



Pietro Peyron, International Business Development Manager at nextbike GmbH

AFFORDABLE.
FLEXIBLE.
HIGH QUALITY.
nextbike 

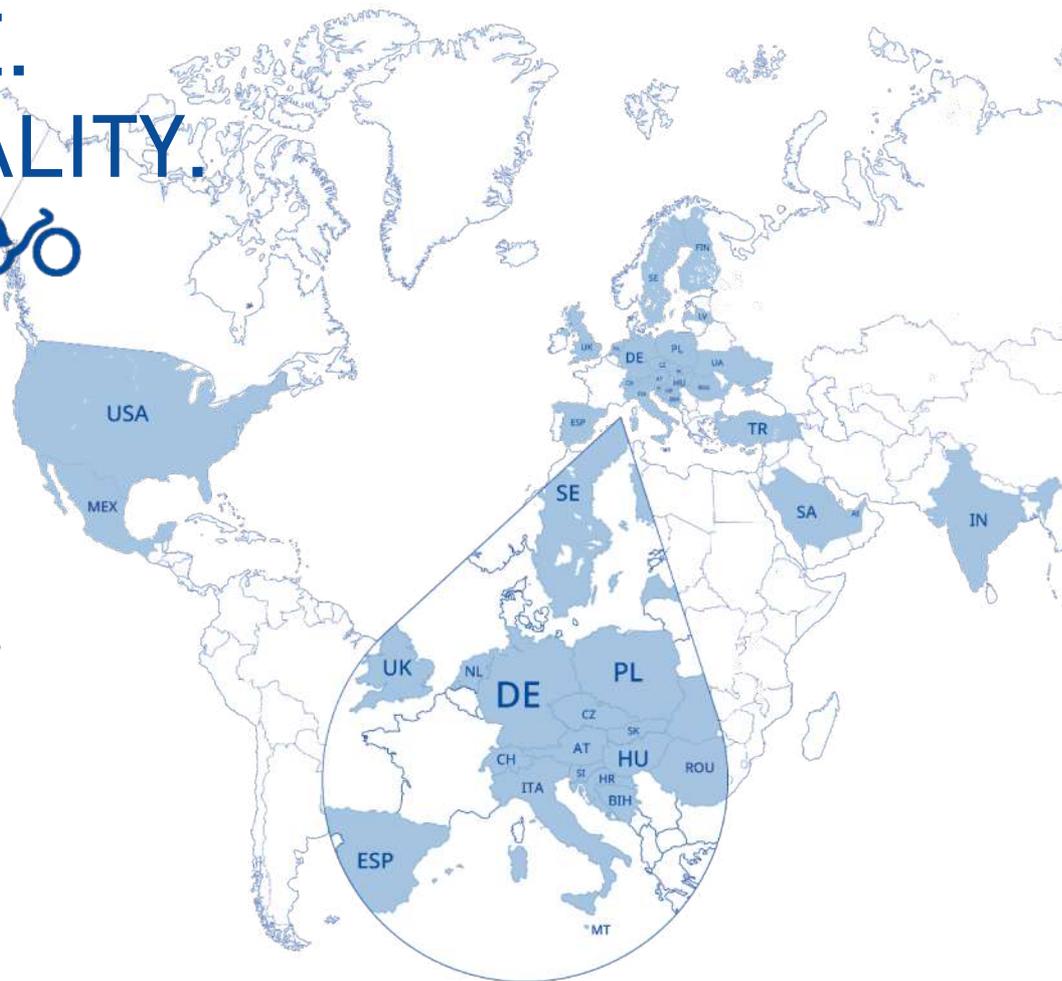
300

CITIES

+ 200 in Regional Systems

28

Countries



VRN



MRR



NÖ



KVB



MVG



Bike Sharing all in one



PRODUCTION



IT DEVELOPMENT

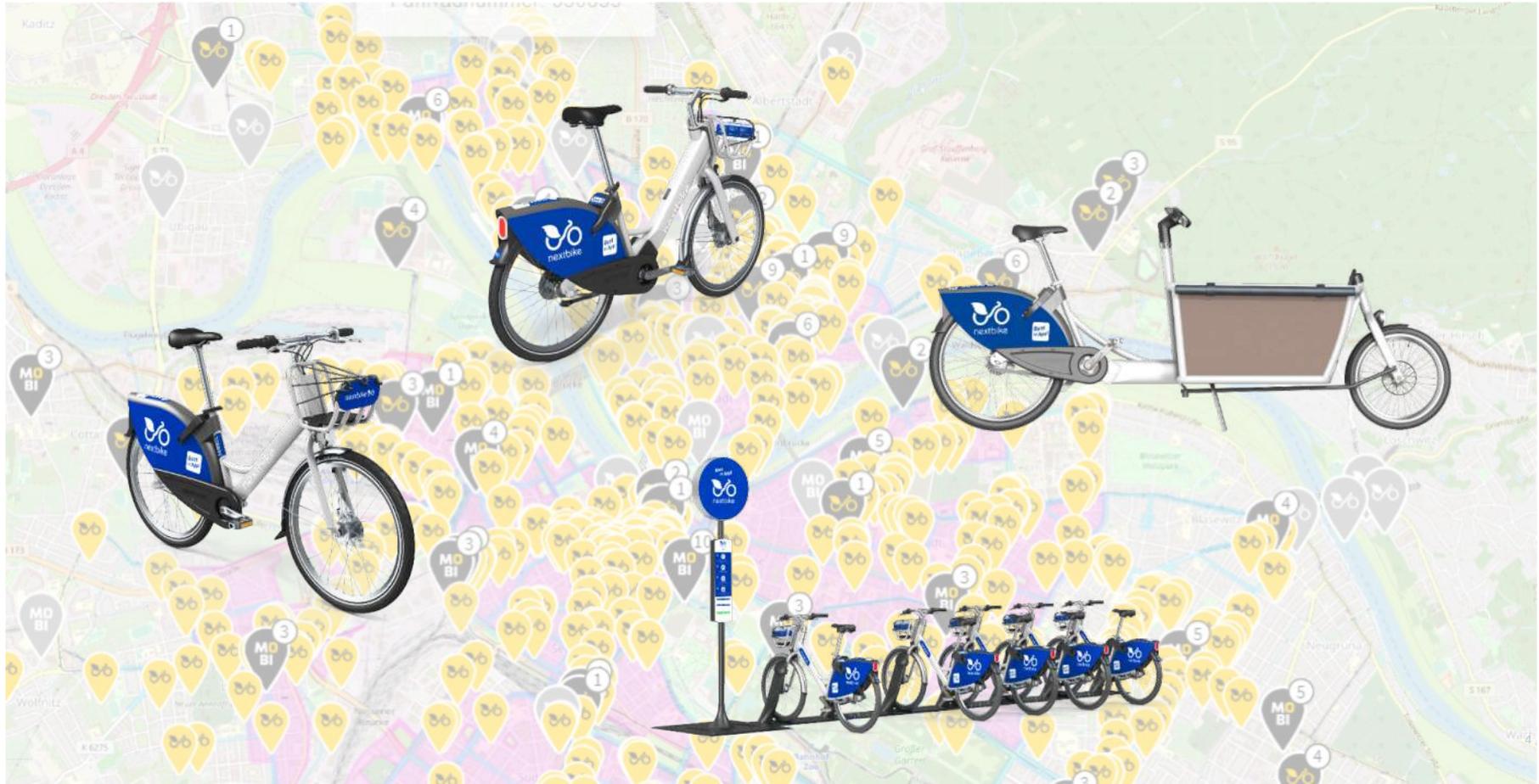


MAINTENANCE



CUSTOMER CARE

Tailored Bike Sharing



Smart bikes for smart cities

COMFORTABLE. HIGH-QUALITY. FLEXIBLE.

Height adjustable ergonomic saddle with anti-theft device

Frame lock with GSM and GPS for unlocking via smartphone

Optional: RFID for e-ticket integration

Front and rear light with integrated reflector

Gearshift (3, 5, 7 or 8 gears)

Basket with solar module for charging the frame lock

Internal cabling as protection against vandalism

Pneumatic tires with puncture protection and reflectors



e-SMARTbike 2.0

ELECTRIC. STRONG. ROBUST.



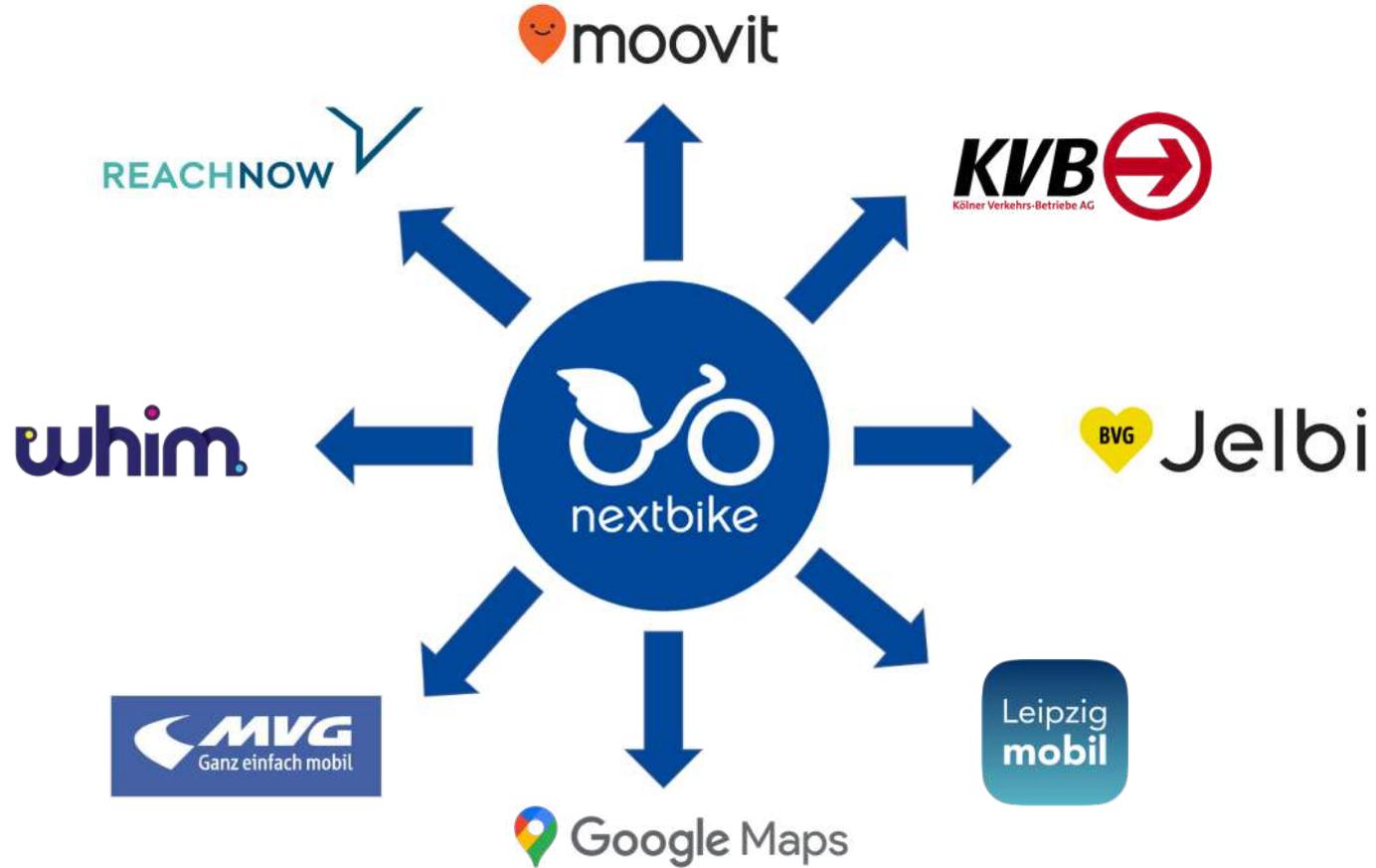
BATTERY

- Up to 80 km range
- Charge at e-SmartDock
- Charge display integrated in frame lock
- Sensor adapts support according to needs

MOTOR

- Natural riding experience thanks to mid-mounted engine
- Made in Germany by Automotive supplier Brose
- Support up to 25 km/h
- Stepless Boost function for fast acceleration

Integrated Bike Sharing



VRN NEXTBIKE

Metropolitan Case Study



Municipalities

Stations

Bikes

E-Cargo bikes

20

330

+2300

12



VRN NEXTBIKE

An Integrated Metropolitan Offer

How does it work?

- Launched in 2015 by VRN and nextbike with 2000 bikes
- Currently with 2300 mechanical bikes in 330 stations
(Physical & Virtuals)

Business Model

Investment: The Transport Authority of Rhein-Necktar assumes the investment in bikes and stations. The ownership of the bikes and stations is maintained by nextbike.

The Transport Authority has an agreement with all municipalities for the financing of the public bike system.

Operations: VRN pay compensation to nextbike for offering 30 free minutes per trip to users with a VRN transport pass. nextbike collects revenue from casual users and tourist.

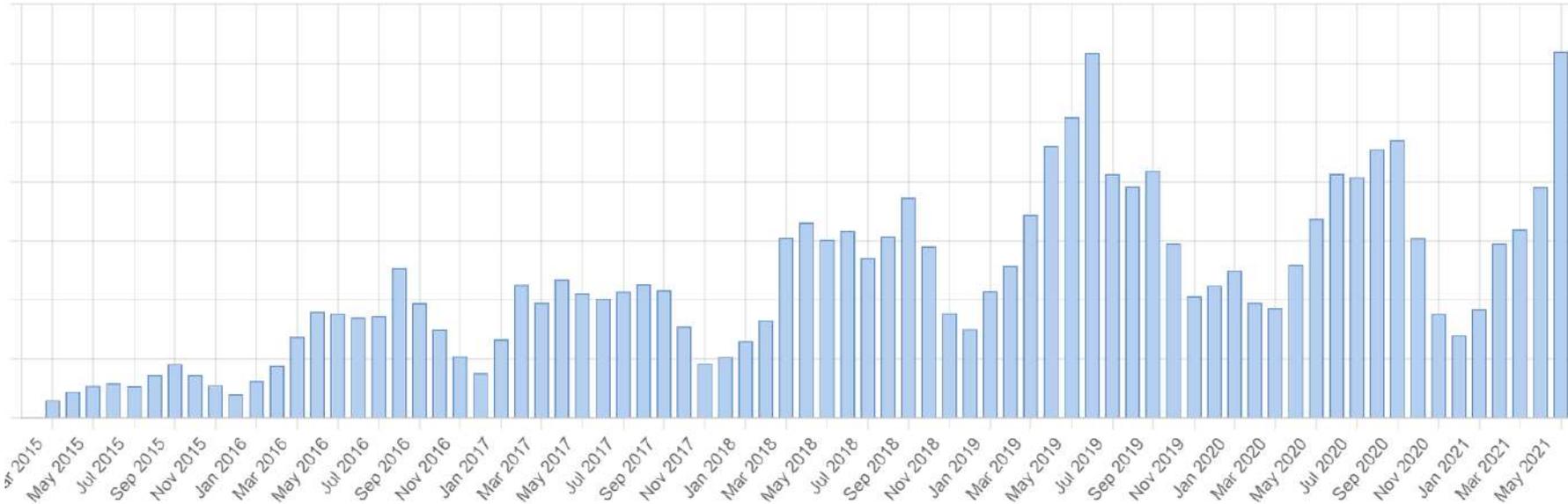


VRN nextbike – Metropolitan Case Study

Historical Results

Registered users

+125K



nextbike Niederösterreich

Metropolitan Case Study



Municipalities

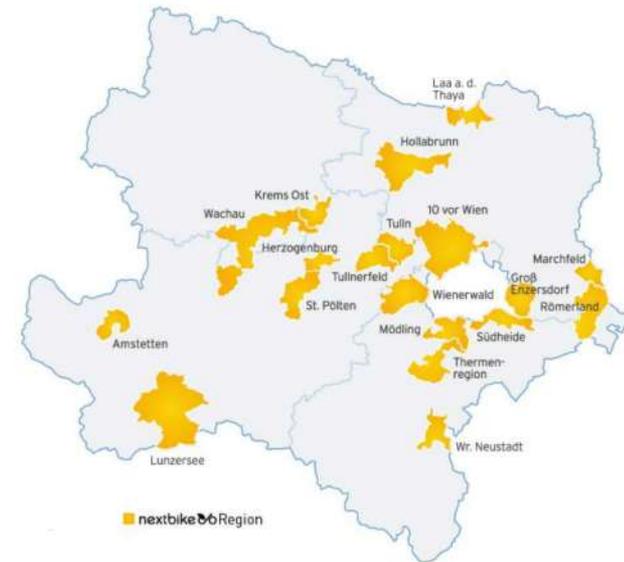
Stations

Bikes

62

275

1000



nextbike Niederösterreich

Metropolitan Case Study

How does it work?

- Launched in 2010 by nextbike and Radland with 400 bikes
- Constantly growing, counts now over 60K active users...

Business Model

Investment: Every municipality invests in the system (with a minimum of 1 station with 4 bikes). The operator owns the bikes and the stations.

Every city gets a full system serviced integrated in the network

Operations: Every municipality compensate the operator to offer card owners free trips. The operator collects revenue from casual users and tourist.



Bicycle Łódź

The first polish bike-train-bike door to door project

HOW DOES IT WORK

- Launched in 2018 by the Region
- Over 1.000 bicycles in an hybrid system in 10 cities connected by Łódź Agglomeration Railway
- 125 parking lots, in each city, parking lots at railway stations and in key city points
- Hybrid return system – possibility to return outside parking with extra costs
- 1 Mio inhabitants in the operational area of the system (incl. Łódź)

BUSINESS MODEL

- Equipment financed by the region through an EU project
- nextbike gets rental revenues and advertising revenues
- OPEX covered by nextbike
- System extensions financed by municipalities



KOLUSZI – LOCATIONS OF BICYCLE PARKING LOTS



We are Public Transport





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