



Regulation for free-floating shared mobility



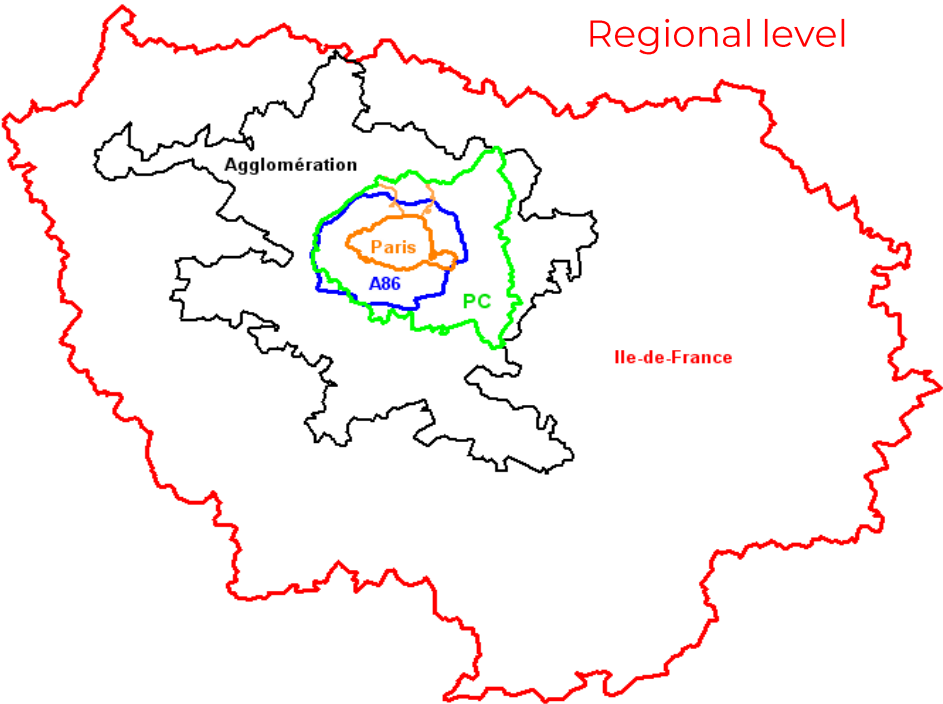
City context - Key figures

	IDF Region	Métropole du Grand Paris	City of Paris	City of Rome	City of Bacelona	City of London	City of Berlin
Area in km²	12 000	814	105	1 285	101	1572	892
Population	12 m	7 m	2.2 m	2.8 m	1,6	8,9 m	3,7 m
Density per km²	1 000	8 600	20 000	2 213	16 000	5667	4203
Jobs	6.3 m	4.2 m	1.8 m				

Jurisdiction

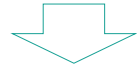
The organizing authority for transport and mobility is the Region

- The city of Paris has responsibility for :
 - traffic and parking regulations
 - roadway and public space maintenance



Mobility patterns in Paris

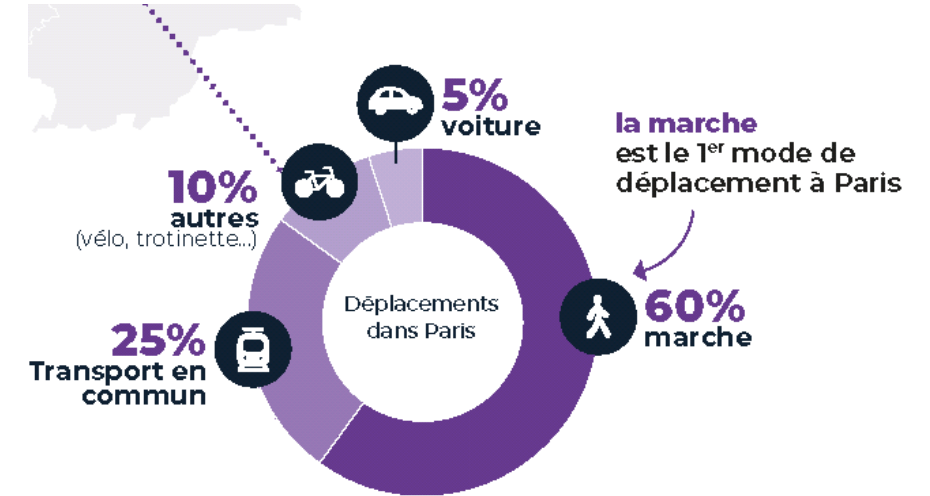
- Only 33,6 % of Parisian households own a car*
- Only 11% of economically active Parisians commute by car*
- High-quality, diversified and dense public transport system



An ideal environment for shared micro-mobility services

- **Vélib':** **docked-bike public service since 2007**
+ 18 000 bikes (40% are e-bikes) + 1000 stations in Paris
(every 300 meters)
- **Shared Micro-mobility:** **private supplies**
+35 000 dockless vehicles/devices (mopeds, e-scooters, bikes)

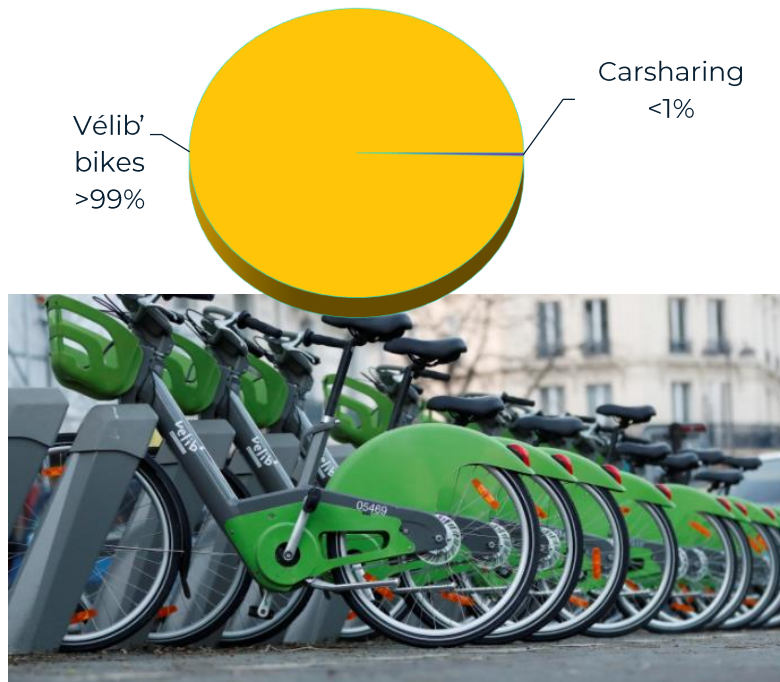
And carsharing offers



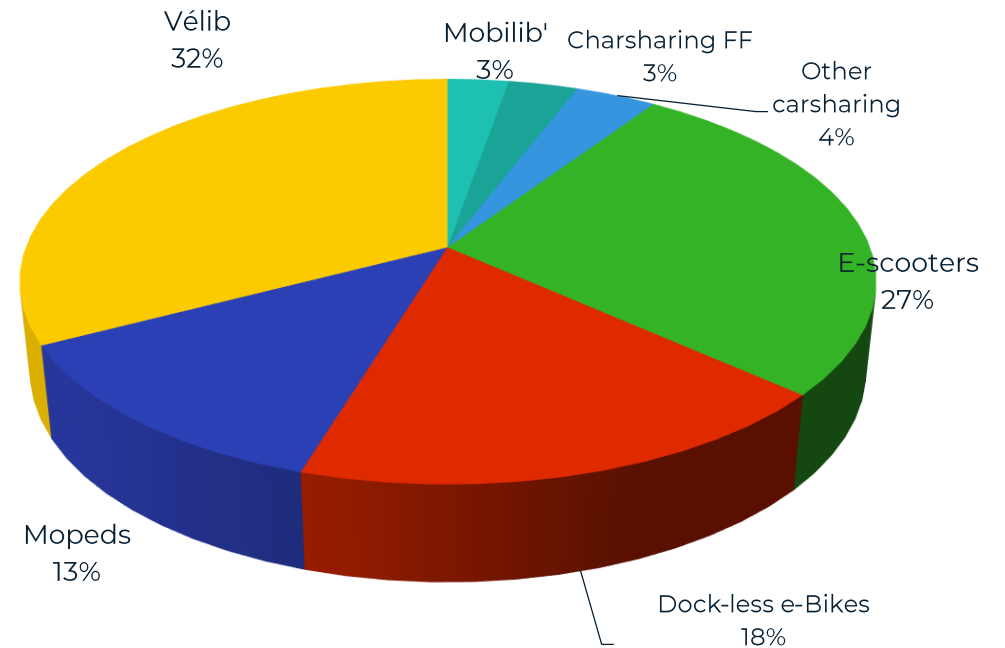
Shared mobility in Paris – Major changes in 15 years

68 % of the supply is provided by the private sector in 2022

2007
7 500 vehicles
1 V per/285 Parisian
99% public secteur



2022
55 000 vehicles
1 V per 38 Parisian
16 private operators
1 public supply (SAVM Velib' Métropole) 32%



Dockless shared mobility – Lack of legal national framework until 2019

A progressive regulation starting **from** charters of good conduct to tenders

2016 2017 2018 **2019** 2020 2021

- 1st dockless moped in Paris
- 1st dockless bike
- 1st dockless e-scooter
- 1st carsharing free floating



April

July

December

Fee regulation

Implementation of Operational permits

- No prescriptions are possible
- Data sharing process is mandatory

National legal framework :

French Mobility Orientation Law (LOM in French)

Allows cities to instore some requirements specifications when delivering operational permits

3 e-scooter operators

Parking supply for e-scooters

3 new regulations for dockless vehicles : cars, Mopeds Bikes

2 Tenders to cap fleets

E-scooters

Mopeds (<45km/h speed)

Charters of Good Conduct for e-mopeds, bikes, & e-scooters



A national legal framework since December 2019 recognises free-floating fleets as an occupancy on the public space

2021: Publication of 3 new regulations in compliance with « article 41 » of the LOM

- ✓ Free floating **carsharing** (January)
- ✓ **Dockless bikes** (September)
- ✓ **Dockless mopeds** (November)

Tenders in order to cap numbers of vehicles and operators:

- 2019 : Escooters (2,6 year contract)
- 2020 : **Shared mopeds <45km/h**

8 prescriptions available for cities when delivering permits

1. **Data transfer from the operator to the public authority**
2. Fleet size (**to cap the number of vehicles** is only possible when launching a competitive procedure)
3. Spatial conditions for vehicles deployment
4. **Compliance with riding and parking rules** (Highway Code + implementing additional rules)
5. Vehicle maintenance and **removal of unavailable vehicles**
6. **Respect of polluting emissions and greenhouse effect gas caps**
7. **Restrictions on advertising on the vehicles**
8. **Respecting neighbourhood tranquillity** (the noise impact of operations (maintenance, charging, removal of vehicles), or vehicles' alarms has to be evaluated)

The permits are subject to a non-binding opinion **the Organising Authority for Mobilities (AOM)** and the Police Prefecture.

Regulation for dockless bikes published in Septembre 2021

1. Specific characteristics for bikes (as no regional label for quality)

2. Parking and traffic rules

- parking dockless bikes is only permitted along the curbside on:
 - dockless bike parking spots
 - “hoop” bike parking
- Avoiding parking concentration:
 - no more than 3 bikes in a 100 linear meters in the central districts
 - no more than 4 bikes in the outer arrondissements (12th to 20th),

Except for specific exceptions validated beforehand by the City Services.

3. Homogeneous deployment of fleets all over Paris (20 arrondissements)

4. Vehicle maintenance and removal system: Protocol defined by the City’s Canal team (in order to fish out vehicles)

5. Carbon footprint®: operators carry out an annual carbon footprint® of the vehicles used (direct and indirect emissions created throughout the life cycle) with a view to improving annual performance.

6. Data sharing

Parking – sharing parking spots
Avoiding parking concentration:
no more than $\frac{3}{4}$ vehicles at the same time in a 100 linear meters



Regulation for free-floating carsharing & mopeds

1. Ile-de-France Mobilités (MTA) 'Car-sharing' quality label for mopeds and 4-wheel vehicles*

- Information given to customers
- Maintenance
- Service open to all users
- A price for using according to real usage and/or km made

2. Parking rules : avoiding special concentration of vehicles :

- must not park more than 3 cars / mopeds at the same time in a 100 linear meters in the central districts
- no more than 4 vehicles at in the outer arrondissements (12th to 20th),
Except for specific locations validated beforehand by the City Services.

3. Homogeneous spatial deployment of fleets all over Paris (without no go zones)

4. Carbon footprint® : operators carry out an annual carbon footprint® of the vehicles used (direct and indirect emissions created throughout the life cycle) with a view to improving annual performance.

5. Data sharing (open data and annual statistics regarding users and uses)



E-moped <45km/h : a competitive tender to limit up to 3 operators

Summer 2023 : 3 companies for a 5 years permit

Total allowed fleet : from 9000 to 12 000 e-mopeds - 3000/4000 e-mopeds per operator

Parking allowed on scooter parking spots and car parking places

Operators must avoid crowding the streets

Main criteria selection

- Environmental responsibility (30%)
- Fees and financial offer (30%)
- Available fleet - universal accessibility (20%)
- Sharing public space and safety for users (20%)



How environmental friendly e-mopeds will be?

- Carbon footprint of all the activity
- Life cycle assessment - Cradle to the Grave
- Renewable energies
- Corporate social responsibility

How make e-mopeds more accessible?

Universal accessibility

- Gender
- Seniors
- PMR (person with reduced mobility)



Merci

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Annual fee for free floating vehicles/micromobility devices

Voted by The Council of Paris in April 2019

- The objective was to regulate public space and better control newcomers
- The annual fee is due to the City for using public space to deploy véhicules and devices.

Annual fee per vehicle

2 or 3 wheeled vehicle category	From 1 to 499 vehicles)	From 500 to 999 vehicles (+10%)	From 1000 to 2999 vehicles (+20%)	From 3000 vehicles (+30%)
Bikes	20 €	22 €	24 €	26 €
E-scooters	50 €	55 €	60 €	65 €
E-moped (2/3 wheeled moped)	60 €	66 €	72 €	78 €
2/3-wheeled moped with internal combustion engine	120 €	132 €	144 €	156 €