



### Active Mobility: ENMAC - Council of Ministers Resolution approving a National Strategy for Active Mobility - Cycling (2020 -2030)



#### Facts & Figures

##### Organisation:

Ministry for Environment and Energy Transition

##### Type of Initiative:

Government Strategy

##### Target groups:

Public Sector and municipalities

##### Duration:

The Strategy was published on the 2nd of August 2019 and entered into force immediately, to be implemented during the next decade, until 2030.

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#### Description of the Initiative

ENMAC is meant to encourage and generalize “cycling” in every day and leisure travel, making active mobility the most popular way to travel short distances, enhancing synergies with public transport throughout the national territory and significantly improving the quality of life of Portuguese citizens.

The initiative has been presented as part of a sustainable mobility programme, which also includes actions to reinforce public transport, to promote alternative fuels and to change consumer’s behaviour, just to mention a few examples.

The published strategy identifies its motivation in several areas: health benefits, environmental gains, improving economy and job creation as well as citizenship promotion.

The following targets are set for 2030:

- 7.5% modal share of bicycle trips at national level
- 10% modal share of bicycle travel in cities

- 10,000 km of bicycle paths at national level
- 50% reduction of road accidents involving cyclists

The 51 measures identified, are organised in six strategic dimensions: Regulatory framework (11 measures), Research and Development (2 measures), Infrastructure and Intermodality (11 measures), Training and Support (15 measures), Culture and Behaviour (7 measures) and Monitoring and Evaluation (5 measures).

The map of measures presented in the last pages of the Resolution includes, for each one of the measures, a time schedule, the definition of the public administration body responsible for its development, as well as other public bodies or municipalities involved, and also the potential sources of funding (Own Budget, State Budget, Community funds, etc).

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The Strategy will be coordinated by the Focal Points Network, which, for the necessary policy articulation and goal orientation, will report to an Interministerial Commission, chaired by the Ministry of Environment and Energy Transition (MATE) and integrated by several other ministries considered relevant to this purpose.

### Implementation of the initiative

The Strategy identifies 3 steps for its implementation. The first one being the definition of objectives and measures (already completed, as part of the published Resolution); the second step, to be completed in 2019, will be the creation of a focal points network, responsible for the measures' follow up, acting towards the different responsible bodies, as well as the definition of a monitoring and evaluation framework; the third step, applicable from 2020 to 2030, will be the yearly approval of a set of measures, including its management, financing, communication activities, monitoring and evaluation.

### Lessons learned

To boost cycling, concerted efforts are necessary and promotion of cycling needs to be recognized as a communal responsibility of all tiers of government: the Federal Government, federal states and local authorities.

Also a broad-based societal support to boost cycling is needed from institutions, associations, clubs and members of the public.

Pilot projects which support cycling today and tomorrow serve as model for other regions.

### Impact

Positive impacts expected are:

- Potential reduction of victims of road accidents
- Improvement of general health and well-being levels of population
- Reduced obesity and physical inactivity
- Reduced incidence of respiratory problems
- Increase in active tourism
- Reduction of fossil fuels in the transport sector
- Increased employment and value creation in the bicycle industry



- Cost reduction due to traffic congestion
- Reduction in work and school absenteeism
- Increased coverage and use of public transport
- Increase in proximity trade
- Reduction of costs for the National Health Service
- Reduction of costs due to road accident
- Reduction of pollutant and greenhouse gas emissions from transport sector
- Reduction of noise pollution
- More efficient and sustainable transport system
- Safer, accessible and attractive urban places, favouring active transport
- Reduction of social inequalities in access to work, education and consumption
- Less dependent mobility among young people and persons with reduced mobility