

“Dare to Share” Webinar Series



Exploring Different Impacts and Approaches to Regulating E-Scooter Sharing in Cities

October 18th, 2019

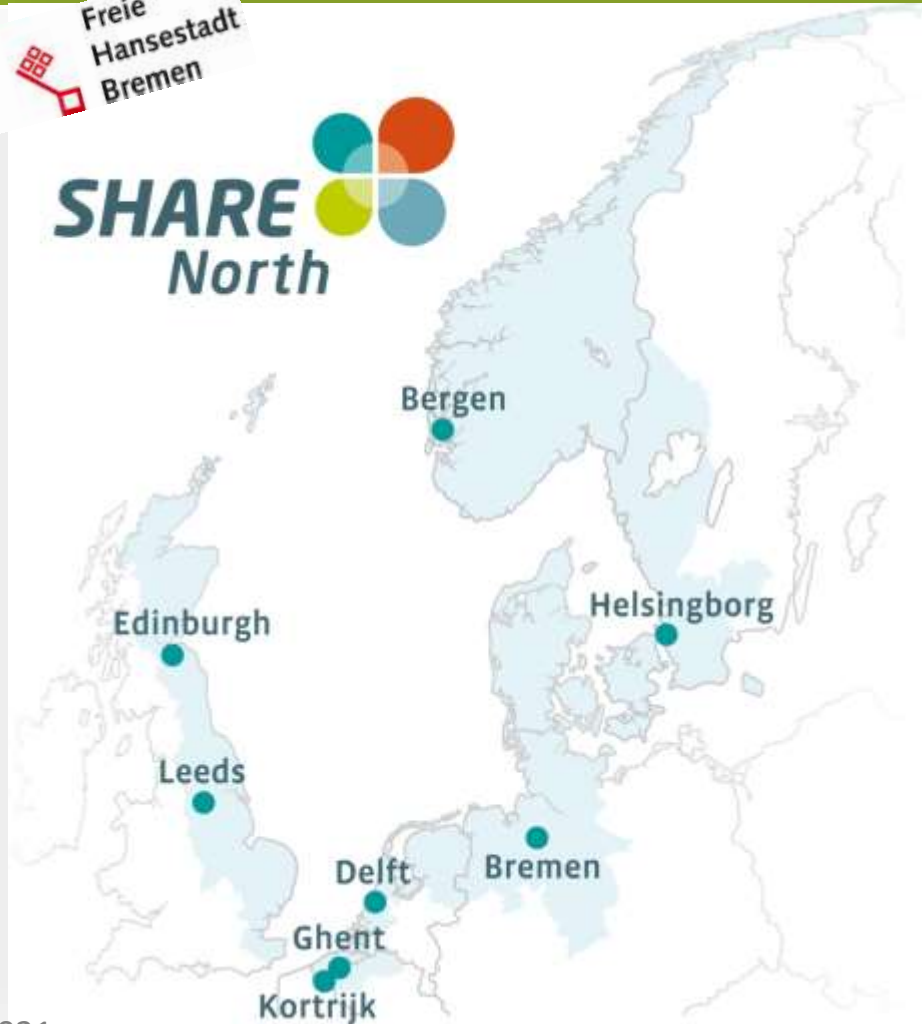
Interreg
North Sea Region
SHARE-North
European Regional Development Fund



The Project...

Der Senator für Umwelt,
Bau und Verkehr

Freie
Hansestadt
Bremen



LUND UNIVERSITY
Campus Helsingborg



CITY OF BERGE



ADVIER
MOBILISEERT



Interreg
North Sea Region
SHARE-North
European Regional Development Fund



EUROPEAN UNION

January 2016 to December 2021

You're listening to...



Moderator

Rebecca Karbaumer, City of Bremen (DE)



Antonia Roberts, CoMoUK

"Impacts of shared e-scooters in different cities"



Liselotte Van Gils, City of Leuven (BE)

"eHubs and e-Scooters in Leuven's transport strategy"





www.share-north.eu

Regulating E-Scooters in Germany

German Law effective June 2019

Die Elektrokleinstfahrzeugverordnung

Law defines and limits:

- Vehicle dimensions
- Vehicle configuration (e.g. must have handles and 2 separate brakes)
- Age and speed limit
- Must use cycle path or street – not allowed on pedestrian walkways

German Law: <https://www.gesetze-im-internet.de/ekfv/index.html>

Flyer from Transport Ministry: https://www.bmvi.de/SharedDocs/DE/Anlage/StV/flyer-elektrokleinstfahrzeuge.pdf?__blob=publicationFile

Regulating E-Scooters in Bremen (DE)

Special Use Permits in Bremen – *Sondernutzungsgenehmigung*

Regulation defines/limits:

- No-parking areas (e.g. pedestrian zone and green spaces)
- Safety margins and vehicle limit per parking space
- Service quality
- Number of vehicles in city/per provider



Experiences with e-scooter providers will influence future policy

5. August 2019

Warum Bremen bei den E-Rollern alles richtig macht

In immer mehr Städten sorgen E-Roller für Probleme. In Bremen kaum, auch weil es hier noch keine großen Verleiher gibt. Eine bewusste Entscheidung der Behörden.



HAMBURGER MORGEN POST

GEWALT DIEBSTAHLE KANDELSCHEIT
Wie sicher sind Hamburgs Freibäder?
Die neuen Zahlen des Senats
Seite 67

WELLENSTEYN
Jahresmarkt-Parade & Werksverkauf Wardenstedt
Jacke? Wellensteyn!

MIPU VERBODT GATSCHEIN
Das sind die neuen Dom-Highlights
Freitag geht der Rummel wieder los: 10

Donnerstag, 25. Juli 2019 | 1088 | Nr. 205/19 | Auflage: 3140.000/19 | Druckort: Hamburg | Druckjahr: 2019

Verbietet den E-Roller-Unfug!

Sie sind gefährlich, lästig und lächerlich: Warum Hamburg die Plage auf zwei Rädern stoppen sollte

Seite 2/3



Regulating E-Scooters in Lisbon

City management based on soft regulation:

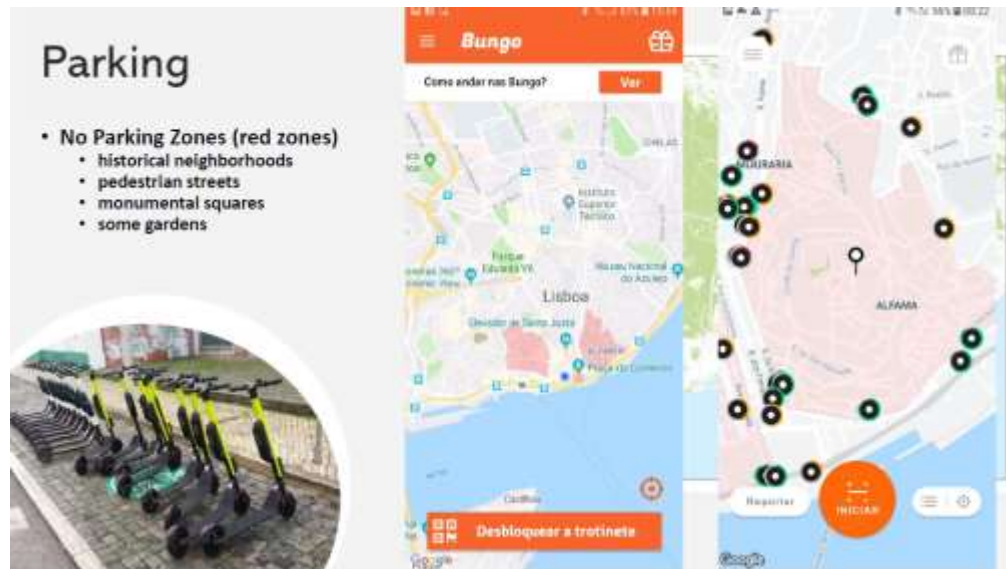
- National legal framework (Road Code, Law 47/2018)
- MoU
- Creation of the sharing community:
 - meetings with all operators every 2 weeks
 - formal instructions (parking, data, events...)
 - informal contact in a daily base
- Parking infrastructure (bike parks and hotspots)
- Cycling network reinforcement (200km by 2021)
- Enforcement (focus on delicate situations)
- Regulation (being prepared)
- Working with partner institutions (IMT, DECO, ASAE, blind people associations...)



Regulating E-Scooters in Lisbon

Parking:

- Use of existing parking spots for e-scooters (with pictogram on street)
- Defining No-Parking Zones (e.g historic and pedestrian areas, green spaces)
- Goal: high density virtual zones and one parking spot per city block



Source: Pedro Machado, City of Lisbon - [“SUMP and shared mobility in Lisbon: is soft regulation sustainable?”](https://www.eltis.org/sites/default/files/sump2019_c1_machado_pedro_lisbon.pdf):
https://www.eltis.org/sites/default/files/sump2019_c1_machado_pedro_lisbon.pdf



Thanks for joining us!

www.share-north.eu