



**Cycling  
Industries  
Europe**

## **Bike Sharing to accomplish EU's Social Climate Fund goals**

### **Executive Summary**

We encourage all cities and regions to urge their national governments to include bike sharing (new schemes and expanding existing fleets) in their National Social Climate Fund Implementation Plans. Cycling and bike sharing provide a rapid way for the member states to tackle transport poverty and deliver the goals of the Social Climate Fund from climate to new green jobs and health benefits. Bike sharing addresses the specific objectives of inclusion and equitable access to sustainable mobility as required by the Social Climate Fund.

### **Why every city and region in Europe should have a bike share scheme.**

- Affordable access to cycling for everyone
- Improved air quality
- Considerable reduction in CO2 emissions
- Reduction in congestion and noise
- Improves public health (€3bn annual health benefits in Europe)
- Brings new local jobs and boost for the economy
- Fast to deploy
- Provides flexible cycling – short and long term
- Reduced need for bike parking
- Ideal last mile transportation option

### **Bike sharing is the fast track to delivering EU Social Climate Fund goals.**

Together with public transport and active mobility, bike sharing plays an important role in accelerating Europe's shift to an inclusive, green and digital zero-emission mobility.

The EU has an ambition to become the world's first climate-neutral continent by 2050. Transport accounts for a quarter, and growing, of the European Union's (Tier 1) greenhouse gas emissions. More than 70% of Europeans live in cities and metropolitan regions and therefore transforming the way we move is critical in achieving the goal. We have a momentum to reduce greenhouse gas emissions in our cities and maintain the improved air quality we experience in our urban areas today.

Providing citizens with greener, more affordable, accessible and healthy alternatives to their current mobility options plays a central role. This is where bike share comes in. Bike share is key in achieving the shift to

inclusive sustainable urban and regional mobility. Well-connected urban and regional transport systems combining bicycles, public transport and trains need to be implemented and combined with measures that actively deter private car use, to make our cities green, citizen-oriented and liveable.

The Social Climate Fund offers €86bn for the equitable energy and mobility transition. Bike sharing can play its part to reduce transport poverty and provide affordable and reliable transport options beyond the private car. While we suggest that 10% of the total Social Climate Fund budget shall be spent to support cycling measures in general, 1/5th of this cycling budget will expand current services from urban centers into their regional hinterland, increasing accessibility for tens of millions of Europeans. Thus we will have bike sharing services available in every European city and region of 50k inhabitants and above.

We cannot solely rely on public investments but also need to activate private investments into bike sharing. Thus we encourage innovative governance mechanisms that ensure attractive market conditions even at regional scope.

### **How to implement a successful bike share city and region?**

- Bike share should be an integral component of towns', cities' and regions' mobility strategies and a long-term investment for the public good.
- Bike share requires scale and density. Fleet sizes should adhere to benchmarking figures such as 40-60 bikes / 10k inhabitants in urban areas<sup>1</sup>, possibly through a combination of public and private investments via service contracts and licences.
- Bike share, whether docked or dockless, must have dedicated spaces within cities. In terms of bike-parking, this means provisioning of public bike racks at the capacity and quality required for both shared and private use. Additionally, continuous bike lanes and low speed shared urban streets are necessary to form a safe bicycle network.
- Bike share should be integrated with transit smart access and subscriptions. Mobility as a Service – where applications can be used to manage a user's entire journey throughout different transportation modes, including payment modalities, is a great opportunity to integrate bike share as a means to expand the reach of public transport.
- Bike share data should be used and shared appropriately to measure performance, provide incentives where useful, improve interoperability and Mobility-as-a-Service initiatives and infrastructure planning. This should be done in compliance with GDPR, which is the overarching principle for data sharing between Cities and Bike Share operators in Europe.

### **What are we asking for?**

- In order to achieve high accessibility to help deliver the goals of the European Green Deal and the Social Climate Fund and to unleash its full potential, bike sharing should be expanded to cover all European cities and regions above 50k inhabitants. Existing fleets should be expanded from the current ±270.000 shared bikes to ±500.000 by 2030. Funding can include capital for parking infrastructure, fleet and

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<sup>1</sup> [https://cyclingindustries.com/fileadmin/CIE\\_Bike\\_Sharing\\_2024\\_Report.pdf](https://cyclingindustries.com/fileadmin/CIE_Bike_Sharing_2024_Report.pdf)

service equipment, as well as revenue support for operations. If Member States decide to support with capital funding they should budget  $\pm 1,000$  € capital support per bike, or  $\pm 2,000$  € per e-bike.

- While many cities and regions already have existing public and private bike sharing services, complementary budgets are required to compensate for higher variable costs in peripheral service areas or for discounted user fees.
- In order to achieve a good affordability for everyone, per trip prices shouldn't exceed 2€, to align with single short public transport tickets. This can be achieved by an operational support between 1,400-2,500 € per (e-)bike and year.
- This requires a combination of funding from existing sources such as cohesion funds, regional structural funds, etc. but also new ones such as the Social Climate Fund. The Social Climate Fund can provide additional budgets for bike sharing services. We urge national governments to allocate 10% of the SCF budget to cycling measures in general, and 20% of the cycling related budget dedicated to bike sharing.
- In order to leverage private investments as well, it must be ensured that funding support benefits public services as well as private services. A combination of traditional service contract procurements and innovative support measures such as mobility wallets that include bike share services or micro-subsidies for existing services should be considered.
- Public transport budgets can also include a fixed percentage for bike share based on the modal share of bike share in each city and region to ensure affordable user fees and economic sustainability of the service.
- More funds for research and innovation are welcomed to further develop the sector, boost innovative and smart solutions and enhance European leadership.

Bike share offers a natural opportunity for more equitable transport systems, being a low-cost, very flexible and fast to implement mobility option. With the Social Climate Fund, we have a unique opportunity to boost the bike share sector and its positive societal impact. We urge the responsible Ministries of the EU member states to consider funding for extended bike sharing measures in the National Social Climate Fund Implementation Plans.

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### **About CIE's Bike Sharing Expert Group**

CIE Expert Group on Bike Share represents the leading European Bike Share Operators and Suppliers: Beryl, Cooltra, Donkey Republic, Dott, Fifteen, Inurba, Lyft Urban Solutions, Mobility Data, MOBY, nextbike, Qucit, Urban Sharing and Velogik. The group was launched at the Velo-city conference on 27 June 2019 in Dublin.

Providing bike share services in more than 400 cities with more than 150 million rides in 2023 in Europe the Expert Group forms a powerful advocacy for the sector.

The leading investors in the cycling industry create innovative transport solutions and thousands of green, sustainable jobs. CIE's Expert Group looks forward to working with cities and policy makers to support them in the rapidly changing active mobility landscape.