

China Sharing Bike Back To The New-Normal Growing Path After The Covid 19

After the epidemic outbreak, people in China are getting back to a “new normal” daily life. Sharing items seems to be an old fashion culture as people avoid touching public items and keep social distancing. However, “riding a bicycle” in China can never been replaced because people are missing their old days. The social isolation cannot tear apart Chinese people out of their traditional way of life. Moreover, with the cheaper cost of transport relatively to other ride-hailing services and the conveniences it provides, this conventional mode of transport is still alive and even more rising.



Source: Xinhua Silk road

Xinhua silk road and the Xinhua-run cnstock.com revealed that, after the Covid-19, demand for shared electric bikes is expected to fuel the number of shared electric bike in China. Since its number exceeded 1 million in 2019 and the major platforms accelerate their distribution, the number of sharing bike is about 8 million by 2025, especially in the third and fourth-tier cities.



Source: Xinhua Silk road

Consequently, China's electric bike-sharing industry is anticipated to see business revenues reach 20 billion yuan (2.8 billion USD) in the 2025, reported on Wednesday in the iiMedia Research.



Source: Xinhua Silk road

Along the way with the rising number of sharing electric bike, major platforms in China are currently improving the serviceability and safety in terms of hardware technology, battery safety, station construction and operation, as well as users' safety.



Source: Xinhua Silk road

Based on the report, shared electric bikes operated by the mainstream electric bike-sharing platforms, namely Qingju under China's ride-hailing giant Didi Chuxing, Meituan and Hello Global ranking the top three amongst electric bike-sharing platforms, have been generally qualified under the new national standards and China Compulsory Certification (CCC).

Dr. Phoommiphat Pongpruttikul and Warawut Ruankham

Credit: Zhang Yuan, Xinhua Silk road

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