

An aerial photograph of a city street. A wide, paved road runs vertically through the center, flanked by rows of mature green trees. On the left side of the road, there are several cars parked and a few cars driving. On the right side, there are more cars, including a white van, and a few pedestrians walking on the sidewalk. The buildings on both sides are multi-story, classical-style structures with many windows. The overall scene is bright and sunny, with shadows cast by the trees and buildings.

CYCLE LOGISTICS DECLARATION

For a safer, cleaner, faster city logistics ecosystem in Europe

Executive Summary

European cities face congestion, emissions, and limited public space. Carrier cycles (EPACs) are a proven, rapidly scaling answer: they cut emissions, reduce congestion, and raise delivery efficiency—today. Safety is non-negotiable, and our sector has invested heavily in standards and testing (EN 15194, EN 17860 series). Recent proposals to cap assistance ratios, peak power, and vehicle weight would undermine real-world usability without delivering additional safety. In order for last-mile deliveries companies to invest in cycle logistics, they need the certainty that carrier cycles will maintain the EPAC status that ensure homogenous regulations across countries - access to cycle lanes and pedestrian areas. This is the basis for the operational advantages of carrier cycles versus LCV.

Joint Declaration on Carrier Cycles in Urban Logistics

For a safer, cleaner, faster city logistics ecosystem in Europe

Urban challenges

Modern cities face growing challenges related to traffic congestion, air pollution, and the overuse of public space by motor vehicles. As cities become denser, traditional delivery vehicles struggle to navigate crowded streets efficiently, — causing delays, increased operational costs, and higher emissions. These problems not only affect logistics performance but also contribute to air and noise pollution, impacting public health, urban livability, and the efficient use of city infrastructure.

Carrier cycle as a sustainable solution

Carrier cycles (EPACs) are one of the most effective and immediately deployable solutions to these urban challenges. They combine efficiency, safety, and sustainability — enabling zero-emission logistics in dense city environments.

- Efficiency: 3 - 6 x better payload/empty-weight ratio; up to 60 % more efficient than LCVs for parcel rounds
- Cleaner: Up to 8 x lower GHG and NOx emissions than thermic LCVs, and twice less than electric LCVs.
- City-friendly: Compact size allows easier navigation, reduced congestion, and non-obstructive parking.
- Human-centric: Less noise and olfactory pollution, reduced physical strain for riders, and creating a more peaceful environment.

The rapid growth of **carrier cycles** began in the 2010s, driven by growing concerns over urban congestion, pollution, and climate change. The cycle logistics market is expanding rapidly, with annual growth rates exceeding 10 % across Europe. This momentum is fueled by investments in cycling infrastructure, urban low-emission zones, and rising e-commerce volumes that demand faster, cleaner, and more flexible last-mile solutions.

The ease of use of these vehicles, their intuitive handling, and their affordability allows transport companies to quickly expand their operation in this sector. Governments and cities also benefit, as the adoption of such vehicles helps lower infrastructure costs through more efficient use of existing roads and facilities.

Users need

Transport companies operating in urban environments require reliable and efficient, and durable active mobility solution that perform under demanding real-life conditions throughout a full working day.

- *Power and performance: On inclines, ramps, or access ramps to underground garages, carrier cycles must deliver enough power to start and move safely. Otherwise, vehicles become slow unstable, or unsafe in traffic.*
- *Payload and volume: High load capacity and optimized cargo space are essential to reduce trip frequency and maximize efficiency.*
- *Regulatory access: Permission to use bike lanes and pedestrian zones is vital for fast, direct access to delivery points where motor vehicles are restricted or slowed by congestion and parking limits.*
- *EPAC classification: This framework simplifies administrative procedures and keeps operational costs low while maintaining high safety and quality through harmonized standards.*
- *Worker well-being: Couriers face physically demanding and stressful conditions. Safe, efficient carrier cycles reduce strain and fatigue, improving productivity and job satisfaction.*

These advantages make carrier cycles a real, scalable alternative to light commercial vehicles, delivering an immediate positive impact on air quality, urban safety, and quality of life.

In addition, it is important to note that for transport companies to expand their use of carrier cycles, they need the certainty that the traffic regulations (access to cycle lanes and pedestrian areas) that form the basis for the operational advantages of carrier cycles are maintained. If carrier cycles are stripped from these advantages, transport companies will switch back to the use of (e-)vans.

Safety First: Built on Standards, Not Hunches

- *Legal framework: Under EU Regulation 168/2013, carrier cycles are excluded from type approval and classified under the general categories of bicycles and e-bikes.*
- *Safety Standards: To ensure safety, the CEN/TC 333/WG 9 group has been working since 2022 on developing the new EN 17860 series of standards for carrier cycles.*
These standards will define requirements for light and heavy carrier cycles, including rigorous testing protocols, differentiation between private and commercial use, and specifications for structural integrity, braking systems, and electrical components.

Their implementation will represent a major step toward safer and more reliable urban mobility, supporting the growing adoption of carrier cycles in logistics and personal transport.

On the ZIV April 2025 Proposals (and Similar Restrictions)

A great deal of work has already been done across the entire carrier cycles ecosystem to enhance safety and reliability, including the development of the EN-17860 standards and improved access to laboratory testing for carrier cycles. However, it remains important to ensure that this information is effectively shared with all stakeholders in the sector.

Some recent proposals, including the ZIV letter from April 2025, risk undermining the progress of the carrier cycle sector. If implemented, this proposal would have severe negative impact on the use case potential of carrier cycles, and could endanger this segment as a whole:

- **Assistance ratio cap:** *Many users — including the elderly, disabled, or less fit — rely on higher assistance especially at low speeds or uphill starts. Restricting assistance ratios may make some carrier cycle impractical or unsafe in real situations.*
- **Peak power cap (750 W at drive wheel):** *On sloped areas, or with heavy loads, additional power is essential for stability and safety. Limiting peak power could cause instability, loss of control, or congestion.*
- **Vehicle weight limits (250 kg single-track; 300 kg multi-track):** *Such caps would drastically reduce payload capacity and operational efficiency, pushing operators back to vans and negating climate benefits.*
- **Forced reclassification into L-category under Reg. 168/2013:** *Type approval is costly, complex, and unsuitable for many EPAC configurations. It would hinder innovation, raise costs, and slow adoption — at odds with the EU's decarbonization agenda.*

These restrictions offer no proven safety benefit beyond what the EN 17860 already secures through testable, outcome-based standards. Instead, they risk dismantling the operational, economic, and environmental advantages that make carrier cycles a public-interest success.

Our collective position

As carrier cycle manufacturers, component providers, fleet integrators, logistics operators, transport companies, our position is the following:

- **Preserve the EPAC classification status for carrier cycle** to ease the adoption of active mobility solution and continue our effort to the decarbonization of the urban transport which contributes directly to the objectives of the European Green Deal and Fit-for-55 strategy.
- Safe, clear, and measurable harmonized technical standards: Standards like EN 15194, and EN 17860-series, yet to be harmonized, are already in place. Avoid introducing new technical criteria that are not ensuring more safety (such as max power, assistance ratio, etc...) and that are difficult to test and measure.
- **Work on promoting the use of this standard in the industry by harmonizing the EN-17860**
- **Maintain current continuous power & speed thresholds:** The existing limits under Regulation 168/2013 (≤ 250 W continuous power, ≤ 25 km/h assistance) are well understood and already give legal clarity.
- **Continue to improve the standards defined by EN-17860**, by focusing on safety, and avoiding non technology neutral requirements.

A Call to Action

We invite fellow industry leaders, carrier cycle manufacturers, component providers, fleet integrators, logistics operators, cities, and policymakers to **co-sign this declaration** and collaborate in shaping a fair, future-ready framework for urban logistics.

This is a pivotal moment. Together, we must **ensure our collective voice is heard** by regulators, city planners, and mobility stakeholders across Europe — to preserve the momentum of sustainable, people-centered mobility and accelerate the shift from vans to zero-emission carrier cycles.



Okan Cavusoglu
Managing Director | **Kleuster**



Luuk Nijland
Technical Director | **Nijland
Cycling B.V.**



Jeroen Beumer
Commercial Director |
Cargo Cycling



Sebastian Bächer
CEO | **HYPABOX c/o Bächer
Bergmann GmbH**



Konrad Schlösser
Managing Director | **Mubea
KG**



Marco Brust
CEO | **velotech.de**



Jörg Albrecht
CEO | **CLAC Citylogistik**



Florian Voß
CEO | **Leezen Heroes GmbH**



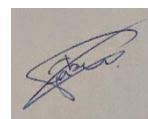
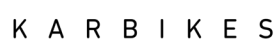
Cédric Flüeli
CEO | **Shematic / Yakbike**



Morten Rynning
CEO | **CityQ**



Lucas Vancon
CEO | **Karbikes**



Paulin Fabre
Co-founder | **Maillon
Mobility**



Jean-Philippe Banquet
CEO | **E-ROE**



Bertrand Vignau-lous
CEO | **ONE BOARD**



Thierry Rouxel
Managing Director | **HPR SOLUTIONS SAS**



Antoine D'Acremont
Gérant | **HELIO2**



Andre Vrielink
Company owner | **Flevobike / GoLo.bike**



Rémi Kneppert
Président | **ERKA INDUSTRIES SAS**



Josselin Salmon
General manager | **Sanka Cycle**



Inga Töller
Chief Growth Officer | **ONO GmbH**



KJ Blankestijn
Managing Director | **DOCKR Mobility**



Jurjen Vellinga
Engineer | **Ride Today B.V.**



Emmanuel Paris
Chairman | **Bluemooov Europe**



Sergio Gonzalez
CEO | **Mothium**



Philipp Kahle
Management | **ONO GmbH**

Niels Markvoort
CEO | CTO | **Fulpra Motors B.V.**

Natalia Tomiyama
Founder & CEO | **NUWIEL GmbH**



Alexander Herm
Technical Director Electric
Drives | **Heinzmann GmbH &
Co. KG**



Daniel Quiter
Geschäftsführer | **Kiezbote
GmbH**

KIEZBOTE

Raphael COLOMBIÉ
Président | **COBRANE DESIGN**



Damien Garreau
CEO | **JHOG FRANCE**



Helge Neubauer
CEO | **zemmi GmbH**

zemmi

Ernst Brust
Chairman | **Radlogistikverband
Deutschland e.V.**



Simon Mandelj
CEO | **GEM MOTORS**



Eric Nève
Strategic Purchasing |
KYBURZ

Christian Rusche
CEO | **Cargo Cycle GmbH**

Thomas Borie
Founder | **Pelican**

Nicolas Pugnet
R&D engineer | **Sanka cycle**

Christian Roy
Secrétaire | **AirNAM - les
Gonflés**

Pierre Francis
CEO | **CIXI**

Valentin Roussel
Independent | **Engineering**

Maarten Blom
Chief corporate officer |
Coolblue

Christophe Palmarini
Bambootof | **Consultant**



Frederic BAISSÉ
Bambootof | **Porteur de
projet**



Olivier BONGARD
BIKLOOW | **Owner**

Nicole Menon
CEO | **METRUCKS GmbH**

Felix Ballendat
Geschäftsführer | **Movaria
GmbH**

Benoit Tholence
CEO | **Sanka Cycle**

Maik Walther
Purchase | **VSC Bike GmbH**

Carrier Cycle Advocacy Network (CCAN)