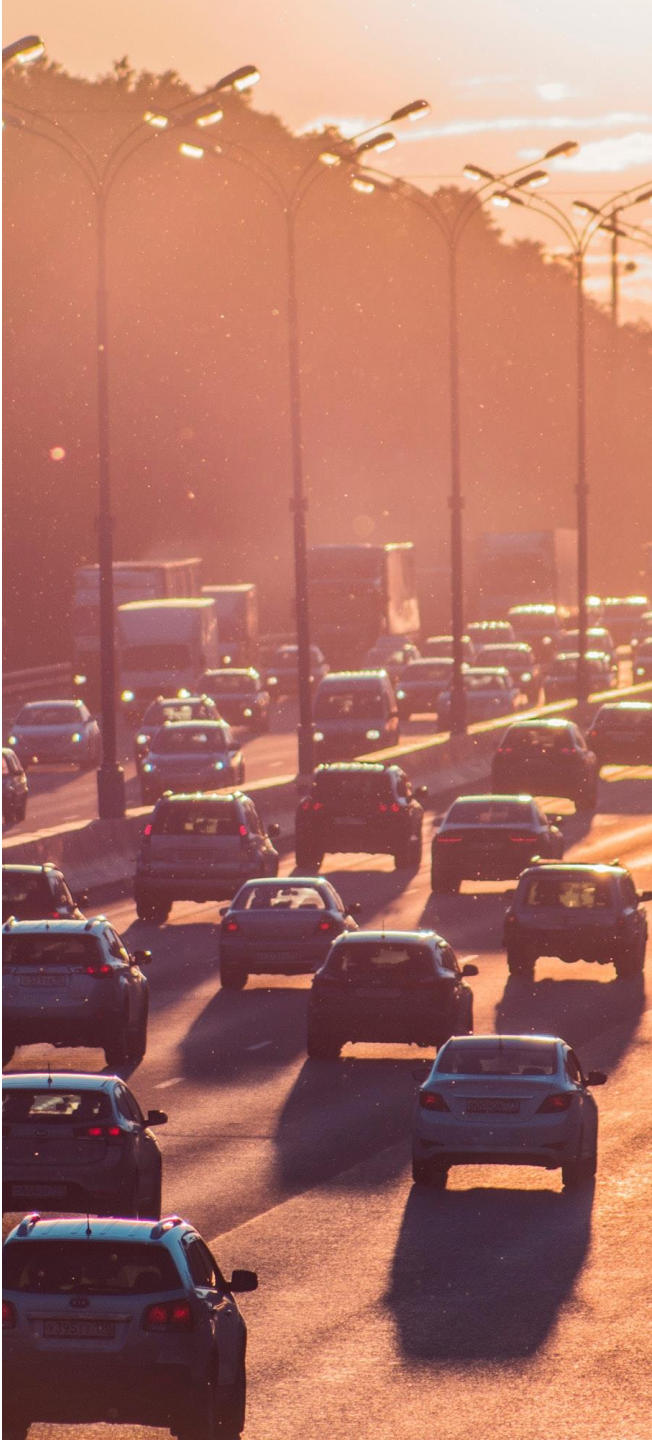
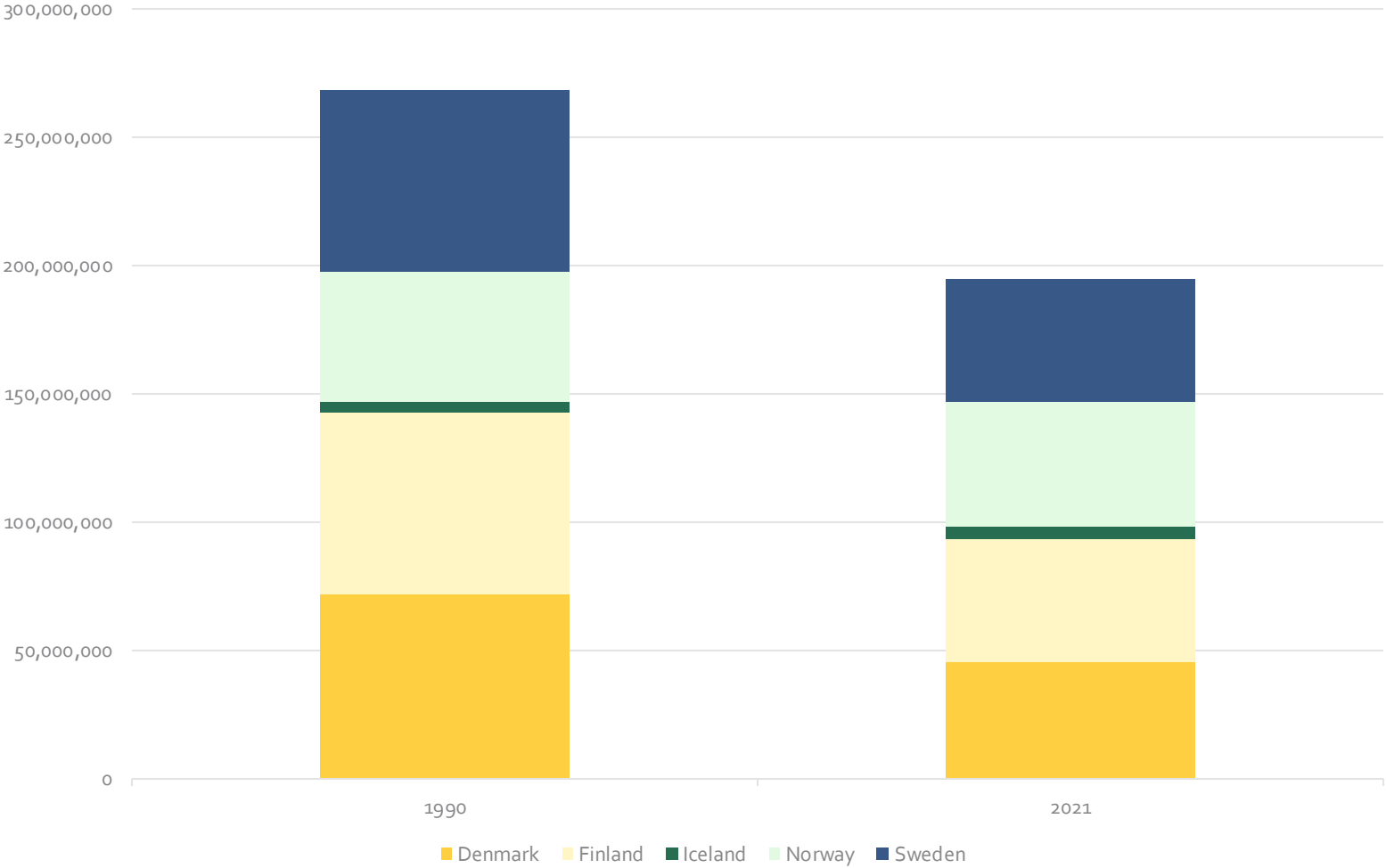
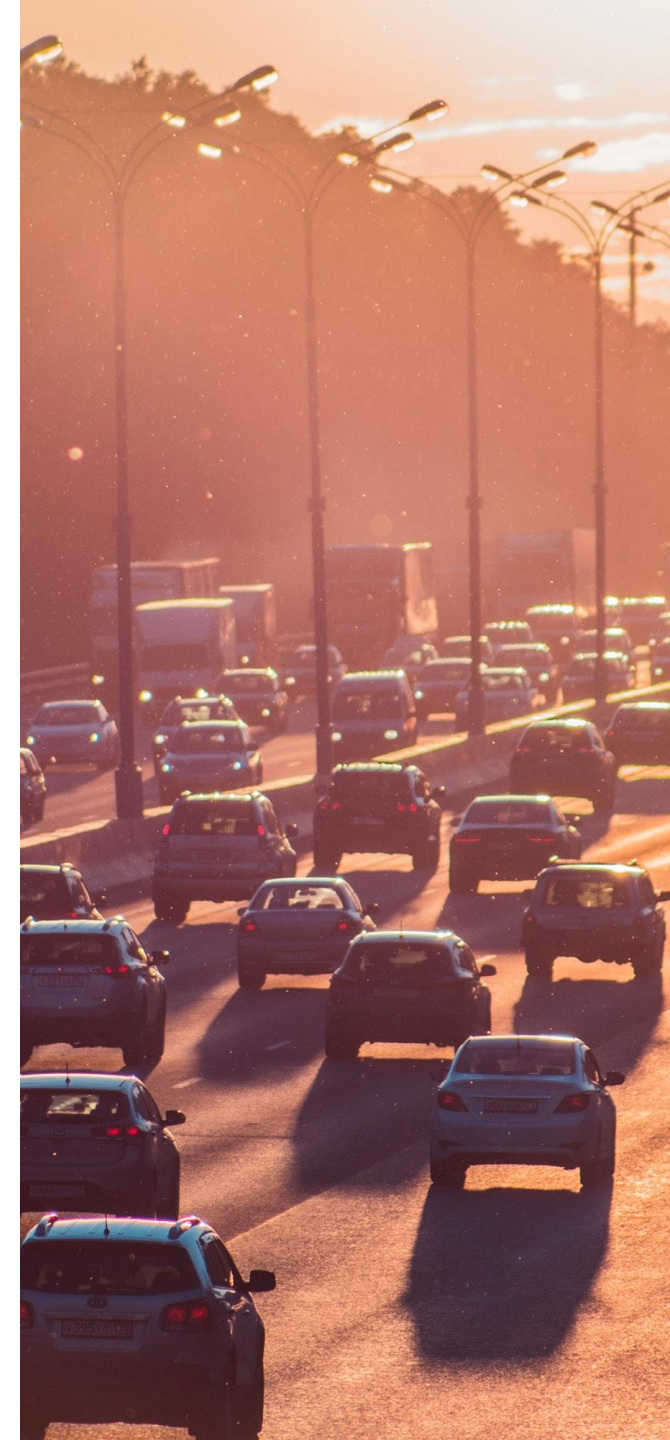
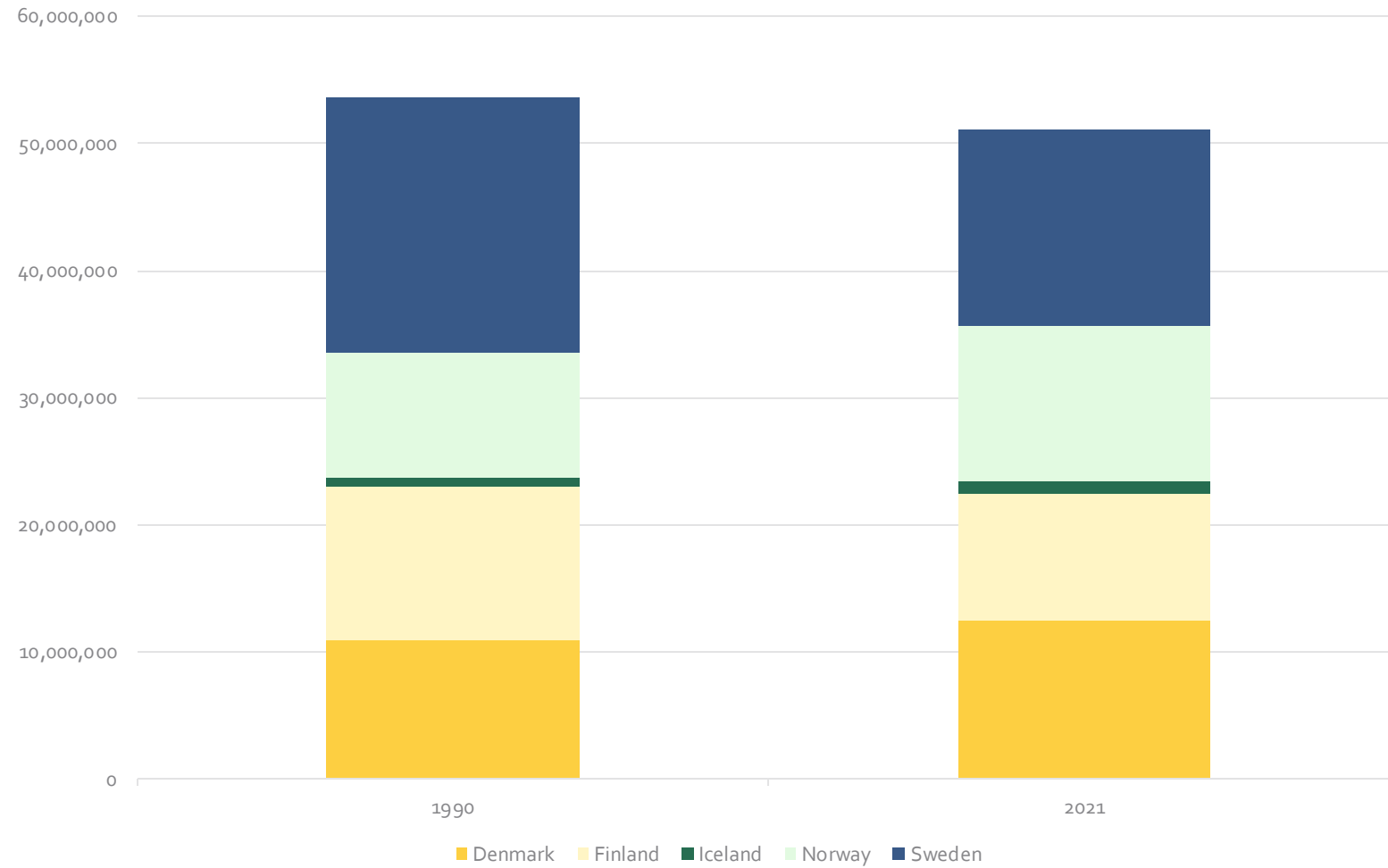


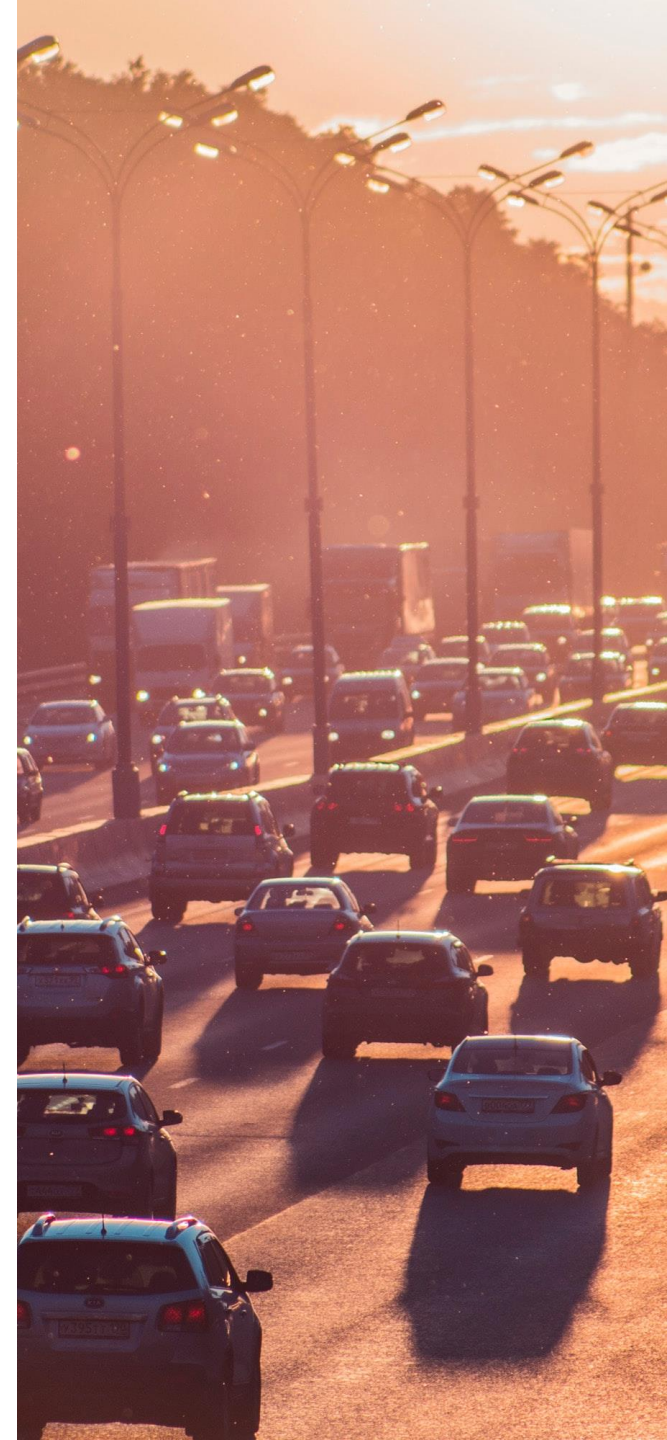
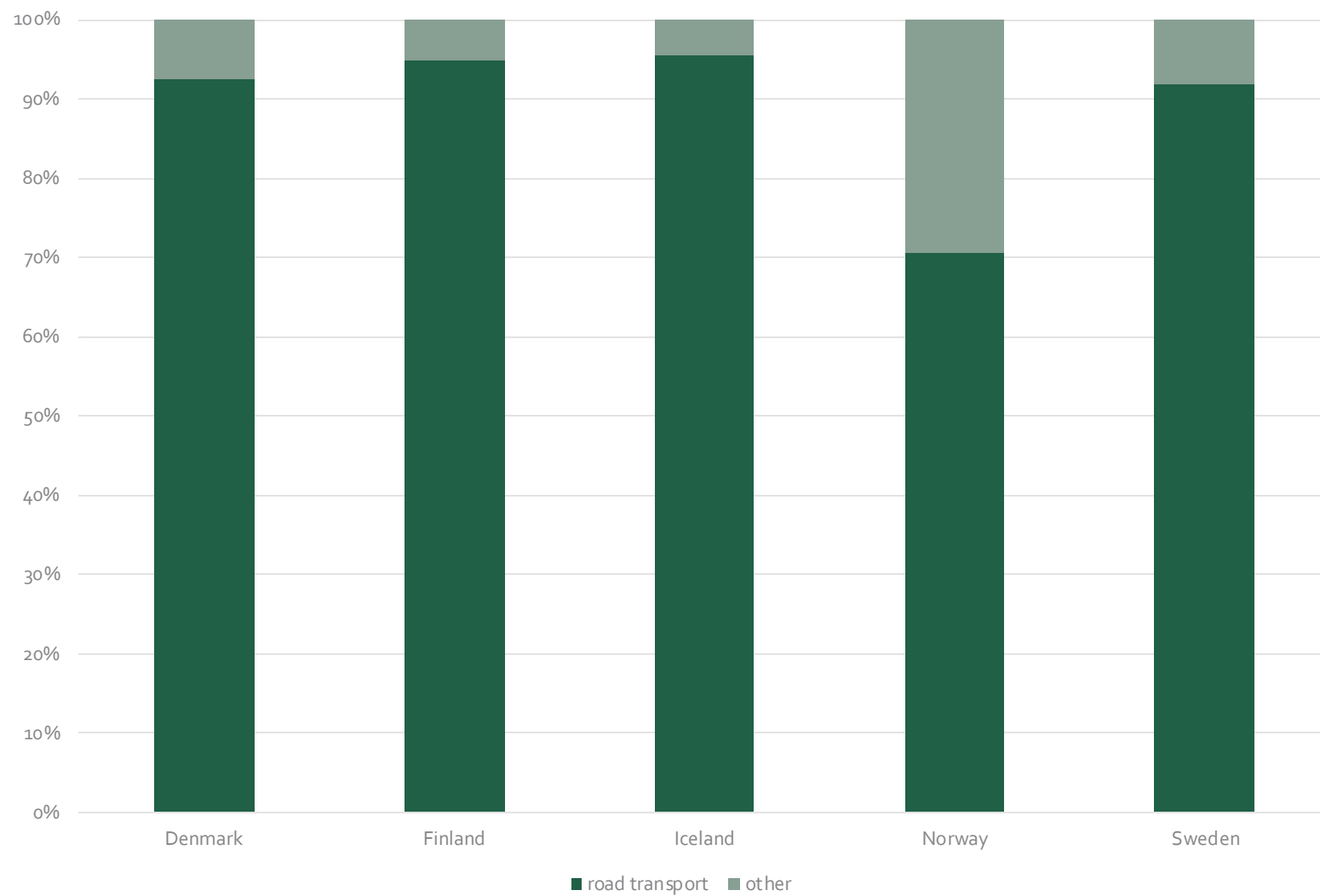
Total emissions (without LULUCF) in the Nordic Region, 1990 v. 2021  
(million tonnes of CO<sub>2</sub>e)



Transport emissions in the Nordic Region, 1990 v. 2021  
(million tonnes of CO<sub>2</sub>e)



Percent of transportation emissions credited to road transport in the Nordic Region, 2021







**26%** of total net emissions in the Nordic Region is from transportation.

**23%** of total net emissions in the Nordic Region is from road transport specifically (88% of emissions within the transportation sector).

**15%** of total net emissions in the Nordic Region is from cars.

Safety

Injustice

Social polarisation

Fears of being left  
behind

Spatial inequalities

Mental and physical health  
concerns

Loneliness

Safety

Injustice

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Fears of being left  
behind

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Mental and physical health  
concerns

Loneliness

**Sustainability is more than just an  
emissions reduction issue.**



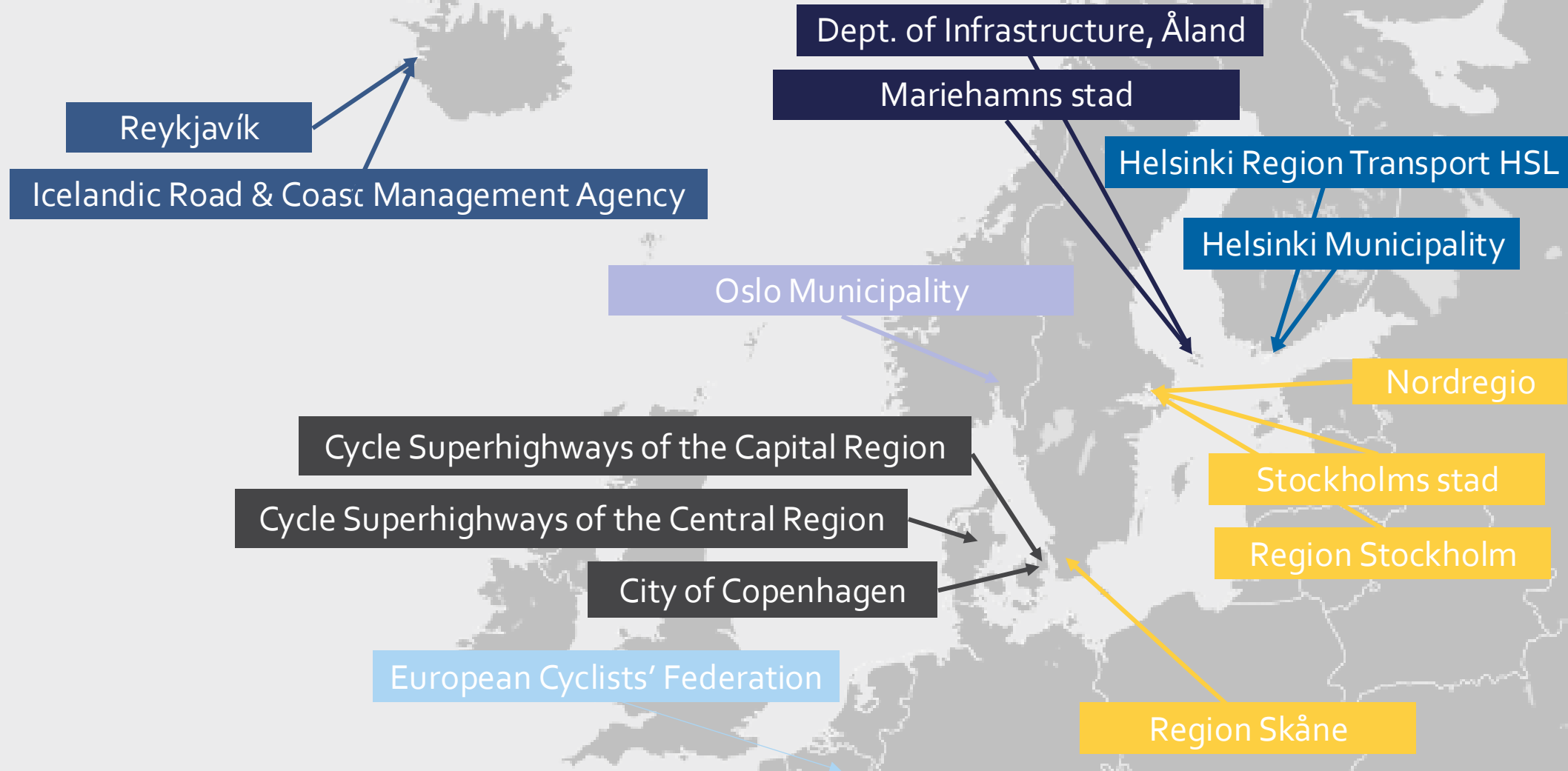








# Nordic Cycle Network





# Knowledge-sharing workshops



1. Politically prioritising cycling

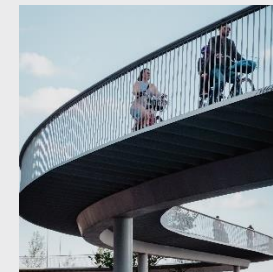


4. Winter cycling maintenance

2. Collecting cycling data



5. Implementing cycling projects



3. Multi-modality



6. Cycling policy



# Myths about cycling in the Nordic Region

Cycling conditions are already good enough in the Nordic Region

Cycling is only a seasonal activity.

Cycling is an exclusive mode of transport.

Cycling only benefits cyclists.

Cycling infrastructure is too expensive.

Cycling cannot make serious sustainability impacts.

Owning a car is necessary in the Nordic Region.

Cycling is not a legitimate mode of transportation.



#1  
Cycling is only for leisure and recreation. It's not a realistic form of transport for everyone.





*"Cycling ... [is] one of the most sustainable, accessible and inclusive, low-cost, and healthy forms of transport and recreation."*

(European Declaration on Cycling, 2024)



# How to ensure cycling is a legitimate transport option

- Collaborate among regional and local authorities to enable multi-modal transport.



Cycle Superhighway in the Capital Region

Cycling plays an important role in  
holistic mobility systems.





#2

Cycling infrastructure is too expensive  
for governments to invest in.



# Benefits of investing in the bike

Economics assessment Helsinki has found that every €1 invested in high-quality cycling infrastructure yields an **€8 benefit** for society.

**Improvement of road safety** for all users.

Shifting from cars to bicycles can **reduce healthcare costs**.

**Decreases road congestion** for those who need to use the car.



# How to provide and maintain cycling infrastructure

- Reduce barriers that threaten the comfort and safety of vulnerable road users.



City of Oslo red cycle lanes for improved safety.

# How to provide and maintain cycling infrastructure

- Build bridges across administrative departments, using cycling as a cross-sectoral solution.
- Support cycling with greater central government investments per inhabitant
- Invest in smart and sustainable winter cycling maintenance methods.



**Providing and maintaining cycling infrastructure is worth the investment.**



#3

Cycling cannot make serious impacts.  
Instead, we can achieve sustainability  
goals by trading in fossil-fuel cars for  
electric vehicles.







*"For a sustainable mobility system, electric vehicles alone will not be enough. Moreover, production of electric vehicles will still require substantial resources and generate pollution. Electric vehicles will also not solve the problem of growing transport demand, time spent in traffic or finding a parking spot."*

(European Environment Agency, 2023)

# Why isn't electrification enough?

Maintains and expands of unsustainable infrastructure.

Supports sprawling environments.

Continues undemocratic and unjust use of public space.

# Why isn't electrification enough?

Life without electric cars



COPENHAGEN  
IZE  
EU

Life with electric cars





# How to facilitate active mobility

- Reimagine the built environment.
- Identify structural barriers that disable residents from challenging car-centric norms.
- Provide a range of shared mobility options for residents

**Sustainability goals cannot be achieved unless we develop a built environment that facilitates active mobility.**





