



Contents

Press Release

1. VÉLIB' IN PARIS

Editorial by Bertrand Delanoë

- Bike facilities and their use
- Contraflow experiment
- Impatient future users of Vélib'

2. VÉLIB' : QUICK AND EASY FOR SHORT JOURNEYS

- How does it work?
- How to subscribe?
- How can I find out more?
- Vélib' is for foreign visitors too!
- Tourism in Paris in a few key figures

3. VÉLIB' IS CHANGING THE CITY!

An extra way of getting about that benefits everyone

Questions to Céline Lepault

- Increased mobility
- Urban integration of harmonious stations
- Vélib' sites

Measures in favour of developing bicycle use in Paris

Sustainable development and green energies

JCDecaux : the No. 1 worldwide in self-service bikes

4. DESIGN

- The bikes
- The furniture (bike attachment point, terminal, etc.)
An interview with designer Patrick Jouin

5. LET'S TALK BEHAVIOUR AND SAFETY

- Road safety activities in Paris:
3 questions to Philippe Cauvin
- With Vélib' : respect road safety and other users !
- Vélib' awareness and demonstration campaigns

6. 400 RECRUITS FOR SERVICE QUALITY, AN APPROACH WORTH NOTING

- Vélib' : 400 staff recruited
- Two new employees share their experience with us
- A partnership between the City of Paris and JCDecaux

7. SIMILAR SYSTEMS ELSEWHERE:

- Vélov' in Lyon...

APPENDICES

- Opinion poll
- List of Parisian bike dealers
- Cycle path map (leaflet)



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Thousands of self-service bicycles real freedom!

Bicycles everywhere, bicycles for everybody !

On 15 July 2007, the City of Paris launched a new self-service bicycle scheme : Vélib'.

With a bicycle station every 300 metres or so, this is a whole new means of transport that is opening up for the people of Paris. This service, available 24/7, will doubtless lead to a real revolution in the way Parisians move around the city. It will play an important part in reducing pollution and will help its users keep fit! No fewer than 750 Vélib' stations will be up and running by 15 July 2007, with an objective of 1,451 stations and 20,600 bicycles by the end of 2007!

Practical and easy-to-use, Vélib' is an original concept

Since the start of 2001, Paris has seen an increase in bicycle use of over 48%. The setting up of Vélib' will be the starting point of a major transformation in the way people travel around the capital. Managed by SOMUPI, a firm 66% owned by JCDecaux, the other shareholders being Médias & Régies Europe and Groupe Publicis, Vélib' provides everybody, Parisians, people travelling here from Ile-de-France to work or tourists a chance to use a bicycle to travel around the city as they see fit.

The Vélib' stations are spread out across the whole of Paris, with an increased density of stations close to major public transport nodes.

PRESS CONTACTS

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Vélib' Calendar

15 July 2007

10,648 bicycles and 750 stations

3 September 2007

14,197 bicycles and 1,000 stations

31 décembre 2007

20,600 bicycles and 1,451 stations.

For more information on Vélib'
velib.paris.fr

info 01 30 79 79 30

(price of a local call)



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1. Vélib' in Paris

Editorial



Freedom, simplicity, user-friendliness, sharing: Vélib' in Paris is an innovative approach, in terms of both its philosophy and its unusual scope.

With currently 20,600 bikes and 1,451 stations, Vélib' is a high performance service which enables everyone to take advantage of a practical, inexpensive and ecological means of transport 24 hours a day and 7 days a week, providing a new approach to urban mobility.

As such Vélib' exemplifies the contribution the people of Paris are making to reduce pollution and greenhouse gases.

Naturally as with every innovation it will take a while to adapt, and I have to emphasise that the rules must be respected where necessary to ensure the safety of everyone, especially the most vulnerable among us, pedestrians and cyclists.

I am delighted with the new look that Paris will boast from tomorrow thanks to Vélib: that of a city which is more than ever before concerned about the quality of life of its inhabitants, is creative, dynamic and wants to offer every traveller a wide choice in terms of transport.

I wish everyone great pleasure in discovering, and I hope also using, this new service !

Bertrand Delanoë

Since 2001, the City of Paris has been trying to make it easier for everyone to get around by putting greater emphasis on public transport, taxis, pedestrians and bikes, so as to reduce the pollution and damage caused by intense use of cars, and also to limit the emission of greenhouse gases which are responsible for global warming.

A number of developments have been put in place to create a better balance in public places between the different means of transport and encourage the use of alternative options.

Travel by bike (2006 figures)

Bike facilities and their use

Total number of bike paths : 371 km

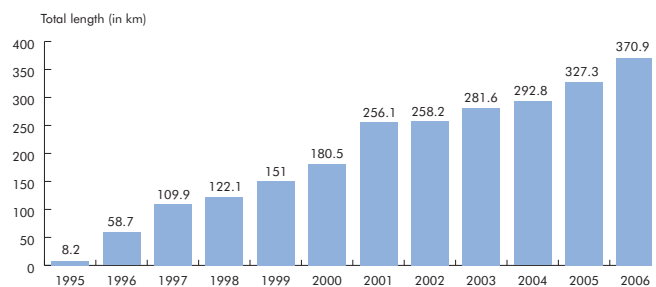
Bike facilities created in 2006

- New facilities : 43.6 km
- Facilities acquired or adapted : 22.4 km

• Extent of facilities by type

Type of facility	Length created	Length reopened
Bike paths	2.2 km	0.1 km
Contraflows	1.32 km	
Bus lanes open to bikes	5.6 km	2.6 km
Dedicated bike paths	27.9 km	19.7 km
Miscellaneous	6.6 km	
Total	43.6 km	22.4 km

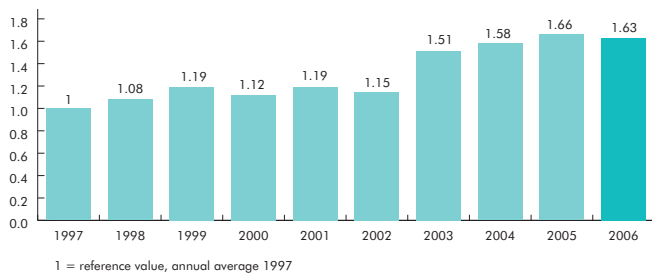
• Annual change in extent of bike facilities since 1995



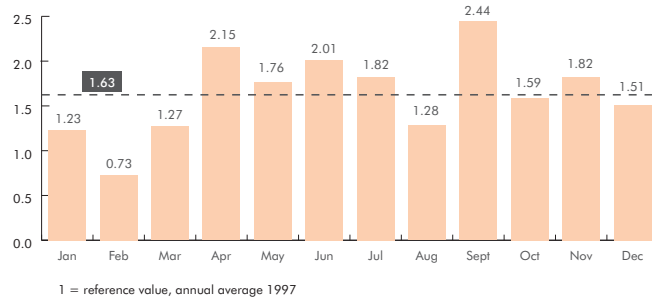
The very slight drop in the use of bike facilities noted in 2006 compared with 2005 (-2%) can be explained by less favourable weather conditions, especially during the month of February 2006, which was marked by very bad weather.

Index of the trend in the number of bikes

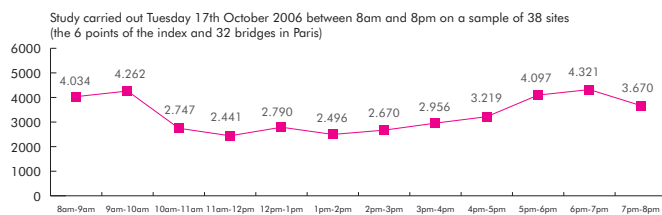
- Index of the annual trend in the number of bikes between 1997 and 2006



- Index of the monthly trend in the number of bikes for 2006



- Number of bikes during one day of the week



Services offered to cyclists

Parks granted concessions (in 2006)

Number of parks offering bike hire	12
Number of parks offering bike subscriptions*	9
Bike parking areas (among 12 parks**)	158

Contraflow experiment

The use of contraflow traffic facilities, launched as an experiment in 2005, will be expanded this summer.

* according to the contractual provisions
** Source SAEMES

« Already nearly 371 km of bike facilities have been opened up to the cyclists of Paris! There are more and more cyclists and special facilities for them. Cycling is a pleasure, it's good for your health and it's also a way of contributing to the reductions we need to make in the pollution and emissions which are responsible for climate disturbance. With Vélib', Parisians will be able to discover or rediscover a means of transport which is more pleasant and safer.

Get on a bike and Paris belongs to you ! »

Denis Baupin

Impatient future users of Vélib' !

Emmanuel Laurent - Paris XVth arrondissement

« I'm a real fan of self-service bikes! I've already tried them in Helsinki. You had to insert a Euro and their bike was less sophisticated. I'm a cyclist myself, although I also use the car in a car-share arrangement. I'm in favour of making transport publicly owned, even on two wheels! We need to rethink the way we share the road system and property. What we want is mobility, not ownership. There is a need which has to be met. For instance, if I need to get to the end of the rue de Rivoli quickly, it's great to do it by bike. »

François Luisetti - Paris IInd arrondissement

« I think it's a good idea. I travel on foot or by Metro every day. I think it's ridiculous to use a car.

But I will certainly use Vélib'! The good thing is that you can leave the bike anywhere. I've seen posters everywhere announcing the construction sites, and I am looking forward to seeing the stations arriving. »

Frédérique Dugeny - XIIIth arrondissement

« It's an excellent initiative from the City of Paris.

I travel by bike a lot and they have made a lot of effort since 2001, especially with the introduction of bus lanes. But a bike can be dangerous. Not just because of cars, but the cyclists themselves are sometimes undisciplined – they often jump a red light! It's a really good idea to have them 24/24 and 7/7. And the look is attractive. We'll have to wait and see how it will work, but I would love to give it a go. »



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2. Vélib' : quick and easy for short journeys

Since the start of 2001, Paris has seen an increase in bicycle use of over 48%. The setting up of Vélib' will be the starting point of a major transformation in the way people travel around the capital. No fewer than 750 Vélib' stations will be up and running by 15 July, with an objective of 1451 stations and 20,600 bicycles by the end of 2007!

How does it work?

Taking a bicycle from one station and putting it back in another, nothing could be easier, because Vélib' is an innovative self-service hire system which is very simple to use, available 24/7, so you can move around the city as you please.

The system is accessible from the age of 14 years (1.50 m minimum height), and can adapt to all your needs : going out for an evening, doing a spot of shopping, going to work. Because it is so simple to use, it is the ideal means of transport for your **short journeys** in Paris.

With thousands of bicycles available from hundreds of stations, there is always a bicycle near to where you are.

The Vélib' stations are spread out across the whole of Paris, with an increased density of stations close to major public transport nodes.

At the stations, the computer terminals will enable you to:

- obtain one-day and seven-day subscriptions,
- recharge your account if you are a one-year subscriber (long duration)
- obtain information, and particularly find out which other stations are nearby and whether they are available,
- contact the call centre: 01 30 79 79 30
- see the state of your account

The identification, withdrawal and the return of bicycles are all operations that can be carried out in just a few seconds.

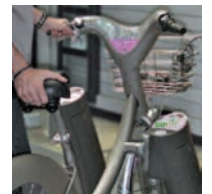
A number of lighter stations, 451 by the end of the year, are also planned. Your one-year **velib'** card or your NAVIGO® * will be enough to identify yourself and to release a bicycle simply by brushing your card against the bike attachment point.

Taking a bicycle: nothing could be simpler

All you have to do is identify yourself at the terminal and then use the menu to choose your bicycle from among those which are offered on the screen.

* NAVIGO® is a STIF trademark

To make things go even quicker, holders of a one-year **velib'** subscription and a NAVIGO® pass with option **velib'** will be able to take the bicycle directly from its stand without identifying themselves at the main terminal. All they will need to do is to brush the one-year card **velib'** or NAVIGO® pass against the card reader located on the stand.



You have 60 seconds to take the bicycle you have selected. Brake hard or press the button on the stand. Pull the bicycle towards you. The bike attachment point flashes and beeps twice. Have a good journey!

Putting the bicycle back: just a click

Once you have finished your journey, all you have to do is put the bicycle back in any Vélib' station (a station every 300 metres).

Clip the bicycle onto its stand. The stand will beep and flash to indicate that the bicycle has been locked. That's all!



If however there isn't any space to put your bicycle back in the station, brush your card over the terminal and you will be given 15 extra minutes free to find another station.

Protect your bicycle

Although you do not own the bicycle, you are responsible for it. For your own peace of mind, the bicycle has an antitheft lock which you must use every time you stop away from a Vélib' station.



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2. Vélib' : quick and easy for short journeys

How much does Vélib' cost ?

Subscription rates

Three types of subscription are planned :

- 1-day Vélib' subscription priced at 1 €
- 7-day Vélib' subscription priced at 5 €
- Annual Vélib' subscription priced at 29 €



Carte Vélib' 1 an



Ticket Vélib'

These subscriptions grant you the right to use the Vélib' service and enable you to borrow a bike as many times as you wish during the subscription period.

Rates for using Vélib'

The vast majority of journeys made by bike in Paris last less than half an hour, which is enough time to travel quite a long distance (you need to pedal for 25 minutes to get from Châtelet to the Porte d'Italie). The first half hour of use of a Vélib' is systematically free of charge. The fact that the first half hour of travel is free is a major factor in the success of Vélib'.

After the first half hour of every journey, the following half hours are charged according to the rates which apply :

- 1 € for the 1st additional half hour
- 2 € for the 2nd additional half hour
- 4 € from the 3rd additional half hour.

The aim of these rates is to encourage the turnover of bikes so as to satisfy the greatest number of users.

These rates have also been specially designed to avoid competing with private bike hire companies, the majority of whose customers use the bikes for more substantial periods of time (half a day or longer).

How to subscribe ?

A year, a week, a day:

choose the formula which suits you best!

Three subscription formulas are offered to best suit the way potential users want to use Vélib': annual, weekly or daily subscriptions.

Annual subscription (long-term) : 29 €

This subscription allows you to make an unlimited number of journeys for one year, with the first 30 minutes of each journey being free of charge.

To take out your annual subscription, simply complete a subscription form and send it in accompanied by the documents requested. If you are already a NAVIGO®* pass holder, you can ask for your annual Vélib' subscription to be linked to this. If not, your annual Vélib' subscription will be confirmed by a dedicated Vélib' card.

Within 15 days of receipt of your subscription form, you will either receive your annual Vélib' card or be informed that your NAVIGO® pass will now enable you to access the Vélib' service for one year.

You will then be able to borrow a bike, and you will have a secure Vélib' account using the personal security code you chose when subscribing.

If your subsequent journeys last less than half an hour you will have nothing to pay.

For journeys lasting longer than 30 minutes, the cost of the service will be debited from your Vélib' account. Each time your Vélib' account runs out of credit you will need to top it up before you can borrow a bike again.

You can top your account up in the following ways :

- directly at the terminals of the Vélib' stations, using your bank card, credit card or Moneo card
- on the Vélib' website using a bank card or credit card
- by cheque payable to Vélib'.

NB: Your personal security code gives you Internet access to a list of your most recent journeys and charges.

Where can I find a subscription form ?

Since 13th June, the City of Paris has been putting a vast network of facilities in place. A subscription form is being included in every issue of A Paris magazine being sent out. You can also obtain one from one of the many distribution points throughout the capital, or via the web site velib.paris.fr. The subscription form is also available in the mairies (town halls) of all the arrondissements, in nearly 300 Metro stations, in 400 baker's and confectioner's shops in Paris, from 400 partner tobacconists in Paris and in all Paris post offices.

1-day or 7-day subscriptions (short-term) :

If you want to use Vélib' occasionally, you can choose the 1-day Vélib' subscription (1 €) or the 7-day Vélib' subscription (5 €). With these short-term subscriptions you can make an unlimited number of journeys for one day or one week, with the first 30 minutes always free of charge.

To subscribe, simply go to the terminal of the Vélib' service point of your choice with your bank card, credit card or Moneo card. Then follow the on-screen instructions of the Vélib' terminal to obtain your subscription in just a few minutes.

The confirmation of your 1-day or 7-day subscription will be:

- either a 1-day Vélib' ticket or a 7-day Vélib' ticket supplied by the service point terminal ;
- or your NAVIGO®* pass if you want to use this to gain access to the bikes.

Whatever subscription you choose :

The prices after the first 30 minutes are :

- 1 € for the 1st additional half hour
- 2 € for the 2nd additional half hour
- 4 € from the 3rd additional half hour.

Examples: If within your subscription you make a journey of 25 consecutive minutes, you will have nothing to pay. If your journey lasts 50 consecutive minutes, you will pay 1 € for the additional period. If your journey lasts 1 hour 15 minutes consecutively, you will pay 3 € – 1 € for the first additional half hour and 2 € for the second additional half hour. Please note that it is not possible to make two journeys free of charge one straight after the other. An interval of a few minutes will be necessary between bringing back the bike and collecting it again.

* NAVIGO© is a trademark of STIF

What payment methods can I use ?

The payment methods accepted are bank cards (Visa, Visa Electron, MasterCard, MasterCard Maestro) and American Express, JCB and Moneo cards.

Moneo :

You can top up your annual Vélib' account with Moneo, the electronic purse which already allows you to pay for your parking at parking meters in Paris and to pay for your minor day to day expenses.

What about the security deposit ?

The security deposit is 150 €.

For an annual Vélib' subscription, this takes the form of a cheque (valid for 1 year) which will not be presented, or a direct debit authorisation.

1-day and 7-day Vélib' subscriptions require a direct debit pre-authorisation (which is not collected) against your bank account. All or part of your security deposit may be collected in the event that you do not comply with the General Terms and Conditions of Access and Use of Vélib' (which can be consulted on the website velib.paris.fr), and particularly if you do not return your bike within 24 hours or if the bike is damaged.

3 levels of penalty can be applied :

- 150 € if the bike is not returned;
- 35 € if the bike is stolen and the theft is reported ;
- 10 € if the key of the anti-theft lock is lost.

What are the rules of use for 14-18 year olds ?

Minors aged from 14 (minimum height: 1.50 m) may only use Vélib' with the authorisation of their legal guardian. In order to take out an annual Vélib' subscription for a minor aged 14 or over, their legal guardian will be asked to complete and return the documents requested for all subscribers, together with a special authorisation form, which is available online at velib.paris.fr or by written request to Vélib'. Minors aged 14 and over must have a personal card.

Insurance

Users must check with their insurance company that they are fully covered for the risks associated with cycling.



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2. Vélib' : quick and easy for short journeys

How can I find out more ?

Allô Vélib'? call centre

Since 1st June, an information number has been available to answer all your questions about the subscription process and tell you everything you need to know about Vélib' :

info 01 30 79 79 30

You can choose between using a voice server (24/24 and 7/7) and speaking to a Vélib' expert. The call centre provides information and makes the subscription process easy :

Opening times

From 1st June to 15th July

From 9am to 7pm Monday to Friday (closed at weekends).

From 15th July

From 8am to 10pm on weekdays and from 9am to 10pm on Saturdays (closed on Sundays)

During normal operating times

From 8am to 8pm on weekdays and from 9am to 9pm on Saturdays (closed on Sundays)

A website for everything you need to know

Since 13th June, the website velib.paris.fr has contained full details of Vélib' : how the stations work, prices, the subscription system, a list of stations under development, news about cycling in Paris, safety instructions... and also an interactive map so you can display and find a service point, and illustrated advice on how to travel safely.

From 15th July, the day the service opens, you will have the option of managing your Vélib' account online, finding out in real time about the availability of bikes at stations, obtaining information in a choice of languages and accessing the mobile version of velib.paris.fr on your mobile phone !



Demonstration points in every district.

To help make future users aware of safety, subscription conditions and how Vélib' works, a demonstration point has been open in every arrondissement since 13th June and will remain open for one month. The Vélib' experts welcome visitors from Monday to Saturday between 1pm and 8pm, and on Sundays between 11am and 6pm.



Location of Vélib' demonstration points in each district

Town Hall of the 1st arrondissement

4, place du Louvre
75042 PARIS Cedex 01 Place des deux écus

Town Hall of the 2nd arrondissement

8, rue de la Banque
75084 PARIS Cedex 02 11, rue de la Banque

Town Hall of the 3rd arrondissement

2, rue Eugène SPULLER
75141 PARIS Cedex 03 10, rue Perrée

Town Hall of the 4th arrondissement

2, place Baudoyer
75181 PARIS Cedex 04 25, rue du Pont Louis Philippe

Town Hall of the 5th arrondissement

21, place du Panthéon
75231 PARIS Cedex 05 39, rue des Ecoles

Town Hall of the 6th arrondissement

78, rue Bonaparte
75270 PARIS Cedex 06 face 10, rue du Sabot

Town Hall of the 7th arrondissement

116, rue de Grenelle 1, contre allée av
75340 PARIS Cedex 07 Motte Piquet/Tour Maubourg

Town Hall of the 8th arrondissement

3, rue de Lisbonne
75383 PARIS Cedex 08 43, avenue Georges V

Town Hall of the 9th arrondissement

6, rue Drouot
75436 PARIS Cedex 09 20, rue Grange Batelière

Town Hall of the 10th arrondissement

72, rue du Faubourg Saint-Martin
75375 PARIS Cedex 10 1, rue Hittorff

Town Hall of the 11th arrondissement

Place Léon BLUM
75536 PARIS Cedex 11 1, rue de Belfort

Town Hall of the 12th arrondissement

130, avenue Daumesnil
75570 PARIS Cedex 12 2, rue Montgallet

Town Hall of the 13th arrondissement

1, place d'Italie
75634 PARIS Cedex 13 4, place d'Italie

Town Hall of the 14th arrondissement

2, place Ferdinand BRUNOT
75675 PARIS Cedex 14 Face au 4, Edgar Quinet

Town Hall of the 15th arrondissement

31, rue Péclet
75732 PARIS Cedex 15 250, rue Lecourbe

Town Hall of the 16th arrondissement

71, avenue Henri MARTIN
75775 PARIS Cedex 16 51, avenue Paul Doumer

Town Hall of the 17th arrondissement

16-20, rue des Batignolles
75840 PARIS Cedex 17 105, rue Jouffroy D'Abbans

Town Hall of the 18th arrondissement

1, place Jules JOFFRIN
75877 PARIS Cedex 18 83, rue du Mont Cenis

Town Hall of the 19th arrondissement

5-7, place Armand CARREL
75935 PARIS Cedex 19 4, rue Armand Carrel

Town Hall of the 20th arrondissement

6, place Gambetta
75971 PARIS Cedex 20 13, rue des Gâtines



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2. Vélib' : quick and easy for short journeys

Vélib' is for foreign visitors too

It doesn't matter whether you are from Paris or the Île-de-France, or a visitor from the provinces or abroad, Vélib' is accessible to everyone.

The Vélib' terminals will provide information in 8 languages! The screens on the service access terminals guide users on how to obtain their subscription. This information will be available in French, English, Spanish, German, Italian, Arabic, Chinese and Japanese.

However, the self-service bike hire system does not claim to meet the travel needs of all cyclists: Vélib' is intended for short journeys. The services offered by professional bike hire companies* are still the most appropriate for long trips in Paris. These professionals offer long-term hire, equipment (baby seats, helmets, baskets...) and the option of themed outings, organised trips etc.

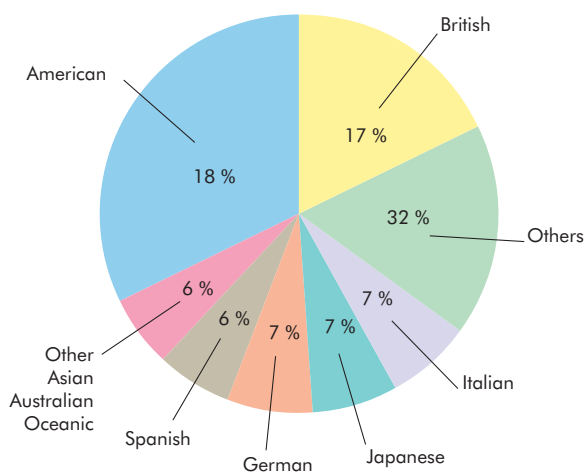
*A list of bike dealers in Paris is attached as an Appendix



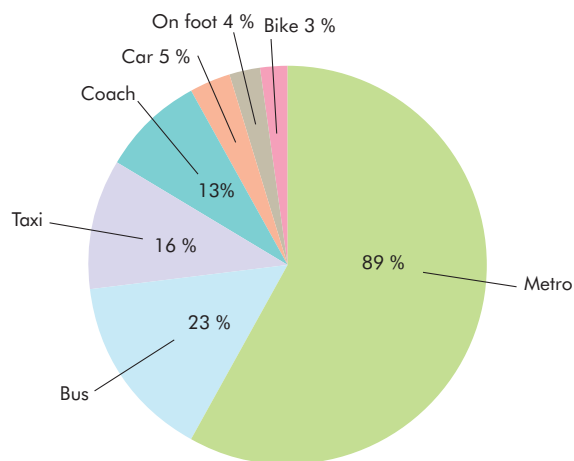
Tourism in Paris in a few key figures (2006 data)

- Paris is the number one tourist city in the world with **27 million visitors** including **17 million foreigners**
- **44 %** come for business reasons, and **56 %** for leisure reasons.
- Paris is an affordable destination: **14th worldwide** on the list of the most expensive cities.
- Paris has been the number one city for international conferences for **27 years**.

Major nationalities



Means of transport used by visitors in Paris



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3. Vélib' is changing the city !

An extra way of getting about that benefits everyone

Questions to Céline Lepault - Vélib' Project Manager at the Department of Roads and Transport

How did the idea of self-service bikes in Paris come about ?

There are numerous bike facilities in Paris today (371 km of bike paths) and bikes have their place, particularly for short journeys. Bikes are less restrictive and faster than cars, and the bike complements public transport. We see Vélib' being used for door-to-door trips, complementing public transport or also as an alternative to the car. Pedestrians will also find certain advantages: they can save time on some journeys. We can also see new trips being made: working people can take advantage of their lunch break to sort out administrative matters or do their shopping. Vélib' is also very useful in the evening and at night, as a complement to taxis and night-time public transport.

How are the stations distributed ?

A large number of stations and a large number of bikes have been planned so as to satisfy as many users as possible. For the day the service opens we have set up 750 stations with 10,648 bikes. By 3rd September, there will be 1000 stations open for 14,197 bikes. And by 31st December the 1,451 stations will be open, offering 20,600 bikes. The network of stations means there will be one every 300 metres, or 4.4 times as frequent as Metro stations, which will encourage users to combine different means of transport. The stations are located so as to serve centres of interest: facilities, shops, residential and office areas... but also bearing in mind the constraints imposed by the demands of the French architects' body, les Architectes des Bâtiments de France, around historical monuments. If one service point is empty, the user will be directed towards a service point nearby which has bikes available.

15th July 2007

31st Decembre 2007



10,648 bikes

20,600 bikes



750 stations

1,451 stations



every
< 300 m >



What are the features of the bikes ?

Vélib' are made from high quality components, so they are very safe and very easy to use. They are also sturdy as we plan that each bike will be used between 10 and 15 times a day. The brakes and the gear change mechanism are situated in the wheel hub to prevent problems when changing gear. The components, and especially the frame, are protected. The bike weighs 22 kg, whereas commercial bikes weigh around 18 kg. The weight is connected with the choice of materials used, which have to be extremely hard-wearing. A lot more is asked of Vélib' bikes than individual bikes, as they are in use 24/7, and undergo substantial stress. They have to be sturdy so that we can guarantee the users that they are in good working order. The weight is also an indicator of their stability.

THE VÉLIB' BIKE

Description

- Bikes designed by JCDecaux and manufactured by Bikes Lapierre and Orbita
- Colour: pearlescent soft grey
- Weight: 22 kg

- **Maximum safety :**



Lights come on immediately when used and stay on for 120 seconds after the bike stops



Reflective strips on the wheels



Front and rear brakes integrated in the wheel hubs

- **Optimum comfort :** mixed use bike suitable for everyone



Easy and quick gear change with no risk of coming out of gear



High stability stand



Adjustable height saddle



Large capacity front basket



Increased mobility

It is estimated that each of the bikes in the Vélib' system will be used on average between 10 and 15 times a day. With 20,600 bikes available, this is equivalent to more than 200,000 journeys a day by Vélib'.

Urban integration of harmonious stations

The furniture of the Vélib' stations was chosen after consultation with the Street Furniture Commission, (Commission du Mobilier Urbain). Particular attention has been paid to the dimensions of the proposed furniture, integrating it in the Parisian urban landscape, its aesthetics, and ensuring that it complies with the guidelines on the accessibility of public spaces.

The Vélib' stations have formed the subject of an urban landscape study carried out under the auspices of APUR (Atelier Parisien d'Urbanisme), the Parisian urban development group. The proposed sites for the stations were approved by the Departmental Architecture and Heritage Service in Paris after on-site visits: in this way any installations on major historical routes or close to listed public buildings or those classed as historic monuments were avoided. The detailed plans for the stations, and the locations of the terminals and the bike attachment points were approved by the roads department.

Vélib' construction sites

Work on setting up the Vélib' stations began at the beginning of March, with an average rate of 125 new sites opened per week.

By 31st May around 540 sites were either under construction or completed, and by 13th June this figure had reached 680.

The work is in two stages, which may or may not be separate :

- Phase 1 : construction of the foundations and EDF electrical connections
- Phase 2 : fitting the furniture (main terminal and bike attachment points) and finishing the floors.

Before each construction site is opened, small information posters are put up for local residents at the entrances to apartment buildings and in shops. The site barriers display Vélib' information panels. Both the posters and the panels state the dates of starting and finishing work.



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3. Vélib' is changing the city!

Measures in favour of developing bicycle use in Paris

Perspectives for bicycles in the city's Transport Plan

Thanks to the work undertaken by the City Council, the number of cyclists in Paris has increased continuously over the last few years, with a rise of 48% between April 2001 and December 2006. This encouraging figure is due in particular to the creation of new cycle facilities : bike paths and strips, wider protected bus lanes and 30 km/ hour zones (green quarters). New and innovative practices such as bicycle contraflows, bike paths on the pavements and so on have meant that cyclists have become a regular feature of the city.

The City of Paris has set up an extra municipal commission bringing together representatives of user associations and the institutions concerned (police department, local transport authorities, Ile-de-France Council, etc.). This « bicycle committee » informs the municipality of the needs of users so that it can look at providing suitable responses.

Furthermore, this policy has given rise to initiatives such as "Paris breathes", the participation in Bicycle Day, the provision of free bicycles during the most recent Nuit Blanche all-night contemporary arts festival and most importantly the setting up of the Vélib' network.

Roue Libre [Freewheel], a convention signed between the City and the RATP [the local transport authority], is the most visible example of this policy, with 150,000 bicycle hires since 1998 and over 10,000 participants in the guided bike rides it organises (www.rouelibre.fr).

Paris also lends a hand to the development of private initiatives: the organisation of bicycle tours and holidays, or the transport of goods by means of electric delivery tricycles. City of Paris is proud to be associated with the success of the company « La Petite Reine », which it has supported since its launch.

Mieux se Déplacer à Bicyclette : « we expect a great deal from Vélib' »

« You might expect that somebody who already uses their bicycle in the city on a daily basis would have nothing really to expect from the launch of Vélib'. And yet here at MDB, we are looking forward to the changes it will bring.

The almost instantaneous doubling in the number of cyclists will obviously have an impact on the way other road users consider us. We will become more visible and our safety – as has been seen every time this phenomenon has occurred – will obviously improve.

Vélib' will make cycling in the city possible for a great many people. Let's hope that these people too will become fans of urban cycling. We invite them to join us in the Parisian cycling "family" as soon as possible ».

Association MDB - 32, rue Raymond Losserand - 75014 Paris
www.mdb-idf.org



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3. Vélib' is changing the city !

Sustainable development and green energies

JCDecaux is committed to the development of clean energies :

3 questions to Rémi Pheulpin – Executive Vice-President Research, Production and Operations

- How will the bikes be controlled and how will the maintenance staff travel around ?

Control of the bikes will be carried out with 20 clean natural gas vehicles. The maintenance staff will travel around using 130 electrically assisted bikes.

A barge with 12 stopping points all along the Seine will pick up the bikes in need of major repairs. On board, there will be a bargeman and eleven mechanics to sort out the damaged bikes.

- How will the bikes be maintained ?

Major maintenance requiring the use of water will be carried out by staff travelling in 10 electric vehicles transporting rain water recovered from the roofs of the JCDecaux sites. This process will do away with the need to use detergent during maintenance. Indeed, "pure" water possesses natural cleaning properties. The anti-graffiti product is also ecological.

- Can the bikes be recycled ?

The bikes are 99 % recyclable. JCDecaux has also set up a recycling network for worn bike tyres, which is a first in France.



Electric vehicle for servicing



Electrically-assisted bike for maintenance



Clean natural gas control vehicle



« In the most beautiful city in the world, Vélib' is the culmination of the service we have implemented with an innovative positioning. JCDecaux has reinvented the use of bikes in cities, based on the principle that they offer an incredible resource for public transport use. Our aim is to make the self-service bike into a real means of individual public transport. By financing it through advertising we can make the price affordable by everyone and democratise the service, which in turn can even increase the speed at which society is changing. From now on the self-service bike will be an irreversible phenomenon and Paris is its symbolic showcase. The real urban revolution is self-service bikes in the city. »

Jean-Charles Decaux.

JCDecaux: No. 1 worldwide in self-service bikes

JCDecaux, No. 2 worldwide in outdoor advertising, No. 1 in Europe and in Asia Pacific, is the No. 1 worldwide in Street Furniture and the No. 1 worldwide in self-service bikes. With a presence in 48 countries and with 8,100 staff, the Group achieved revenues of € 1,946.4 million in 2006. The inventor of the concept of Street Furniture in 1964, JCDecaux is the only global player to focus exclusively on the outdoor advertising business and all the activities this involves: street furniture, transport advertising and billboards.

Always at the leading edge of innovation and sustainable development, in 1999 JCDecaux invented a self-service bike system known as Cyclocity®. The Cyclocity® system has been patented since May 2001. The first generation was launched in June 2003 in the cities of Vienna (Austria), Gijon and Cordoba (Spain).

In 2004 a new generation bike was developed. On 19th May 2005, 1,000 bikes were put into use in Lyon and Villeurbanne, and immediately met with real public success. In 2007 there are 3,000 bikes, and shortly there will be 4,000 at the disposal of the people of Lyon. The bikes are used 20-30,000 times a day.

A real form of individual public transport, Cyclocity® has attracted a large number of cities and has now been set up in Brussels (250 bikes) and Aix-en-Provence (200). The cities of Mulhouse (200), Besançon (200), Marseilles (1,000) and Seville (2,500) have also chosen this new alternative means of transport which encourages travellers to combine different types of transport, makes traffic easier, combats pollution and encourages physical activity by the city inhabitants.

From now on the self-service bike will be an irreversible phenomenon and Paris, with Vélib', is becoming the symbolic showcase.

www.jcdecaux.com

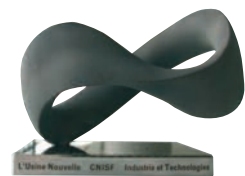
Cyclocity® has been awarded four prizes since 2005 :

Trophée du vélo 2005, Trophée 2005 L'Usine Nouvelle, Janus 2006 de l'Industrie, Prix Entreprises et Environnement 2006.

These awards are a symbol of the spirit of innovation and citizenship of JCDecaux and honour the talent of all the teams who worked on this innovative concept of self-service bikes.



Trophée du vélo 2005



Trophée 2005 L'Usine Nouvelle



JANUS 2006
DE L'INDUSTRIE

Janus 2006 de l'Industrie



Prix Entreprises et Environnement 2006



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4. Design

The bikes

For the city of Paris, JCDecaux put forward an exclusively designed bike. It was developed from specifications put together by JCDecaux's inhouse design office, which resulted in a delicate balance between aesthetics and sturdiness, ergonomics and comfort, perfect safety and faultless service. The design allows for a total absence of visible cables, as well as a 100% open frame which allows a minimum step-through. The pearlescent soft grey colour, suggested by Patrick Jouin and chosen by Bertrand Delanoë, is elegant and integrates harmoniously into the urban environment. The fluid styling of the bike and its practical side give the user a feeling of confidence and safety.

The bike skilfully marries art and technology, safety and service; there is no doubt that the people of Paris will make it their own.



The furniture

An interview with designer Patrick Jouin

« What place should street furniture occupy in cities?

This question was our starting point for putting this project together. Because Paris is unique, we had to create furniture to reflect this. We opted for a signature style which is modern and contemporary, but at the same time retains the spirit of the street furniture which already existed in the capital. We wanted to avoid too strong a contrast, inserting it into the landscape gently without any clashes.

We took our inspiration for this furniture from plants and movement. The terminal, with its supple round shape, brings to mind a tree, which is wider at the base and narrows towards the top. The bike attachment point appears to be growing like a plant, which moves when the wind blows and symbolises freedom. This curved furniture, installed on the pavements and brushed against by passers-by, doesn't hurt or offend the eyes or the body. Removing corners and creating fluid lines creates the « courtesy of the furniture ». This very marked aesthetic quality derives its roots from the general design of the street furniture of Paris ».



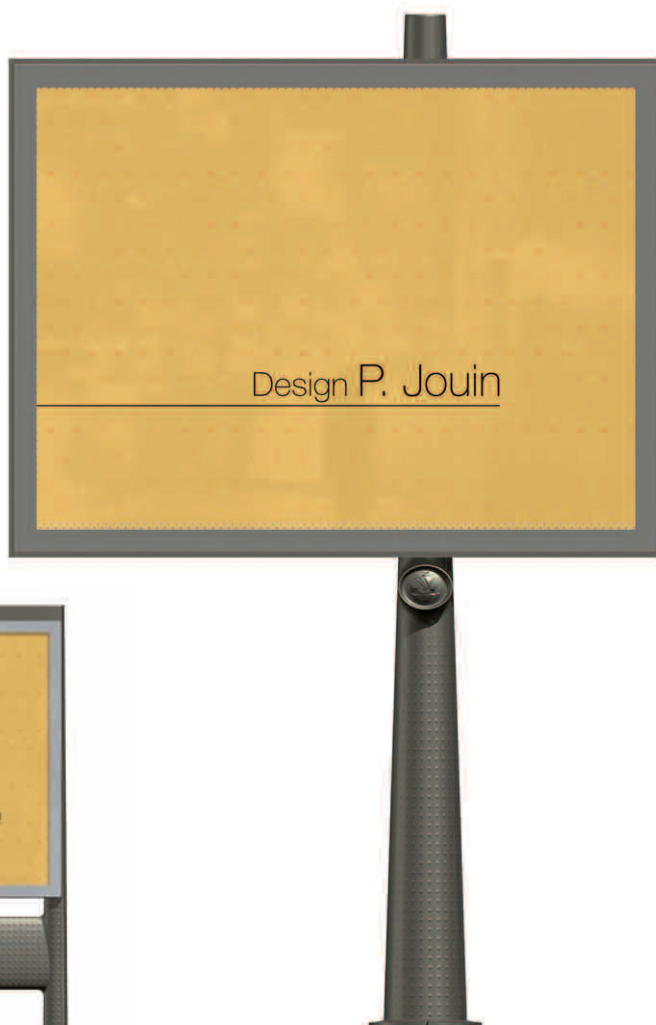
bike attachment point



Terminal



Informative street furniture 2m²



Informative street furniture 8m²



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5. Let's talk behaviour and safety

Road safety activities in Paris

Over the past few months a new system has been implemented at the request of the Mairie de Paris (City Hall) and the Préfet de Police to combat danger on the roads. Two project managers have been appointed, one each from the Préfecture de Police and the City.

The Mairie has also appointed an engineer responsible for road safety for each local roads area, and has asked the mayor of each arrondissement to nominate a road safety representative.

The Mairie has been improving the infrastructure since 2001:

- Installing new traffic lights to enable pedestrians to cross safely,
- Updating out of date traffic lights,
- Modifying crossroads and creating pedestrian underpasses,
- Making pedestrian crossings safer by creating islands in the centre of the widest roads,
- 321 overpasses on the edges of 36 green districts in order to reduce speed,
- Improving public lighting,
- Making roads safer near schools – one-way systems and speed limits of 30 km/h, road markings and vertical « Slow down – school » signs
- Installing thousands of audible signals to make it easier for visually impaired pedestrians to cross the road

3 questions to Philippe Cauvin,

Road safety project manager at the Mairie de Paris.

Why is a project manager for road safety issues needed at the Mairie de Paris ?

« Accidents in Paris are not inevitable. Some months ago, a new system was set up by the Préfecture de Police and the Mairie de Paris in order to examine the 120 most dangerous spots in the capital. Each spot is the subject of combined suggestions between the two administrations in order to combat a lack of safety on the roads.

The Mairie de Paris will implement these changes where necessary (road modifications, traffic light equipment and controls, road markings, lighting...). The Prefecture de Police will strengthen controls and modify them according to the causes, number and seriousness of accidents. »

Is there a distinct pattern to accidents in Paris ?

« Every day Paris generates 10.5 million journeys by the residents of the Île-de-France. To this must be added a concentration of journeys associated with business or tourist activities... So there is a high density of road users and an increased risk of accidents. One key fact is that the number of motor-powered two-wheel vehicles in the traffic has increased. From an accident perspective, these drivers represent more than half of all people injured and killed. The main causes of their accidents are their excessive speed and sudden lane changes by four-wheeled vehicles. »

What are your recommendations ?

« We need to continue to reorganise public spaces where it is essential in order to safeguard all types of road users as well as we can. We also need to pursue awareness campaigns so that everybody takes responsibility, respects other people and behaves appropriately and in accordance with road safety instructions. Prosecution when individuals breach this or act dangerously also plays an important role in making traffic more peaceful and ensuring people comply with the rules. It is these actions that the Préfecture de Police is taking on the streets of Paris. »

Cyclists and Vélib' users, adopt the Vélib' attitude !



Pay attention to other road users.



Preferably use bike paths.



Don't overtake vehicles on the right, especially lorries and buses, because of their blind spot.



Don't cycle on pedestrian-only crossings, but go round them and rejoin a bike path after the crossings.



Don't cycle too close to parked cars (doors opening).



Cycle in single file.



Don't ride on pavements or cycle along them.



Don't carry passengers on your bike.



Don't go over crossroads when the lights are red.



Don't lend your bike or your Vélib' card.



Don't go the wrong way down a one-way street (except for bike contraflows).



Even if you only stop for a short time, always attach your bike to a bike attachment point and use the anti-theft lock provided.



Use your arm to signal when changing direction.



Check that all the safety items are working before you set off: lights, brakes, tyres...



Make yourself more visible at night (wear reflective clothes and accessories...).



Wear a helmet even if it isn't compulsory.



Respect the rule of priority to the right.



Keep to the right of the road (unless there are specific modifications).



In narrow streets travel down the middle if other vehicles can't overtake you without reducing the statutory safety distance of one metre in towns.



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5. Let's talk behaviour and safety

With Vélib', respect road safety and other users!

Respect for road safety*

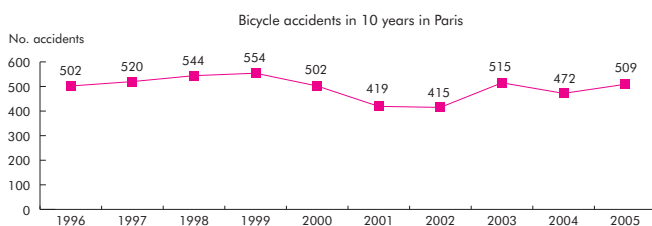
- > 37 % of cyclists declare that they do not respect one-way streets in the city ;
- > 29 % only respect red traffic lights (also 29% in 2002 and 24% in 1998) ;
- > 40 % of cyclists only ride on the road and never on the pavement ;
- > 48 % have a bike whose front and rear lights work at night (53% in 2000 to 64% in 1998).

Road offences committed (development 2004-2005)**

Driving in cycle lanes	1,372	+36%
Parking in cycle lanes	27,612	-11%
Traffic offences committed by cyclists	3,431	+134%

The safety of cyclists

Across Paris as a whole, between 1996 and 2005



The number of accidents involving cyclists has remained stable, despite a significant rise in the number of users (+48% between 2001 and 2006). Because there are more of them on the roads, cyclists have become more visible to other road users who are more used to their presence.

* Opinion poll carried out on 11 October 2005 by the Traffic and Roads Division of the City of Paris

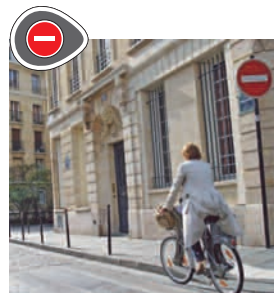
** Source Paris Police Department

The main offences committed by cyclists :

Dangerous changes of direction or lane and overtaking (8% of the total number of accidents involving cyclists), going through red lights (8%), failure to give way to traffic (6%), travelling the wrong way down one-way streets (3%), ...

The offences committed by « other users » (cars and lorries, motorcycles and mopeds, pedestrians) are:

Opening doors (12% of the total number of accidents involving cyclists), pedestrians crossing the road in dangerous places (10%), dangerous changes of direction or lane and overtaking (9%), failure to give way to traffic (8%), of which : crossing a junction without care (6%), leaving a roadway which is not open to traffic (2%), excessive speed (4%), ...



5. Let's talk about behaviour and safety

The City of Paris is involved in the area of road safety

Even though it is a State prerogative, the city of Paris has been involved in the area of road safety for several years, by running information and awareness raising campaigns. The most recent includes an information campaign which was run in September 2006 to combat impoliteness, with the aim of reminding people of the need for mutual respect between the different users of public spaces (cyclists, car drivers, pedestrians and people with limited mobility). The second thrust of this campaign was to encourage everyone to comply with facilities such as bus lanes or pedestrian crossings.

During February and March 2007, the Mairie de Paris conducted a large-scale campaign on the subject of rudeness on the roads. After falling significantly between 2001 and 2005, the number of victims of accidents was on the increase again in 2006. The aim of the campaign was therefore to remind all users of public spaces that everyday acts of impoliteness are often at the origin of accidents.

This campaign was based around 4 visuals aimed at pedestrians, cyclists, drivers of two-wheeled motor vehicles and car drivers, and was distributed widely over the network of poster sites throughout the city. It was shown in the press and on the sides of buses in Paris. The message of this campaign was deliberately stronger than the previous campaign so as to provoke a real awareness amongst the people of Paris.

2007 campaign



2006 campaign



The same objective was behind the installation of totems on the rue de Rivoli.

This last campaign was the subject of a survey carried out by IFOP on 14th and 15th March 2007 with a sample of 523 people, representing the population of Paris aged 15 and above. 80% of Parisians thought that this campaign would encourage them to change their behaviour, and 89% of them strongly supported the idea of repeating this type of campaign regularly.

In parallel to these campaigns, the Mairie de Paris also regularly takes part in different prevention and awareness campaigns connected with road safety, on subjects such as young people and road use, road safety villages, the distribution of breathalyzers, or even street theatre...

• **Vélib' awareness and demonstration campaigns**

Nearly 3.5 million subscription leaflets already list 18 safety suggestions so as to make future users aware of how to behave on a bike.

More than 600,000 copies of a mini-leaflet specifically about safety have been printed, and it has been systematically distributed to everyone who subscribes to the service. Its convenient size means you can keep it on you. The information in this leaflet is also available online on the website velib.paris.fr.

Since 13th June, awareness, information and demonstration activities have been carried out at Vélib' stations. Vélib' staff have been answering questions and enabling people from Paris or the Île-de-France to find out how Vélib' works. They have also been making people aware of safety and handing out the same safety leaflet.



Totems



Safety leaflet



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6. 400 recruits for service quality, an approach worth noting

Vélib' : 400 staff recruited

JCDecaux has recruited more than 400 staff to install, service, maintain and control the 20,600 bikes which have been put into service in Paris.

All their job contracts are full-time or part-time permanent contracts (20 hours per week minimum).

Depending on their qualifications, the different types of jobs offered fall into three main groups :

- Logistics fieldwork: service and regulation staff (jobs open to technicians and students – 20 hours minimum per week), sector managers, stock managers, supervisors
- Workshop: mechanics and warehouse staff
- Call centre: subscription managers.

JCDecaux is particularly keen to support its new staff in developing their skills and is providing them with training at the Cycloschool (JCDecaux training centre). In this way the learning processes will enable every member of salaried staff to gain professional skills during the first 12 months of their contract.

- 12,000 hours will be dedicated to acquiring knowledge and preparing for their careers, in particular in partnership with the Agefos PME Île-de-France, the professional training body for SMEs.
- 400 trained staff
- 20 trainers
- 10 training areas, ranging from technical to behavioural

Saïd Merchiche - Sector manager

33 years old – married – 2 children

« What attracted me about this job was the innovative side of the project. I like following the development of a new concept from A to Z. I applied on the Internet and went to see JCDecaux. Two hours later I was signing my job offer. At that time I had an interim job, but once I was there they offered me a permanent job. I accepted at once. I started on 16th April and since then I have been supervising the teams who carry out the work. A lot of passers-by ask me questions about what is going on. I explain the principle behind Vélib' to them. Now I'm looking forward to trying the bike. »

Patrick Viron – bike mechanic

33 years old – single

« Bikes are my passion; I've always wanted to work in this area. In the retail sector I was in after-sales and repaired all types of bikes. A friend of mine saw an advertisement on a JCDecaux truck which read « The bikes in Paris are recruiting » and she phoned me straight away. I saw an HR manager and showed her how motivated I was. For me what is important is rigour and providing a quality service. I think they liked that, because I started very quickly on a permanent contract. At the moment we are working on assembling the bike attachment points, we all help each other and the atmosphere is very good. Everything has to be ready for 15th July. I believe this service is really going to improve getting around in Paris. It's less of a tie than a car and much better for your health. I'm going to put in a lot of kilometres ! »

An exemplary partnership was formed between the decentralised employment services of the City of Paris (8 placement centres for recipients of income support, 5 local offices for 16-25 year olds, 5 economic development and employment offices) and the JCDecaux recruitment service so as to identify applications which met the needs of Vélib'. Paris has 60,000 recipients of income support, of whom 40% are registered with job centres of the ANPE (Agence nationale pour l'emploi), and 5,000 disabled people of employment age looking for work. Applications from individuals within these priority groups were identified by the services of the Mairie de Paris and the associations in charge of the employment of disabled workers. The association OHE 75 (Opération Handicapés + Emploi) was thus able to preselect 40 applications from disabled workers.

Les vélos à Paris
créent
400 emplois tout de suite !

L'entreprise Cyclocity recrute pour installer, entretenir et réguler son dispositif de vélos en libre-service. Rejoignez l'aventure du premier transport collectif individuel. Pour plus d'information sur Cyclocity, téléphonez au 01 33 42 56 10.

Découvrez nos métiers et postulez en ligne sur www.jcdecaux.com

JCDecaux
les vitrines du monde

un **CycloJob**
ça vous tente ?

20h et + de libre

L'entreprise Cyclocity recrute pour installer, entretenir et réguler son dispositif de vélos en libre-service. Rejoignez l'aventure du premier transport collectif individuel. Pour plus d'information sur Cyclocity, téléphonez au 01 33 42 56 10.

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6. Similar schemes elsewhere

vélo'V in Lyon

CYCLOCITY® by JCDecaux, known as VELO'V in Lyon, proved an immense success right from the very first day of its launch in May 2005, reaching a figure of 15,000 hires per day and almost 60,000 subscribers by the end of the first year.



By offering a dense and well thought out network of stations, with links to other forms of passenger transport, VELO'V revolutionised public transport in Lyon and provided an efficient alternative to cars for short journeys. 96% of journeys are less than 30 minutes and 66% of them involve traveling from home to work and home to school.

VELO'V has proved a hit with a variety of different users, with a majority of young workers who find the concept an easy, quick and free way of travelling around the city.

According to a BVA study in May 2006, more than 9 users out of 10 in Lyon and Villeurbanne recommend the use of VELO'V. Each VELO'V is shared between 7 and 15 times a day by different users, all of whom like its design, its robustness and its ease of use.

Ever since it was first launched, the bicycles have been continually improved and adapted to intensive urban use, with 12,000,000 km travelled each year, which means that maintenance operations are extremely important.

With 250 stations and 3000 bicycles, VELO'V has given a real boost to the use of bicycles in Lyon, with a 45% increase in bicycles on the roads. Every day, the scheme plays its part in improving the quality of life in the city (2,400 tonnes of CO₂ saved a year), in encouraging regular sporting activities and more generally increasing road safety.



Key figures:

3,000 bicycles

250 stations

9 million hires

19.7 million kilometres travelled



Appendix 1

Opinion poll*

(survey carried out on 11 October 2005, interviewing 1,554 cyclists in the street and 938 other cyclists interviewed over the telephone on the basis of an in-depth questionnaire)

An opinion poll is carried out among Parisian cyclists every two years, in order to understand the profile of Parisian bicycle users and their degree of satisfaction.

Among the significant results for the 2005 survey, we can mention the femininisation of the cycling population, a sign that traffic conditions in Paris are seen by this population to be less dissuasive than they once were. The number of new cyclists is also significant, whereas, contrary to widespread popular belief, the bus lanes are also seen very positively, with a large majority of people satisfied by this kind of facility.

Profile of bicycle users

- > 59 % men (62% in 2002 and 67% in 1998)
- > 51 % aged 30 to 50
- > 76 % are active
- > 45 % do not have a car

Characteristics of journeys made by bicycle

- > 74 % of journeys are made during the week for work purposes.
- > the average duration of a journey is 25 minutes
- > 81 % of cyclists are high-frequency users of the bicycle (every day or at least 3 or 4 times a week).

Reasons for using the bicycle

- > Speed (55 %)
- > Practical (49 %)

* Opinion poll carried out by the Paris City Hall Roads and Travel Department



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Appendix 2

List of Parisian bike dealers

1 st arrondissement			
Roue Libre	Forum des Halles 1, passage Mondétour	08 10 44 15 34	info@rouelibre.fr www.rouelibre.fr
Go Sport	Forum des Halles - Porte Lescot (1, rue Pierre Lescot) - Porte Eustache	01 40 13 73 68 01 53 00 81 70	www.go-sport.fr
Bouticycle	156, rue Saint-Honoré	01 42 60 06 19	saint-honore@bouticycle.com www.bouticycle.com
Decathlon	17, bd de la Madeleine	01 55 35 97 55	www.decathlon.fr
2 nd arrondissement			
Cats got Style	11, rue Saint-Sauveur	01 40 41 96 12	
Cyclo-Halles	35, rue Montmartre	01 45 08 96 79	cyclohalles@wanadoo.fr
Custom Kulture	8, rue Française	01 43 36 91 06	
3 rd arrondissement			
Au réparateur de Bicyclette	44, bd Sébastopol	01 48 04 51 19	info@aureparateurdebicyclettes.com www.aureparateurdebicyclettes.com
Bicloune	93, bd Beaumarchais	01 42 77 58 06	info@bicloune.fr www.bicloune.fr
Preya-cycles	14, rue Froissard	01 42 77 01 19	
4 th arrondissement			
Roue Libre	37, bd Bourdon	08 10 44 15 34	info@rouelibre.fr www.rouelibre.fr
BHV	14, rue du Temple (rue de Rivoli – sous-sol)		
5 th arrondissement			
Au point vélo hollandais	83, bd Saint-Michel	01 43 54 85 36	http://velohollandais.fr
Gepetto et vélos	59, rue du Cardinal Lemoine	01 43 54 19 95	gepetto-velo@neuf.fr www.gepetto-et-velos.com
Paris Vélo – Rent a bike	2, rue du Fer à Moulin	01 43 37 59 22	www.paris-velo-rent-a-bike.fr
6 th arrondissement			
Les Vélos parisiens	3-5, et 4 rue de l'Abbé Grégoire (3 boutiques dont 1 dédiée aux triporteurs)		01 45 44 72 97 lesvelosparisiens@free.fr www.lesvelosparisiens.com
Vecto	Rue de l'Abbé Grégoire	01 45 48 51 94	contact@vecto.fr www.vecto.fr
Cycle Centre	30, rue Grégoire de Tours	01 43 29 09 04	

8th arrondissement

Décathlon	26, avenue de Wagram	01 45 72 66 88	www.decathlon.fr
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9th arrondissement

Vélo Electro	50, rue Saint-Georges	01 42 81 54 68	contact@velo-electro.com www.veloe-electro.com
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10th arrondissement

Allo Vélo	20, rue d'Hauteville	01 40 35 36 36	contact@allovelo.com www.allovelo.com
Cycles Jean	34, rue Philippe de Girard 19, bd de la Chapelle	01 46 07 68 77	cyclesjean@wanadoo.fr http://www.cyclesjean.com
Le Petit Boyauteur	36, rue de l'Aqueduc	01 40 34 81 18	

11th arrondissement

Chez To Diffusion	22, rue Keller	01 48 06 39 04 Franscoop Cycles	www.todiffusion.com 47, rue Servan 01 47 00 68 43
Franscoop Cycles	47, rue Servan	01 47 00 68 43	
Bastille Cycles - O'Véloville	22, bd Richard Lenoir	01 43 55 57 59	
Bicloune	7, rue Froment	01 48 05 47 75	info@bicloune.fr www.bicloune.fr
Cycles Laurent	9, bd Voltaire	01 47 00 27 47	info@cycleslaurent.com www.cycleslaurent.com
Les Petits Vélos de Maurice	139, bd Voltaire	01 44 93 79 84	lespetitsvelos@wanadoo.fr
Paris à vélo, c'est sympa	22, rue Alphonse Baudin	01 48 87 60 01	info@parisvelosympa.com
Cycles Pliants Expansion	18, rue des Boulets	01 43 38 65 46	
Vélocito	7-9, rue Saint-Ambroise	01 43 38 17 19	info@velocito.fr www.velocito.fr
Vélectris 75	16, rue des Boulets	01 43 72 19 83	paris@velectris.com www.velectris.com
Go Sport	10, place de la République 117, bd Richard Lenoir	01 43 14 32 82 01 55 28 35 50	www.go-sport.fr

12th arrondissement

Velo Station Woelffel	99, bd Poniatowski	01 43 43 51 05	velo-station@orange.fr www.velostation.fr
Go Sport	135, avenue Daumesnil	01 44 74 38 38	www.go-sport.fr
Vélo services	25, rue Crozatier 68, bd Diderot	01 43 07 39 05	
Bicycland	89, bd Sout	01 47 07 89 99	www.bicycland.fr
Rando-cycles	1-5, rue Fernand Foureau	01 40 01 03 08	pauldomela@hotmail.com



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13th arrondissement

Go Sport	Centre Commercial Italie 2	01 53 62 91 91	www.go-sport.fr
Mountain Biker	1, place de Rungis	01 45 65 49 89	mbrparis@mountainbiker.fr www.mountainbiker.fr
Cyclo Sport 34	34, rue Damesme – Italie 2	01 45 88 50 04	
Decathlon	113, avenue de France	01 44 06 82 00	www.decathlon.fr

14th arrondissement

Cycles Gitane	129, avenue du Maine	01 43 22 78 55	gerardregnault@noos.fr www.gerard-regnault.com
Action Custom Bike	6, rue Schoelcher	01 43 21 88 38	
Go Sport	68, av du Maine 23, av de Châtillon	01 43 27 50 50 01 56 53 99 70	www.go-sport.fr
OK ça roule	36, rue Pernety	01 45 42 74 56	okcaroule@hotmail.fr www.okcaroule.fr

15th arrondissement

Bike in Paris	36, bd du Montparnasse	01 45 44 10 09	bikeinparis@hotmail.fr www.giant-bicycles.com
Hollandbikes	77, bd Lefebvre	01 42 50 42 40	info@hollandbikes.com www.hollandbikes.com
Decathlon	Aquaboulevard 4, rue Louis Armand	01 40 60 99 63	www.decathlon.fr
Carnac Pro Concept	56, rue Balard	01 45 58 42 22	
Roulez champions	5, rue Humblot	01 40 58 12 22	info@roulezchampions.com

16th arrondissement

Bicycland	98, av de Versailles	01 45 20 03 95	www.bicycland.com
La Gazelle Etoile	132, av. de la Grande Armée	01 45 00 18 20	etoile@la-gazelle.com www.la-gazelle.com
Go Sport	12-16 av de la Porte de Saint Cloud	01 40 71 22 00	www.go-sport.fr
JF Scoot	8, rue du Buis	01 45 27 80 41	
Klocycle	104, rue Lauriston	01 45 53 27 67	
Paris Cycles	Rond-point du jardin d'acclimatation	01 47 47 76 50	

17th arrondissement

Oh vélo – Sodia Sports	129, av de Saint-Ouen	01 44 85 02 04	
Urban Ride	149, rue de Rome	01 47 66 84 18	urban-ride@noos.fr www.urban-ride.com
Vélo & Oxygen	72, av. de la Grande Armée	01 45 74 27 38	olivier.rivoalen@cycleurope.fr www.velo-oxygen.fr

18th arrondissement

Del Sarte Moto	2, rue André Del Sarte	01 46 06 16 96	
Moto Montmartre Lardais	152, bd Ney	01 46 06 53 33	

19th arrondissement

Cyclo-pouce	38 bis, quai de la Marne	01 42 41 76 98	cyclo.pouce@wanadoo.fr
Vélo et Chocolat	75, quai de la Seine	01 46 07 07 87	
Cyclic	76, avenue Jean Jaurès		

20th arrondissement

BMG Baillou	10, rue Sorbier	01 46 36 74 63	
Cycles Delcayre	24, bd de Charonne	01 43 73 06 10	



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