Bike coding meeting report
Lille – 23th of april 2009

Fédération française des Usagers de la Bicyclette

Present

Bertha UDDING : Dutch Registration Authority for vehicles (RDW) – The Netherlands
Doretta VICINI: Federazione Italiana Amici della Bicicletta (FIAB) - Italy / European Cyclists Federation
Luc COVELIERS : Association ProVélo - Belgium
Sébastien TORRO-TOKODI : Association Droit Au Vélo (ADAV) - France
Christophe RAVERDY : FUBicy - France (president)
Michel PETIT : FUBicy - France (administrateur, Bicycode working group)
Anne LUX : FUBicy - France (Bicycode project manager)

1. <u>Summary of speeches</u>

- **Belgium**

→ *see ppt presentation of Luc Coveliers*

The number engraved on the bicycle is the national identity number.
Engraving operations often occur at cycling promotion events. Only police services are graving bikes, since the failure of the machine of the association Pro Vélo.
There is also a decline in availability of police services (especially in Walloon).
On Belgian bikes the majority of frame numbers are individual numbers.

- **The Netherlands**

→ *see ppt presentation by Bertha Udding*

In the Netherlands a national plan (2009-2012) to fight against bicycle theft was made with help of all public and private bicycle protagonists.
A national bike register was formed.
This register is accessible on the Internet by the RFID chip number or by the individual frame number (standardized since 2008).
The standard frame number (currently 9 characters) could evolve into a longer standard (more than 9 characters) and become multinational.
The system now financed by the ministries is expected to finance itself (online payment for some information and some partners). The Dutch actors, however, expressed the desire for government support in the long term.

- **Italy**

Doretta Vicini explains the difficulty perceived by the Italian Cycling Association (FIAB):
- Several municipalities or private structures already use marking systems (sometimes with the fiscal code of the cyclist)
- This makes it difficult to create a new system as a national standard
However it seems that a few Italian people are willing to introduce a system consistent with that of the FUBicy.

- **France**

→ see Bicycode ppt presentation

The Bicycode system was devised with cycle manufacturers but was started with the help of cyclist associations and the major cycling cities (7 cities the first year).
The code is numerical (12 digits: year, departement, operator, sequential number), but could easily evolve into a different standard.
The registration on the database is done by the cyclist on a voluntary basis (possibility of anonymity).
The system is very light, entirely online and relies on cooperation with police authorities.

2. Additional information
Other countries or structures with national official solutions.

- **Germany**

The ADFC (Allgemeiner Deutcher Fahrrad-Club), the majority of police forces and the federal police advocate FEIN identification (code related to the residence of the cyclist) and engraving technique. In a "positionspapier", ADFC, police and municipalities are encouraged to engrave bicycles under the FEIN system and manufacturers to make frame numbers more visible.
The ADFC tries to improve the KIRBA engraving machine to make it still more affordable and efficient.
The police of Neuss (near to Düsseldorf) experiments a system different from FEIN coding based on labels and sequential codes.

- **The Netherlands : AFAC**

Amsterdam and a few other Dutch cities have AFAC centres.
These organizations are dealing with abandoned or stolen bikes, they are storing them and looking for existing identification to give them back to their owners.
Identification by engraving is done for bikes that don't have RFID chip or standard frame number (coding AF 1234567 at AFAC Amsterdam).
Creation of AFAC's is encouraged by the national plan to fight against bicycle theft.

- **Denmark**

Marking bicycles on Danish standard is law compulsory since the middle of the 20h century.
Beginning of 2009 the obligation of registrating details of all bike transactions was abandoned (registration is now limited to theft complaints).