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OV-Fiets, (NL)



OV-Fiets (translated as 'public transport bicycle') started as a pilot project in the Netherlands in 2002. The aim of the scheme is to integrate bike rental as part of the services offered by the Dutch public transport system. There are now over 160 rental points, mainly at train stations throughout the Netherlands but also some other city centre locations. The scheme has been designed for frequent users, mainly commuters, to encourage cycle use over motorized transport for the first/ last leg of their journeys between the station and their homes or places of work. Currently 50% of the nation's rail passengers have access to the scheme. The majority of the locations operate as staffed facilities with exception to the [Bike Dispenser](#) which is a fully automated system, so far only installed in a handful of locations.



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OV Fiets users must register with the system and a Dutch bank account is necessary for the subscription charges. Users can sign up using their existing annual rail season card (much like the Oyster scheme in London) or obtain a membership card. Each individual rental costs €2.85 for each 20 hour period up to a maximum of 60 hours. The yearly subscription charges are €9.50.



Provider:

Pro Rail is the provider in collaboration with the Netherlands Spoorwegen (Dutch Railways), the Fietsersbond (cyclist union) and several local councils. It received a development subsidy from the Dutch government.

Designer / Architect:

OV Fiets (in-house)

Cost of Provision:

Information undisclosed

Strengths:

- The service covers most of the larger stations in other provinces, offering to more than 50% of the daily train passengers a rental point at their destination station.
- Linked with the railways cards the service encourages the commuters to use the train instead of the car.
- The scheme is compatible with existing national rail passes making the system more user-friendly.
- Bike thefts and vandalism are low, linked to on-site trained staff (guardians).



Weaknesses:

- Can be used only by frequent users, not by tourists.
- Traditional bicycle design may not appeal to all.
- Resilience of components against theft or vandalism is questionable.



Useful References:

www.ov-fiets.nl/

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