



Zurich, 6 April 2018

Press release

Launch of “Züri Velo”

City-licensed bike sharing system starts operation

“Züri Velo” is Zurich’s modern bike sharing system with over 2,000 bicycles available. The bike sharing network was launched during the Urban Bike Festival. The network will continually be expanded and is set for completion in summer 2019.

The bike sharing network in the city of Zurich traces its origins to an initiative of the City Council in 2007. In 2014, the city put the network to tender and the contract was awarded to PubliBike AG in February 2015. A legal dispute over the award of the contract led to a two-year delay in planning. In June 2017, following a decision by the Federal Supreme Court, the Civil Engineering and Waste Management Department was able to grant the concession and give the green light for detailed planning. The installation of the first 30 of the planned 150 stations finally began in March 2018. City Councillor Filippo Leutenegger and PubliBike Managing Director Bruno Rohner cut the red ribbon at Turbinenplatz on 6 April for the symbolic opening during the [Urban Bike Festival](#).

The “Züri Velo” network will gradually be expanded and should be fully operational by summer 2019. Over 150 stations with a total of 2,250 bicycles will be set up in the main centers of City, Altstetten and Oerlikon, along the corridors connecting these centers, as well as in Zurich Nord and by the lake. Once a station goes into operation, it will appear on the PubliBike app and website. Customers can see in real time how many bicycles and e-bikes are available at their preferred station. From 6 to 8 April 2018, the new bikes can also be tested at the Urban Bike Festival at Turbinenplatz and at Schiffbau where the PubliBike team will be on hand. Züri Velo will also have a stand where you can have your photo taken with a PubliBike.

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Half the fleet consists of e-bikes and the other half conventional bicycles. The aluminium frame of the bikes is lightweight and stable. The bikes were specially developed for bike sharing and are smaller and thus more manoeuvrable than conventional bikes. Thanks to a simple access system by app, Internet, SwissPass and credit cards, the smartphone-capable stations are aimed at both regular and spontaneous users.

The city of Zurich will not incur any costs since “Züri Velo” is financed by sponsors, advertising and revenue from users. The main sponsors are Zürcher Kantonalbank and ewz. The bikes are operated and maintained by social institutions’ work integration programme and by companies of the city of Zurich on behalf of PubliBike.

Note to editorial staff:

- For political questions: City Councillor Filippo Leutenegger, tel. 044 412 23 00
- For questions relating to the concession: Christina Spoerry, Head of Traffic Strategies, tel. 044 412 45 96, e-mail christina.spoerry@zuerich.ch
- For questions on construction, expansion and operation: PostBus/PubliBike Media Unit, tel. 058 338 57 00, e-mail infomedia@postbus.ch

More information:

High resolution pictures of a “Züri Velo” station (image: PubliBike) can be downloaded online (www.stadt-zuerich.ch/ted) or can be requested from the PostBus/PubliBike Media Unit. Information and a map of the stations can be found at www.publibike.ch.



Key figures on the “Züri Velo” bike sharing scheme:

About the bikes

The scheme’s bicycles are made with a uniform, lightweight aluminium frame suitable for cyclists measuring from 140 to 200 cm in height. The 20-inch wheels make the bike smaller and more manoeuvrable than conventional bikes. The 55 mm-width tyres are fitted with integrated puncture protection. This also offers protection against tram lines. They feature a continuously variable gear hub, hydraulic disc brakes and dynamo-powered LED lights. Half of the fleet is fitted with electric motors that can attain speeds of 25 km/h. Users are not required to wear helmets when riding this type of e-bike. The batteries are recharged with eco-electricity.

Hiring bikes

Access to the “Züri Velo” bike rental scheme is gained via a smartlock fitted to the bicycle/e-bike. Users will be required to register once for the scheme on the PubliBike website or via its free app. They can then use the PubliBike app to locate an available bike or e-bike and unlock it via the app or an RFID card such as the SwissPass card. Users can begin and end a trip at the bike stations of their choice. Stop-offs outside of station locations are also possible.

Rates

Based on experience, most customers use the bike for less than half an hour per trip. The first half an hour is free to subscription holders. This means that for many users, the costs will be limited to the price of the subscription. It is best if regular users take out an annual subscription to avoid having to pay for each individual trip. The subscription can be loaded onto the SwissPass. The rate model provides five variants ranging from spontaneous to frequent users. For all variants, the maximum cost for a normal bike is 20 francs for 24 hours and 40 francs for the e-bike:

QuickBike (for spontaneous users) – no annual fee

Bicycle: CHF 3 for the first 30 minutes, CHF 0.05 for every additional minute

E-bike: CHF 4.50 for the first 30 minutes, CHF 0.10 for every additional minute

EasyBike – CHF 50 per year

Bicycle: The first 30 minutes are free, CHF 0.05 for every additional minute

E-bike: CHF 3.50 for the first 30 minutes, CHF 0.10 for every additional minute

MaxiBike – CHF 200 per year

Bicycle: The first 30 minutes are free, CHF 0.05 for every additional minute

E-bike = CHF 1.50 for the first 30 minutes, CHF 0.10 for every additional minute

FreeBike – CHF 400 per year

Bicycle: The first 30 minutes are free, CHF 0.05 for every additional minute

E-bike: The first 30 minutes are free, CHF 0.10 for every additional minute

In addition:

BusinessBike – Employee mobility for companies with or without a station. The prices are based on the number of employees and whether a company wishes to have a station on their premises.

Bike stations

The first 30 or so stations with around 300 bicycles are now available. Users can park the bikes like conventional bicycles, i.e. the system does not use docking stations, and does not need equipment for charging e-bikes. Instead, PubliBike runs a centralised facility for charging batteries, which are swapped on-site when the system reports a bike with a low battery level. The communication technology of the operating system is integrated in the columns at the bike stations. Customer information is also provided on the columns.