

#### **TACKLE**



#### Practice to be assessed and included in the Guidelines

Number/code: OM/ML8

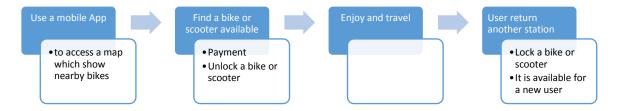
**<u>Title</u>**: Bike and electrical scooters sharing

# **Guidelines section:**

Governance	e X	Operational management		
		Context of the event Event Stadium management	X	Procurement  Mobility and logistics

### **Description**:

Bicycle-sharing or electrical scooters system is a service in which bicycles or electrical scooters are made for shared use to individuals on a short-term basis for a price or free. A bike or scooter system allow people to borrow a bike from a "station" and return in at another "station" belonging to the same system. Stations are special bike racks that lock the bike, and only release it by computer control. The user enters payment information, and the computer unlocks a bike. The user returns the bike by placing it in the station, which locks it in place. Form many systems, smartphone mapping apps show nearby bikes and open stations.



It is mandatory that there are situations in the vicinity of the stadium.

### **Environmental benefits:**

This system can reduce traffic congesting and consequently reduce air pollution (Carbon emissions) through decreased automobile usage.

### **Economic benefits:**

This system reduces each person's travel costs such as: fuel costs, tolls, the stress of driving and the cost of vehicle repairs.

# **Applicability and replicability potential**

This practice can be applied and replicated to all stadium/cities.

This system is compatible with practice OM/ML1 – Carpooling Initiative or also partnership with public transport sector. An adept, a volunteer, a worker or also a tourist can complement their mobility with both initiatives, depending on the distances you want to travel.

This initiative can be disseminated for example in airports, ticket offices, among others.

## **Source**

**VOISCOOTERS** 

**SANTANDER CYCLES** 

**ENCICLA**