

# "Our Right of Way: Walk and Cycle"



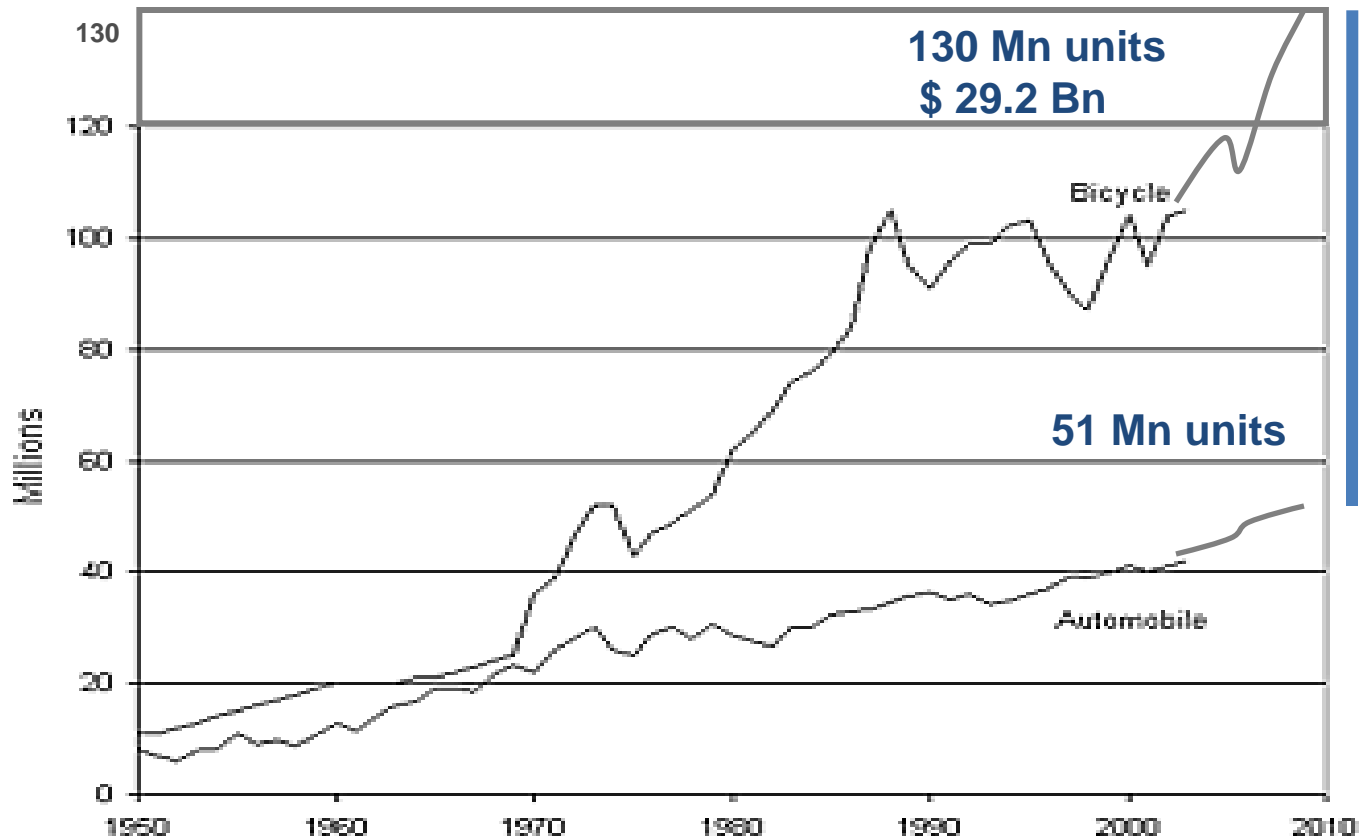
March 22<sup>nd</sup>, 2012



# Bicycle production 3 times of Automobile



### World bicycle & automobile production 1950 – 2007



Source: Earth Policy Institute from Worldwatch, BRIN

Bicycle sales move up dramatically once a country achieves development and all-round economic growth

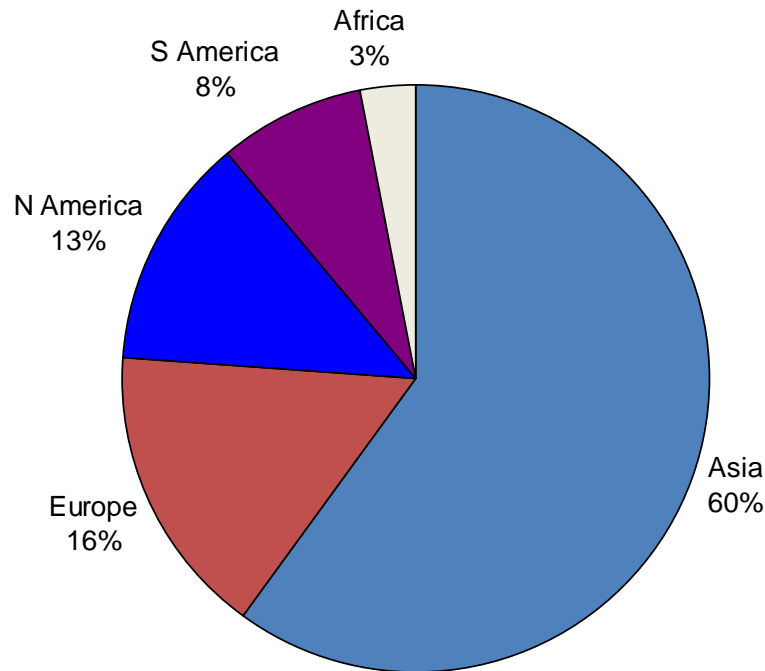
**Worldwide bicycles in use 3 times higher than the automobile (cars)  
Gap is likely to get widened due forced reasons of economy, health & environment**



# Two third of bicycles produced in Asia

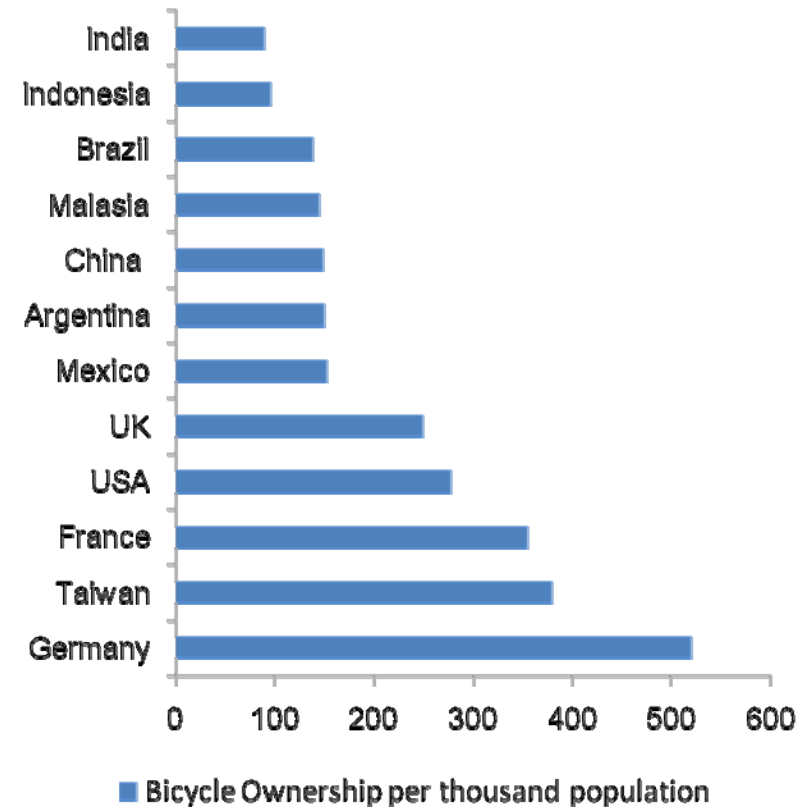


Global production  
130 Mn units



Regional contribution – Global Bicycle production

Potential in growth



While Asian countries are major producer of bicycles. USA & Europe shows better Penetration level. China produces two out of every Three bikes made worldwide



# Some International Policy Initiatives



A number of Cities have set the standard for bicycle use and promotion, via pro-bike transportation and land use policies, as well as heavy funding for bicycle infrastructure and public education

Country/City	Investment		Benefit/Target
Copenhagen	> USD 200 million	Till 2024	36% commuters already bike to work. Estimates that by 2015 half its residents will bike to work or school
Amsterdam	USD 160 million	2006-2010	Cycling accounts for 55 percent of journeys to jobs that are less than 7.5 kilometres. The government has pledged to spend \$160 million from 2006 to 2010 on bicycle paths, parking, and safety.
Freiburg, Germany	USD 1.3 million annually for cycling	Since 1976	A city with 218,000 people. Today, some 70 percent of local trips there are made by bike, on foot, or by public transit
United States	USD 900 million	2005 to 2009	Federal funding for promotion of biking and walking. , the installation of bicycle facilities—including parking, bike-friendly roads, and designated lanes—is proceeding at a record pace. Indeed, plans in <b>the 50 largest U.S. cities would, on average, double their bicycle and pedestrian routes; New York City alone will quadruple its bike network to 2,900 kilometres by 2030.</b>
China	NA	Since 2006	increasingly concerned about traffic congestion, energy consumption, and people’s health, has now ordered cities that had narrowed or removed bike lanes to restore them.