

Project Finance Factsheet

Planning for a Sustainable Public Bikeshare System in Bucaramanga

Bucaramanga, Santander, Colombia

TYPE

Public Bikeshare System



SECTOR

Transport

OVERVIEW

The CFF is supporting the cities of Bogotá, Cali, Montería and Bucaramanga to set up one of CFF's first national clusters focused on Public Bikeshare Systems. Public Bikeshare Systems bring a convenient and affordable means of transportation to a city, significantly increasing the share of cycling and its corresponding benefits within the city.

The Bucaramanga Public Bikeshare System (PBS) will be implemented in an 8.7 km² operation area, with a total of 53 stations and 579 bicycles (642 considering 10% of bicycle reserve). The system will average an estimated 11 bicycles per station. The inclusive dimensioning was created in order to offer a bikeshare system that would be accessible to over 18,000 users each month. The bicycles will be based on accessible street-level stations with an automated renting mechanism, consisting of information totems and docking modules. The bikes will be accessible through an array of options including: a mobile application, contactless bank cards, and the transport card of the city of Bucaramanga.

Under the current public health crisis, individual modes of transport are inherently more attractive to users. Therefore, the use and promotion of the bicycle is key to counteract the unrestrained motorisation expected to occur during the development of the COVID-19 pandemic.

Implementing agency

Metrolínea S.A (BRT agency)

Timeline

Estimated Timeline*



*The timeline of activities is approximate and depends on the timeframe indicated by the city once CFF finalises the technical assistance.

Key Climate Impacts and Development Outcomes



Cumulative CO₂e emission reductions (project lifetime 30 years):
2,084.67 tCO₂e*



Annual CO₂ emission reductions:
71 tCO₂e*

* Estimated annual reduction in CO₂ equivalent emissions resulting from the modal shift to cycling generated by the implementation of the PBS.

- 🎯 Saves space: motorised road traffic takes up ten times more space as cycling
- 👂 Less noise pollution
- 💰 Traveling by bicycle will help save money (fuel, parking fees)
- 🕒 Reduces traveling time (compared to other travel modes)
- 😊 Public Bikeshare Systems will further enhance social benefits, reduce pollution and improve urban liveability
- 🏥 Increased safety, improved health and uptake of non-motorised transport
- 🚲 Provides a safe urban mobility alternative during COVID 19



Investment Structure

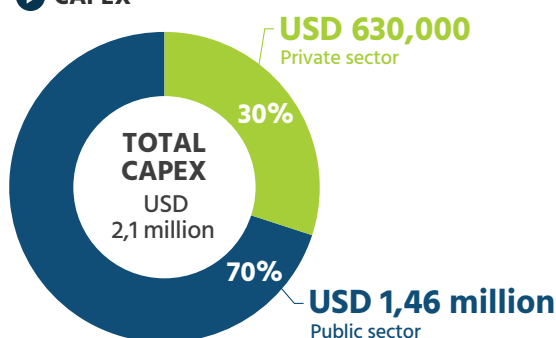
Initial Financing

The Concession Model which the city has settled on will entail:

- 70% capital investment from city and 30% capital investment from the operator
- 100% operational costs by the private operator incl. government subsidies

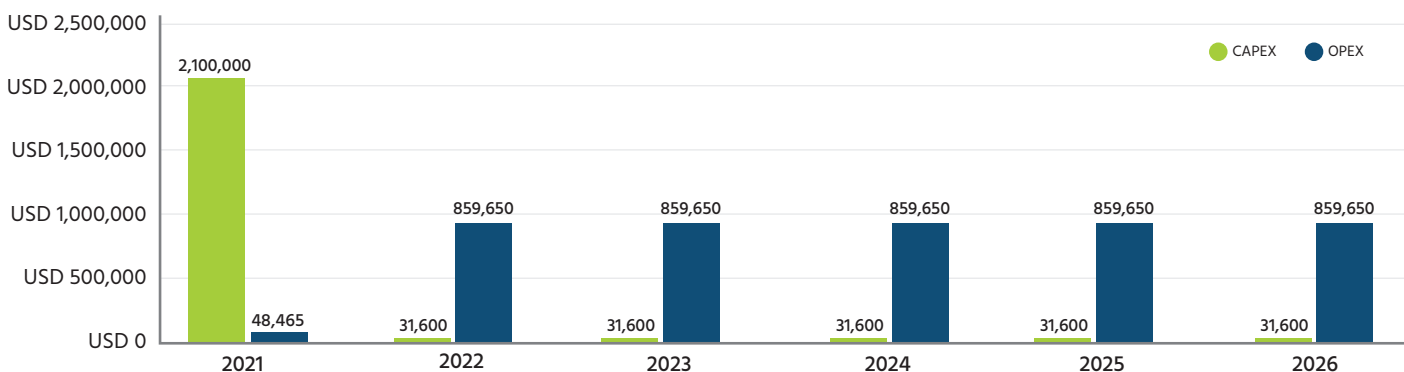
The timeline of the contract is set for 5 years according to the financial model, but it could be up to 30 years according to the allowance of the business model.

► CAPEX



► Total OPEX: USD 5,32 million

The graph below illustrates CAPEX/OPEX breakdown from year 0 to 5. Exchange rate USD 1 = 3,693.36 COP Average 2020.



CFF Support Summary

- Technical, Legal and Financial Feasibility Studies
- Gender and LNOB Analysis and recommendations
- Climate Proofing Study
- Good Governance Study

- Business and Financial Model
- Communication Strategy
- Trainings and other Capacity Development activities
- Knowledge and Learning activities on cycling related with other municipal, national and international actors

For additional information, contact: contact@c40cff.org