

# EUROPEAN DECLARATION on CYCLING

## 欧洲自行车骑行宣言

Commission proposal  
of a European Declaration on Cycling  
to the European Parliament  
and the Council

欧洲联盟委员会  
向欧洲议会和理事会提交的  
《欧洲自行车骑行宣言》提案



The European Parliament, the Council and the European Commission  
solemnly proclaim the following joint Declaration on Cycling

欧洲议会、欧洲理事会和欧洲委员会庄严宣布  
以下关于自行车的联合声明

## PREAMBLE

### 序言

Whereas:

鉴于：

1. Transport is key for social inclusion and economic development, and for creating jobs and promoting access to other essential services, such as employment, education, health and care. However, it is still a significant source of greenhouse gas emissions, air, noise and water pollution. Congestion remains a serious challenge to the efficiency of transport systems and also reduces the liveability of affected areas, at a considerable cost to society and the economy.

1. 交通是社会包容性和经济发展的关键，也是创造工作岗位、帮助人们获得其他基础服务的关键，如就业、教育、保健和护理等。然而，交通还是温室气体排放，空气、噪音和水污染的重要来源。交通拥堵仍然是对交通系统效率的一个严峻挑战，也降低着受影响地区的宜居性，给社会和经济造成了相当大的损耗。

2. Sustainable forms of transport are essential for achieving the EU's climate, zero pollution and energy efficiency objectives. Among these, cycling is one of the most sustainable, healthy and efficient, with considerable potential to support the decarbonisation of urban transport and help achieve the EU-wide target of reducing net greenhouse gas emissions by at least 55% by 2030 compared to 1990 and climate neutrality by 2050 in line with the European Climate Law<sup>1</sup>. It will also help us advance towards the zero pollution ambition<sup>2</sup>, with numerous co-benefits in other areas. The importance of further developing cycling is in particular key for European towns and cities as part of our climate objectives.

2. 可持续的交通方式对于实现欧盟的气候目标、零排放目标和能源效率目标至关重要。在已有的交通方式中，自行车是最可持续化、最健康和最具效率的方式之一，在支持城市交通脱碳、帮助实现欧盟范围的减碳目标等方面具有巨大潜力，即根据《欧洲气候法》，至 2030 年将温室气体净排放量比 1990 年减少至少 55%，至 2050 年实现气候中和。自行车交通也有助于我们朝着零污染的目标前进，在其他领域中也拥有着众多共同的好处。作为我们气候目标的一环，进一步发展自行车交通对于欧洲城镇尤为关键。

<sup>1</sup>Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ( 'European Climate Law' ).

<sup>2</sup>the 8th Environment Action Programme (Decision (EU) 2022/591) calls upon the Commission, Member States, regional and local authorities and stakeholders, as appropriate, to strengthen environmentally positive incentives and to phase out environmentally harmful subsidies, in particular fossil subsidies, at Union, national, regional and local level.



3. Cycling comprises a broad and dynamic range of human-powered road vehicles, including bikes for various terrains, cargo bikes, bikes for transporting children, bikes for people with disabilities, trikes, recumbent bikes, velomobiles, tandems, e-bikes, speed pedelecs and bike trailers. They cater for a wide range of transport and mobility needs and require appropriate infrastructure. Cycling is playing an increasingly important role in the urban transport of goods, in particular parcel deliveries and shopping, thanks to cargo bikes and alike. In order to reach the full potential of cycling, cycling policies should reflect this diversity.

3. 自行车包含种类丰富、范围灵活的人力道路车辆，包括适用于各种地形的自行车、货运自行车、亲子自行车、残疾人用自行车、三轮车、卧式自行车、躺式自行车、双人自行车、助力自行车、速度自行车和自行车拖车。它们满足了广泛的交通和机动需求，并需要适当的基础措施。归功于货运自行车等的出现，自行车这一交通方式在城市货物运输中，特别是在包裹运输和购物中扮演着越来越重要的角色。为了充分发挥自行车交通的潜力，自行车的相关政策也应该反映这种多样性。

4. In order to reach its full potential, cycling needs to be properly addressed in urban mobility policies at all levels of governance and funding, transport planning, awareness raising, allocation of space, safety regulations and adequate infrastructure, including a special focus on persons with disabilities or reduced mobility. For example, the EU concept for sustainable urban mobility planning<sup>3</sup> puts active mobility, including cycling, at the centre. Measures to support cycling need to be reported under the decarbonisation pillar of the National Energy and Climate Plans and be properly considered in the plans of the Horizon Europe mission on 100 Climate-Neutral and Smart Cities by 2030.

4. 为了充分发挥自行车的潜力，在城市出行政策中，自行车需要得到适当地处理。这些政策包括各级的治理和投资、交通规划、意识培养、空间分配、安全条例和适当的基础设施，并应该特别着眼于残疾人或行动不便者。例如，欧盟在可持续城市交通规划的概念中把包括自行车在内的自主交通方式放在中心位置。支持自行车的政策措施需要在国家能源和气候计划的除碳法的基础下发布，并在欧洲地平线计划中适当地予以考虑，即直至 2030 年，在欧洲建立 100 个气候中和的智慧城市。

5. Cycling improves social inclusiveness, contributing to people's physical and mental health and well-being. It is a moderate physical activity that reduces health risks and premature deaths linked with sedentary lifestyles. Bicycles with electric assistance (e-bikes, speed pedelecs) are increasingly popular and allow people to cover longer distances, meet the mobility and transport needs of families, small and medium-sized enterprises (SMEs), and reach additional groups, such as older people and persons with disabilities or reduced mobility.

5. 骑自行车可以提高社会的包容性，有助于人们的身心健康和幸福感的获取。骑自行车是一种适度的体育活动，可以减少久坐的生活方式带来的健康风险和过早死亡。有电力辅助的自行车（助力自行车、速度助力车）越来越受欢迎，人们由此能够行驶更长的距离，这满足了家庭、中小型企业行动和交通需要，并能够将交通遍及更多的群体，如老年人、残疾人和行动不便者等。

6. More and better safe cycling infrastructure across the EU is essential to attract more

<sup>3</sup>Commission Recommendation (EU) 2023/550 of 8 March 2023 on National Support Programmes for Sustainable Urban Mobility Planning.



people to cycling, in and between urban and rural areas. Better cycling infrastructure will also benefit other means, such as micro-mobility solutions.

6. 为了吸引更多的人在城市和农村地区内部和之间骑自行车，设立数量更多、质量更好、安全的自行车基础设施对整个欧盟至关重要。更好的自行车基础设施也将有利于其他政策措施的开展，如微出行解决方案等。

7. Funding dedicated to cycling –at local, national and European levels –is needed to match the ambition to get more people cycling. An appropriate level of investment is a prerequisite for significantly improving cycling conditions and maintaining infrastructure.

7. 地方、国家和欧洲各级的自行车专项资金需要与所追求的目标相匹配，以吸引更多的人骑自行车。适宜规模的资金投入是显著改善自行车骑行环境和基础设施维护条件的前提。

8. Safety is a prerequisite to encourage people to cycle, especially those groups that may still hesitate, including many women, children and older people. In addition to safer infrastructure such as separated cycle paths and secure parking, all elements of the Safe System approach need to be applied to both cycling and to motorised vehicles and drivers sharing the road with cyclists. This includes safe speeds, safe road use and safe vehicles, underpinned by the strong enforcement of road traffic rules. Developing standards for cycling lanes would increase design-embedded safety for new cycling infrastructure. Training and education, such as at schools, can help promote safe cycling.

8. 安全是鼓励人们骑自行车的先决条件，特别是对于那些仍然对于自行车有所顾虑的群体，如许多的妇女、儿童和老年人等。除了更安全的基础设施，如独立的骑行道和安全可靠的停车位等，系统安全举措中的所有要素都应该对自行车和骑行者、机动车以及与骑行者共享车道的司机适用。这些要素包括安全的速度，安全的道路使用方式和安全的车辆驾驶，以及强有力的道路交通法规执法。制定自行车道骑行标准，能够提高新建的自行车基础设施的设计嵌入式安全性。在学校等地开展相关的培训和教育，也可以帮助促进自行车骑行的安全。

9. The European cycling industry is a global innovator and leader as well as an important and growing sector of the economy. It currently represents over 1 000 SMEs<sup>4</sup> and accounts for 1 million jobs, with potential for many more.

9. 欧洲自行车行业是全球的创新者和领导者，同时也是一个重要且在不断增长的经济产业。目前，它表现为超过 1000 个中小企业，并提供了 100 万个工作岗位，同时蕴含着更多的可能性。

10. Cycling is also a key enabler of sustainable tourism and contributes to connectivity within and between rural and urban areas, especially in combination with trains, buses and other modes to create multimodal mobility services. It brings tangible benefits to the local economy, in particular to SMEs.

10. 骑自行车也是促进可持续旅游业发展的一个关键因素。自行车这一交通方式有助于乡村和城市地区内部和之间的连通性，尤其它能与火车、公共汽车和其他交通方式相结合，创造多交通方式衔接服务。自行车能够为地方经济，特别是当地的中小企业带来了切实的好处。

<sup>4</sup>In particular cycling service and repair, retailers etc.



11. Cycling data is not collected consistently in the EU. This affects the optimal choice of transport investments and the evaluation of the effectiveness of measures already taken.

11. 在欧盟，自行车骑行数据的统计并不一致。这影响到了有关运输投资的最优选择判断以及对于已采取措施的有效性评估。

12. The principles included in this Declaration are expected to help deliver on the EU climate and environmental targets, including in particular the Zero Pollution Action Plan<sup>5</sup> and the other objectives of the European Green Deal, the Sustainable and Smart Mobility Strategy<sup>6</sup>, and the New EU Urban Mobility Framework<sup>7</sup>.

12. 本宣言所包含的原则预计将有助于实现欧盟的气候和环境目标，特别是对于《欧盟零污染行动计划》<sup>5</sup>、《欧洲绿色协定》、《可持续和智能出行战略》<sup>6</sup> 和新欧盟城市交通框架的构建。

13. The European Parliament adopted a resolution on developing an EU cycling strategy in February 2023<sup>8</sup>. In 2022, six EU Member States prepared a European Cycling Declaration, which has so far been signed by the majority of Member States<sup>9</sup>.

13. 2023 年 2 月，欧洲议会通过了一项关于制定欧盟自行车战略的决议。2022 年，六个欧盟成员国制订《欧洲自行车宣言》，迄今为止已经得到大多数成员国的签署。

14. The promotion and implementation of the principles included in this Declaration is a political commitment of the Union. The Union is responsible for implementing this Declaration in cooperation with its Member States, in accordance with their respective competences and in full compliance with Union law.

14. 促进和实施本宣言所包含的各项原则是欧盟的一项政治承诺。欧盟有义务与其成员国合作，依据自身权力，遵守欧盟法律，落实本宣言。

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<sup>5</sup>Communication of the Commission Pathway to a Healthy Planet for All EU Action Plan: 'Towards Zero Pollution for Air, Water and Soil', <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52021DC0400&qid=1623311742827>.

<sup>6</sup>COM(2020)789.

<sup>7</sup>COM(2021)811.

<sup>8</sup>[https://www.europarl.europa.eu/doceo/document/TA-9-2023-0058\\_EN.html](https://www.europarl.europa.eu/doceo/document/TA-9-2023-0058_EN.html).

<sup>9</sup><https://www.benelux.int/fr/publication/european-cycling-declaration/>.





# DECLARATION ON CYCLING

## 自行车骑行宣言

We aim to unleash the full potential of cycling in the EU. This Declaration recognises cycling as one of the most sustainable, accessible and inclusive, low-cost and healthy forms of transport and recreation, and its key importance for European society and the economy. The Declaration should serve as a strategic compass for existing and future policies and initiatives related to cycling. We therefore declare that:

我们的目标是释放欧盟自行车骑行的全部潜力。本宣言承认自行车骑行是最可持续、最便捷、最具包容性、最低成本、最健康的交通和休憩方式之一，对欧洲社会和经济至关重要。《宣言》应成为与自行车有关的，现有和未来政策举措的战略指南。因此，我们声明：

### I Developing and strengthening cycling policies

#### 一、制定和加强自行车骑行政策

The EU and its Member States, together with regional and local authorities, all have a key role to play in supporting the further uptake of cycling.  
欧盟及其成员国，以及区域和地方政府，都在支持自行车骑行深入普及方面发挥关键作用。

1. developing, adopting and strengthening cycling policies and strategies at all relevant levels of governance;  
1. 在相关的所有政府管理层面，制定、采用和强化自行车骑行政策和战略;
2. taking necessary measures to implement these cycling policies and strategies as swiftly as possible;  
2. 采取必要措施，尽快推行这些自行车骑行政策和策略;
3. prioritising cycling measures in sustainable urban mobility planning including the wider commuting area beyond municipal borders;  
3. 在可持续城市交通规划中优先考虑自行车措施，包括在城区边界外更广泛的通勤区域;
4. encouraging companies, organisations and institutions to promote cycling through mobility management schemes such as cycle to work incentives, the provision of company (e-)bikes, adequate cycle parking and facilities, and the use of bike-based delivery services;  
4. 鼓励公司、团体和机构通过交通管理计划，例如骑自行车上班奖励、提供公司的自行车（助力自行车）、足够的自行车停车设施、以及基于自行车的配送服务运用，来推广自行车骑行;



5. promoting cycling as a healthy way of transport or recreation, though awareness raising, advocacy campaigns, capacity building and the training of active mobility professionals, including at in relevant international fora.

5. 通过提高认知、开展宣传运动、进行能力建设和培训积极的自主交通专业人士，包括在相关国际论坛上宣传，促进自行车骑行成为一种健康的交通或休闲方式。

## II Encouraging inclusive,affordable and healthy mobility

### 二、鼓励包容、能负担得起的交通健康移动

Everyone, including people with disabilities or those with reduced mobility and irrespective of age and gender should have access to mobility, and cycling can make a major contribution to enable this. Cycling should also be affordable irrespective of income level and promoted as beneficial to mental and physical health.

每个人，包括残疾人或行动不便的人，无论年龄和性别，都应该有交通便利，骑自行车可以为实现这一目标做出重大贡献。无论收入水平如何，骑车都应该是负担得起的，并宣传骑车有益于身心健康。

6. increasing the use of cycling to promote social inclusion by paying particular attention to the needs of women, children, older people and vulnerable and marginalised groups;

6. 通过特别关注妇女、儿童、老年人、弱势群体和边缘化群体需求，增加自行车的使用和骑行，促进社会包容；

7. taking measures to enable better access to cycling for people with disabilities or those with reduced mobility;

7. 采取措施，为残疾人士或行动不便人士提供更好的骑行环境；

8. taking measures to boost active mobility of older people and thereby contributing to active ageing;

8. 采取措施促进老年人的自主出行能力，从而积极应对老龄化；

9. providing targeted cycling training in particular for children and vulnerable and marginalised groups;

9. 提供有针对性的自行车培训，特别是服务儿童、弱势及边缘群体；

10. taking note of the possibility for Member States to apply reduced VAT rates for the supply, rental and repair of bikes and e-bikes as introduced by Council Directive (EU) 2022/542<sup>10</sup> in order to increase affordability.

<sup>10</sup>Council Directive (EU) 2022/542 of 5 April 2022 amending Directives 2006/112/EC and (EU) 2020/285 as regards rates of value added tax, OJ L 107, 6.4.2022, pp. 1–12.



10. 根据欧洲理事会指令 (EU)2022/542，对自行车和助力自行车的供应、租赁和维修，成员国要注意适用低的增值税率可行性，让骑行者能负担更多的骑行。

### III Creating more and better cycling infrastructure

## 三、建设更多更好的自行车骑行设施

Improving the quality, quantity, continuity and attractiveness of cycling infrastructure is essential to promote greater cycling use.

提高自行车基础设施的质量、数量、连续性和吸引力，对于促进更多的自行车使用至关重要。

11. significantly increasing safe and coherent cycling infrastructure across Europe;

11. 在整个欧洲显著增加安全和连贯的自行车骑行设施;

12. developing and using EU guidance on standards for quality requirements regarding vulnerable road users, including cyclists, under Directive (EU) 2019/1936<sup>11</sup> on road infrastructure safety management ;

12. 根据关于道路基础设施安全管理的指令 (EU)2019/1936，制定包括自行车骑行者在内的弱势道路使用者，对品质要求的标准指南，并予以使用;

13. giving sufficient space to cyclists and other vulnerable road users to increase safety levels, in particular through the physical separation of cycle paths from motorised traffic wherever feasible;

13. 为自行车骑行者及其他易受伤害的道路使用者提供足够空间，以提高安全水平，特别是在可行的情况下，将自行车道与机动车交通物理分隔开;

14. working towards creating a coherent cycling network in cities and improving connectivity between suburban and rural areas and city centres, including cycle highways;

14. 致力于在城市贯通自行车骑行网络，加强郊区、农村和城市中心之间的联系，包括建设自行车路;

15. ensuring the provision of safe and secure bike parking spaces in urban and rural areas, including at railway and bus stations and mobility hubs;

15. 确保在城乡地区提供安全可靠的自行车停车位，包括在轨道车站和公交站以及交通枢纽;

16. supporting the deployment of charging points for e-bikes in urban planning and in bike parking spaces inside and outside buildings.

16. 支持在城市规划里部署助力自行车充电点位，充电设施位于建筑物内和建筑物外的自行车停车位。

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<sup>11</sup>Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management, OJ L 305, 26.11.2019, pp. 1–16.





## IV Increasing investments and creating favourable conditions for cycling

### 四、加大投资，为自行车骑行创造有利条件

More investments are needed to unlock the potential for cycling.

需要更多的投资来释放自行车骑行的潜力。

17. providing technical support, funding and financing to help develop and implement cycling strategies and cycling-related investments; this includes using the available EU instruments<sup>12</sup>, in particular the Social Climate Fund, European Regional Development Fund, Cohesion Fund, European Agricultural Fund for Rural Development, Technical Support Instrument, and the Recovery and Resilience Facility to support cycling measures;

17. 提供技术支持、资金和融资，以帮助制定和实施骑行策略和与骑行相关的投资；这包括利用现有的欧盟工具，特别是社会气候基金、欧洲区域发展基金、凝聚力基金、欧洲农村发展农业基金、技术支持工具和恢复韧性基金来支持自行车骑行举措；

18. reflecting cycling in investments at all levels of governance<sup>13</sup>;

18. 在政府治理各层级体现自行车骑行投资；

## V Improving road safety and security

### 五、加强道路安全保障

Everyone should be able to cycle in a safe and secure manner.

每个人都应能以安全可靠的方式来骑自行车。

19. working towards making Vision Zero<sup>14</sup>(no road deaths by 2050) a reality, including for vulnerable road users, while reaching an interim target of a 50% reduction in fatalities and serious injuries by 2030 in line with the Valletta Declaration<sup>15</sup>;

19. 努力使“零死亡愿景”（到 2050 年，无道路交通事故死亡）成为现实，包括对弱势道路使用者而言，同时根据《瓦莱塔宣言》实现到 2030 年将死亡和严重伤害减少 50% 的中期目标；

20. enforcing road safety rules and legislation to ensure the coexistence of different means of transport, with a focus on protecting cyclists and other vulnerable road users;

<sup>12</sup>Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument - EUR-Lex - 32021R0240 - EN - EURLex (europa.eu).

<sup>13</sup>Incl. for National Energy and Climate Plans (introduced by Regulation (EU) 2018/1999 on the governance of the energy union and climate action).

<sup>14</sup>[https://road-safety.transport.ec.europa.eu/index\\_en](https://road-safety.transport.ec.europa.eu/index_en).

<sup>15</sup>[https://road-safety.transport.ec.europa.eu/index\\_en](https://road-safety.transport.ec.europa.eu/index_en).



20. 加强道路安全执法和立法，确保不同交通方式共存，重点保护自行车骑行者和其他弱势道路使用者；

21. ensuring that the rules on the safety requirements applicable to e-bikes are substantial, and promote their deployment;

21. 确保适用于助力自行车的安全要求规则完备，并促进其部署；

22. improving security at public bike parking spaces (including bike sharing and multimodal hubs), and increasing efforts to tackle the issue of bike theft;

22. 改善公共自行车停车位的安全（包括自行车共享和多模式交通枢纽），加大力度解决自行车盗窃问题；

23. strengthening cycle training –including teaching children and young people how to cycle –and awareness raising campaigns on road safety, in particular on the biggest risks to cyclists, and supporting the safe use of bikes and e-bikes, as well as addressing the awareness of the safety of vulnerable road users during driver training.

23. 加强自行车培训，包括教儿童和年轻人如何骑自行车，开展提高道路安全意识行动，特别是让自行车骑行者认知所面临的重大风险，支持自行车和助力自行车的安全使用，并在机动车驾驶员培训期间提高其对弱势道路使用者的安全意识。

## **VI Supporting quality green jobs and the development of a world-class European cycling industry**

### **六、支持高质量的绿色就业岗位和发展世界一流的欧洲自行车产业**

Greater uptake of cycling means more high-quality, local jobs and is beneficial to the EU economy and cycling industry, and also contributes to the objectives of the EU industrial strategy.

更多地使用自行车意味着更多高质量的本地就业机会，有利于欧盟经济和自行车产业，也有助于实现欧盟工业战略的目标。

24. creating conditions to increase the European production of a broad range of bicycles (including e-bikes, speed pedelecs, and bikes for people with disabilities) and their components, including access to materials, equipment and maintenance of a global level-playing field through existing EU trade defence instruments;

24. 创造条件，以增加欧洲广泛的自行车（包括助力自行车、速度自行车和残疾人自行车）及其部件的生产，包括通过现有的欧盟贸易防御工具获得材料、设备和维护全球公平竞争环境；

25. supporting the bicycle service sector, including social economy entities and the circular use of bicycles (reuse, repair and rental);



25. 支持自行车服务业，包括社会经济实体和自行车循环使用（再利用、维修和租赁）；

26. creating favourable conditions to stimulate high-quality jobs and cycling clusters, including in cycling tourism, in order to significantly increase the number of cycling-related quality jobs, support SMEs and boost relevant skills and vocational training;

26. 创造有利条件，刺激高质量的就业机会和自行车产业集群，包括自行车骑游，以大幅增加与自行车相关的优质就业机会，支持中小企业，并促进相关技能和职业培训；

27. making the sector more attractive and enabling important job-to-job transitions from other relevant industries;

27. 使该行业更具吸引力，并使其它相关行业的重要工作岗位能够转换；

28. recognising the European cycling industry as a partner in the mobility system in order to strengthen resilience, sustainability, circularity and digitalisation in the cycling sector;

28. 承认欧洲自行车行业是交通系统的合作伙伴，以加强自行车行业的韧性、可持续、可循环和数字化；

29. supporting cycling service industries, such as bike sharing and cycle logistics, especially in cities, including by strengthening the integration of cycle logistics into the logistics system.

29. 支持自行车服务产业，如自行车共享和自行车物流，特别是在城市，包括加强将自行车物流融入物流体系。

## VII Supporting multimodality and cycling tourism

### 七、支持多交通方式衔接和自行车骑游

Cycling should play a key role in improving multimodal connectivity and tourism, especially in combination with trains, buses and other modes, both in urban and rural areas.

自行车骑行应该在改善城乡地区的多交通方式衔接和旅游服务领域发挥关键作用，特别是与火车、公交车等交通方式的结合。

30. promoting and implementing multimodal solutions in urban, suburban and rural areas, as well as for long distance trips, by creating more synergies between cycling and other modes of transport, such as enabling the transport of more bicycles on buses and trains, and providing safer and secure parking areas for bikes at stations and mobility hubs;

30. 在城区、郊区和农村以及长途旅行中，通过在自行车和其它交通方式之间创造更多的协同效应，促进和实施多交通方式解决方案，例如使公交车和火车能够运输更多的自行车，并在车站和交通枢纽提供更安全的自行车停放区域；

31. supporting bike sharing schemes as a solution to first and last mile access to public transport services;



31. 支持自行车共享计划，将其作为公共交通服务的“最后一公里”的解决方案；
32. creating favourable conditions to support cycling as a sustainable means of recreation and tourism.
32. 创造有利条件，支持自行车骑游成为可持续发展的休闲旅游方式。

## VIII Improving the collection of data on cycling

### 八、完善骑行数据收集工作

Cycling data needs to be collected in the same way across the EU to ensure effective monitoring of progress on implementation of the principles and commitments included in this Declaration.

需要在整个欧盟以同样的方式收集骑行数据，以确保有效监测本宣言中包含的原则和承诺的实施进展。

33. monitoring the implementation of our commitments;
33. 监测我们承诺的执行情况；
34. enabling the continuous measurement of progress on the use of cycling in the EU by establishing an EU-wide baseline, including the length, network density, quality and accessibility of cycling infrastructure and services for several user types, the share of cycling in total transport and mobility activity, and the number of serious injuries and fatalities among cyclists;
34. 通过建立欧盟范围内的基线，包括自行车骑行设施的长度、网络密度、品质和可达性，以及面向多类型用户的服务，自行车交通在总交通运输出行中的比例，以及自行车骑行者中严重受伤和死亡的人数，从而能够持续衡量欧盟自行车的使用进展；
35. developing harmonised indicators related to cycling for urban nodes of the Trans-European Transport Network (TEN-T);
35. 为跨欧洲交通网络 (TEN-T) 的节点城市制定与自行车骑行有关的统一指标；
36. developing statistics on cycling and its infrastructure at local, national and EU levels, including cooperation between Member States and Eurostat to collect cycling data.
36. 在地方、国家和欧盟各层级收集有关自行车骑行及其骑行设施的统计数据，包括通过成员国与欧盟统计局之间的合作来收集自行车数据。

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