FACTSHEET
The Rise of Bicycle Sharing Schemes

BIKE SHARING SCHEME (BSS)
[bɒk ˈʃeə.rɪŋ skiːm] 
a self-service, short-term, one-way-capable bike rental offer in public spaces, for several target groups, with network characteristics.

THE KEY SUCCESS FACTORS OF BSSs
- Available 24/7
- Integration with public transport (eg. Navigo card in Paris)
- Creates jobs (400 in Paris)
- Tailored to the city: it is the fastest way for trips less than 5km.
- Sustainable both from environmental and financial standpoint. (Velib’ needs a €60m a year turnover to be viable, which is comfortably achieved)
- Cheap subscriptions: example from Paris
  - 24h ticket €1,70 (same price as 1 single metro or bus ticket).
  - Annual tariff starts at €29 (public transport annual subscription starts at €643,50).

PARIS: THE REFERENCE POINT
Velib’ was launched July 15, 2007.

Velib’ as of April 2012
- Originally 7,000 bicycles. Today over 20,000 bicycles.
- 1,800 bike stations = every 300m.
- 105 million rentals since July 2007 (= +20 million a year.)
- 40,000 - 120,000 trips a day.
- Each bike travels 10,000 km/year. (= 40 times more than a privately owned bike.)

A WORLDWIDE RISING TREND
While in 2001 only a few BSSs were running by 2012 about 400 schemes were in existence. The main trigger for this was the launch of two big schemes in 2007: Bicing in Barcelona and Velib’ in Paris.

BSSs are most popular in Southern European countries that do not have a cycling tradition. Central and Northern European countries tends to provide fewer but bigger schemes.
**BARCELONA: THE BEST PERFORMER**

**Bicing** was launched March 23, 2007.

Bicing as of April 2012:
- 6,000 bicycles
- 420 bike stations = stations every 300m city-wide and every 150-200m in the city centre.
- 54 million journeys since the system commenced (with a fleet of 6,000 bikes compared to 24,000 in Paris = twice as successful in relative terms!)
- Average of 39,500 trips a day (Ranging normally between 28,000 and 45,000 a day.)
- 120,000 long term subscribers
- Average journey time for each rental: 15 minutes.

**VIENNA: THE PIONEER OF BIKE-SHARING**

City Bike of Vienna launched April 20, 2003.

City Bike of Vienna as of April 2012:
- 1,200 bicycles
- 92 bike stations = every 700m on average and every 500m in the city centre.
- 2.7 million journeys since the system commenced (=significantly smaller scheme than in Barcelona or Paris.)
- Average 1,565 trips a day (Ranging normally between 1,410 and 1,680 a day.)
- 325,000 long term subscribers.
- Average journey time for each rental: 27 minutes.
- Plans to expand the system: 1,900 bicycles and 120 stations by 2013.

### Further reading:

- OBIS handbook
  www.obisproject.com
- The Bike-sharing World Map:
  http://g.co/maps/5hjre

### Sources:
All figures were given by the cities of Vienna and Barcelona in April 2012, Paris figures were found in Cycling Mobility magazine 2011.

### About ECF
With over 70 members across nearly 40 countries, the European Cyclists’ Federation (ECF) unites cyclists’ associations from across the globe, giving them a voice on the international level. Our aim is to get more people cycling more often by influencing policy in favour of cycling within political, economic, and social institutions.

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