Ukrainian cities operates beyond their capacity (110-130% of capacity)

Traffic congestions are becoming more severe in big cities
(Kyiv, Odessa and Kharkiv were in the top-20 of TomTom 2020 rating of traffic delays)

11% of Ukrainian GHGs comes from Transport sector

75% of GHGs in Transport sector are emitted by road transport

40% of air pollution in Ukraine comes from road transport
(80-90% in big cities)

Bicycle and Micromobility can take 10-15% (now 1-3%) of trips, not impacting the environment

Key activities under EU4Climate

- Conducted an **all-Ukrainian opinion poll** and prepared corresponding **survey on barriers and further development of cycling** in Ukraine.
- Fulfilled a study and developed **recommendations on the improvement of state building codes and standards** of Ukraine to improve the safety and comfort of using bicycles and micromobility.
- Prepared **White Paper on Micromobility** to support the development of National Strategy for the Cycling Development Strategy.
- Drafted **National Strategy for Cycling Development till 2030** and corresponding **Action Plan on 2023-2027**.

Objectives of the National Cycling Development Strategy till 2030 Draft

- Cycling in Ukraine is safe.
- Movement, parking, storage and rental of bicycles in Ukraine is possible, accessible and convenient, including for the needs of bicycle tourism.
- The level of environmental safety is increased, in particular by improving the quality of atmospheric air in places where people live, the level of GHG emissions from transport in Ukraine is decreased.
- Public transport is adapted to transport bicycles.
- A bicycle is a popular and common form of transport in urban areas.

Further development of Bicycling and Micromobility transport in Ukraine

Despite the war paused the process of adopting strategic documents and policies for the development of cycling and micromobility in Ukraine, the relevance of this topic has become even greater.

Ongoing and planned infrastructure recovery (incl. bridges, roads and new settlements) should also consider accessibility for all users.

More opportunities for cyclists means greener and more accessible transport.





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Thank You

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