

Bike Sharing Policies in Switzerland



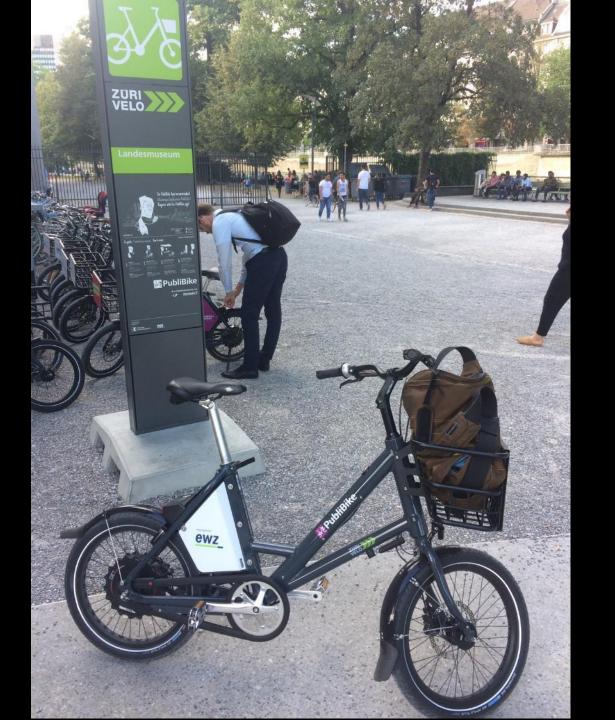












Plötzlich hat Zürich einen mobilen Veloverleih

Überall in der Stadt stehen auf einmal Hunderte orange Mietvelos. Sie gehören einem Start-up aus Singapur. Die Stadt stört das.



1 | 4 Ärger mit neuem Verleih: In Zürich wundern sich Frauen und Männer über die grau-gelben Velos von oBike. Bild: Thomas Egli (4 Bilder)





Ausgebremst und überholt



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Free-floating is not a new invention



Zurich – the liberal approach

- First city in Switzerland to be flooded by freefloaters
- Tolerating within defined boundaries
- Bicycle parking's: not more than 10% occupied by same provider
- Public space: not more than two vehicles of a provider at one spot
- Violation of the rules is communicated over WhatsApp
- Removal of the vehicle within 24 hours
- City has the right to remove bikes for a fee of 50 CHF
- Same for bikes that are not moved for 30 days





Bern – the procedural approach

- Bike-sharing considered as increased use of public space
- Authorization/permission necessary
- Invitation of all potential operators to communicate the frame conditions of a permission
- Operators can apply for a permission
- City decides who and how many operators will be accepted





Lucerne – the restrictive approach

- No permissions for free-floaters due to constricted space in city centre
- Strategy for new mobility services planned



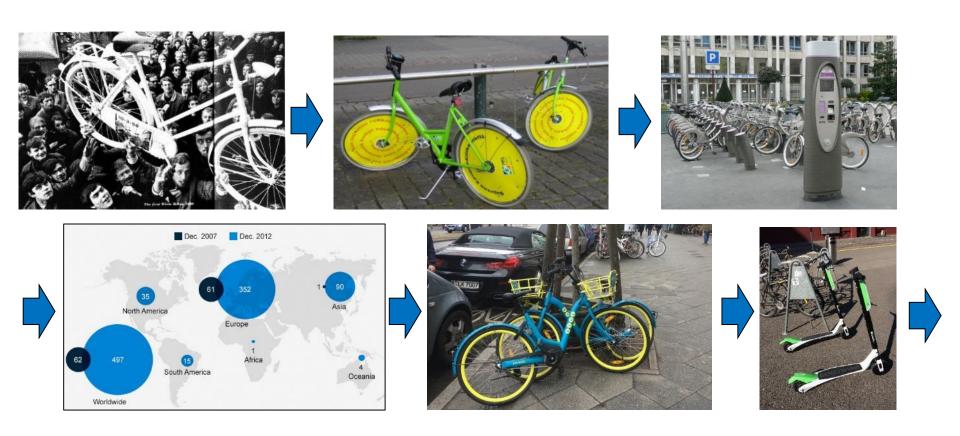


Geneva – court decisions

- Administrative and Federal court confirmed the use of public space for commercial activities to be subject of authorisation
- Federal court decided also free floaters have to be subjected to a tender when the city defines considerable frame conditions



A product of the digital times...



Exponential acceleration is typical for our times.

The next generation of bike sharing will come for sure!



...bike sharing was only the start





Fundamental questions

- Equal rights: how to prevent that business models only differing in technical details get treated differently?
- Fairness: private free floaters can disrupt the business case of the public provider by operating only the most profitable locations.
 - How to ensure that official providers who went through a worldwide tender process and maybe even legal precedures don't get discriminated?

Need for an overall strategy

- Ad hoc management is not enough
- High dynamic: «Gouverner c'est prevoir»
- Strategic approach to the business model «shared mobility».
 Anticipating the next development phase
- Community as a fair and reliable partner
- Communities shouldn't count on free sharing services in the long term
- Contracts with private providers and partners. Close collaboration necessary and useful. Contracts have to enable competition and innovations

