



Not surprisingly, the **CityChangerCargoBike Project** and its predecessor projects have learnt over the last 10 years that subsidies for cargo bikes are one of the most effective measures to promote the use of this form of transport, whether for private or commercial use.

More and more municipalities and federal states are promoting the purchase of cargo bikes. So far the most comprehensive collection of cargo bike subsidy schemes can be found on the cargobike.jetzt website where over 80 subsidy schemes from Germany and Austria are listed.



Subsidies for electric cargo bikes are more sensible than subsidies for electric cars or vans. They offer much better value for money. They are faster to implement as no complex charging infrastructure is necessary and there is no danger of overloading the network if e-bikes are charged at the same time.

Graz, Austria One of the first subsidies for cargo bikes was in the city of Graz (Austria). Since 2011, the city of Graz has been subsidising cargo bikes for businesses, educational institutions, and households (3 households must register together). Subsidies of 50% of the purchase costs or up to €1000 per cargo bike are available. Although the funding has been extremely successful, the 3-household rule has undoubtedly put some private individuals off from applying.

Vienna, Austria The City of Vienna has funded cargo bikes for commercial users as well as for private individuals several times. The first funding round was in 2017, when more than 80% of the subsidised cargo bikes were for private individuals. Vienna's goal was a "kick-off promotion" to quickly get enough cargo bikes on the streets in order to raise awareness and make cargo bikes visible. In addition to direct funding for cargo bikes, the City also financed so-called "Grätzlräder". These are cargo bikes that are stationed with hosts such as bicycle shops, coffee houses and other businesses. Not only does this

make cargo bikes available to the host organisations, but they can also be rented by private individuals via an online platform.

The financial arrangements in Vienna depended on how the cargo bikes would be used. Commercial users received up to 50% funding or €2000 per cargo bike, or up to 30% funding or €4000 per electric assist cargo bike. Private users received up to 50% funding or €800 per cargo bike, or up to 50% funding or €1000 per electric assist cargo bike.

Cargo bike sharing systems Cargo bike sharing is an important supplement to subsidies. Not everyone can buy a freight bike, and some will always just be occasional rather than frequent users.

In 2019, the **UK Department for Transport** made a pot of £2 million available for the acquisition of eCargo Bikes in England, to support green last mile deliveries. The eCargo Bike Grant Fund covers up to 20% of the total cost of an E-cargo bike, up to a maximum of £1,000 per bike. It has had a major impact on the profile of cargo bikes and cycle logistics, even though it did not cover domestic use. A [second tranche of the Fund](#) was released, worth a further £1.6 million, in August 2021. £400,000 of this was for small companies or organisations, with the maximum subsidy now up to 40%.

The **City of Cambridge** used the Fund to secure 30 eCargo Bikes for 4 different initiatives:

1. First mile deliveries: removing courier vans from the city centre by using 4 eCargo Bikes.
2. Residential sharing scheme: targeting young families by providing 6 shared-use eCargo.
3. Leasing scheme: a range of 8 eCargo Bikes for businesses and families to “try before you buy” on one week to three-month trials.
4. Pool of 12 eCargo Bikes to be hosted at accessible central locations for use by Cambridge City Council departments, Cambridge University and other external organisations, to book and use on an ad-hoc basis, replacing car and van journeys.

Further best practice examples

Gdynia, Poland: the first such initiative in Poland (50% subsidy up to a maximum of 5000 PLN).

Lisbon, Portugal: another municipal funding scheme for bicycles and e-bikes. €3.000.000 of which €500.000 is for e-cargobikes (with a maximum subsidy of €500/e-cb).

The **European Cyclists' Federation (ECF)** has also compiled a database of all available subsidy and incentive schemes across Europe that can be [accessed here](#).

More on all aspect of cycle logistics here: www.cyclelogistics.eu and @cyclelogistics (FB, Twitter)