

An Inclusive Bikeshare System in Bogotá, Colombia

A public bikeshare system with 300 stations in 6 localities and 3,300 bicycles



Project Sector:
Mobility



Project Partner:
City of Bogotá



Total investment volume:
8.5 million EUR



population benefitted
81,000
USERS PER MONTH



public bikeshare
3,300
BICYCLES



emission reduction
9,000 t
CO₂e over 25 years

To improve intermodal first- and last-mile connectivity, Bogotá's public bikeshare system encourages cycling as a sustainable alternative to private motorised transport. Bicycles are available at accessible, street-level stations, offering both docking modules and dockless options. Users can rent bikes through a range of channels, including a mobile app and contactless cards via an automated system. CFF supported the cities of Bogotá, Bucaramanga, Cali, and Montería in establishing its first national cluster of public bikeshare systems.

BEST PRACTICES The project integrates gender and inclusion considerations in its design, supporting the city's ambition to reach gender parity in cycling by 2039. It also showed how integrating gender and climate considerations from the start can help highlight the broader social and environmental value of the project to potential funders.

Financing Solution

The bikeshare system is financed through a public-private partnership. The city tendered the contract for private operation in public spaces, with the operator (Tembici) investing directly, including 8.5 million EUR in private equity. CFF helped structure a fair risk-sharing model and indirect subsidies via access to public space.

“Using a similar business model to the one that we developed with the CFF for economical usage of public place, (...) we are trying to push electric mobility with the short-term goal of implementing recharge stations by the end of next year for electric cars, scooters and bicycles.”



SERGIO MARTINEZ
Former Undersecretary of
Mobility Policy, Secretaría de
Movilidad, City of Bogota



The project fostered knowledge exchange at national and regional levels, supporting Bogotá's leadership role in sustainable urban mobility.

- Shared knowledge and lessons learned with over 800 participants from cities, national governments, financiers, NGOs, academia, and the private sector.
- Participated in CFF's Colombian bikeshare cluster, gaining insights from cities across Colombia and Latin America.
- Exchanges focused on bikeshare operations and adapting mobility strategies to evolving urban challenges.



CFF supported Bogotá in preparing a technically sound, finance-ready bikeshare project.

- Helped the city design a risk-balanced project structure between the public and private sectors.
- Addressed previous challenges around uneven risk distribution in PPP arrangements.



CFF support enhanced the city administration's capacity to independently plan, implement, and operate public bikeshare systems in the future.

- 10 city officials from two key departments, the Secretariat of Mobility and the Secretariat of Women, participated in more than 50 workshops and trainings to strengthen project development skills.
- Sessions focused on overcoming technical and institutional barriers, including inter-organisational coordination.



The project applied a gender- and climate-responsive approach, embedding inclusive and resilient measures throughout planning and implementation.

- Over 425 individuals from diverse backgrounds (54% of them women) contributed to identifying gender gaps in bicycle use.
- Around 30 gender-sensitive measures were integrated into the project, with 50+ additional recommendations made for public policy.
- The project includes e-bikes, bicycles with child seats, cargo bikes, and hand bikes.
- 4 climate resilience measures were included in the technical specifications, such as solar energy components and flood-resilient station design.



KEY CHALLENGES

A barrier to implementing cycling projects in Colombia was the legal classification of bicycles. The Colombian legal framework did not recognise bicycles as an essential means of public transport, which prevented cities from accessing alternative sources of financing. This legal gap limited funding opportunities.



LESSONS LEARNED

Engaging in peer exchanges with other cities significantly advanced the project. These interactions provided Bogotá with exclusive, practice-based insights into the implementation of public bikeshare systems – knowledge that is rarely publicly available. Additionally, placing gender mainstreaming at the core of the project from the beginning ensured a more inclusive and accessible outcome.



OUTLOOK Following Bogotá's successful bikeshare launch with Coldplay in 2022, operator Tembici has rolled out 300 stations across six localities, featuring 3,300 bicycles supplied by Canadian manufacturer PBSC. The system continues to grow, with additional stations and bicycles set to be deployed soon.

Implementing agencies



Funding partners



Federal Ministry
for Economic Cooperation
and Development



UK International
Development
Partnership | Progress | Prosperity



AFD
AGENCE FRANÇAISE
DE DÉVELOPPEMENT



USAID
FROM THE AMERICAN PEOPLE