



Shared Mobility

Dockless moped – bikes - scooters

A paradigm shift

60% of trips inside Paris are made on foot

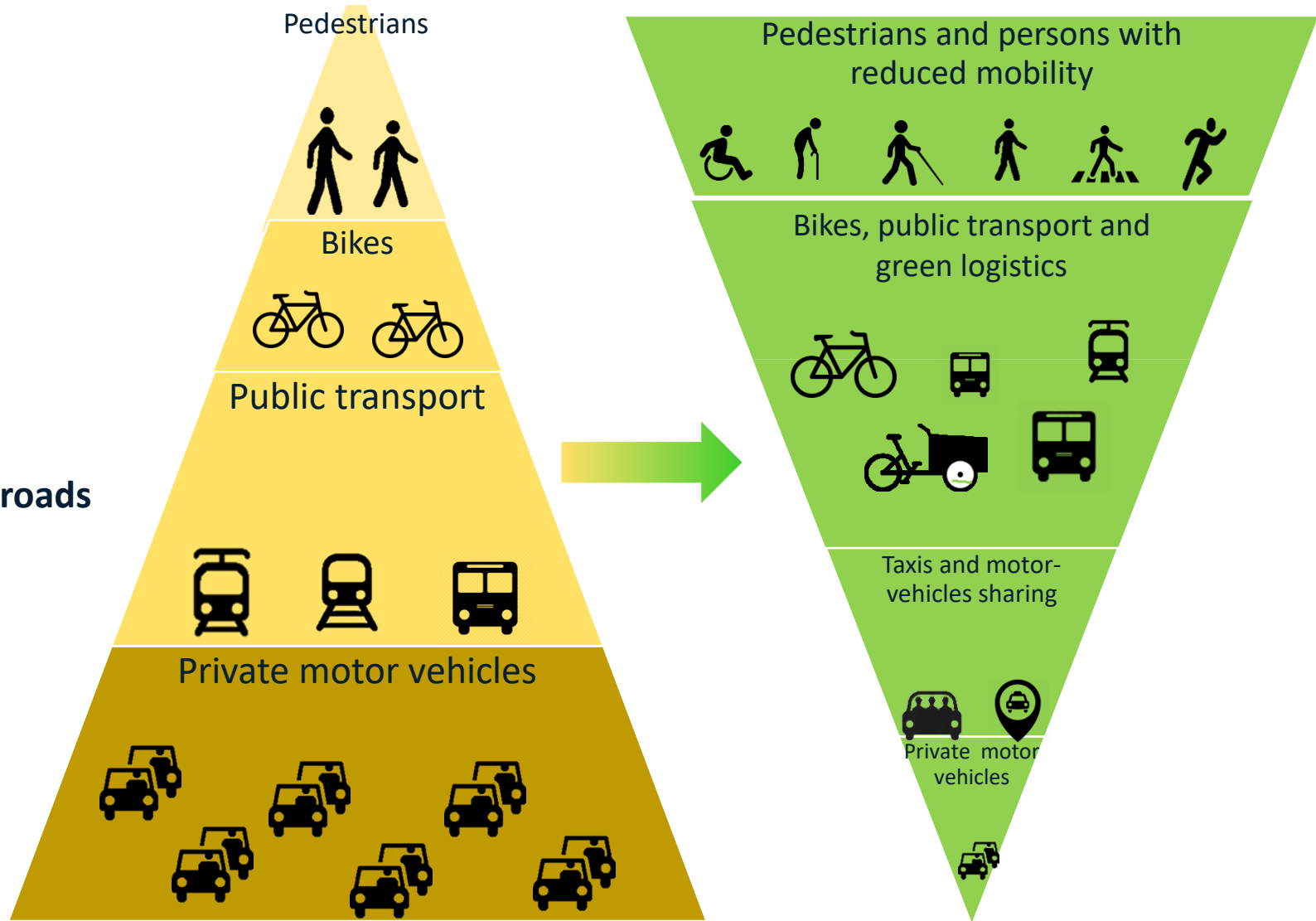
Cars and motorcycles: 12% of Parisians trips
> 50% of road space

=> Public space rebalancing

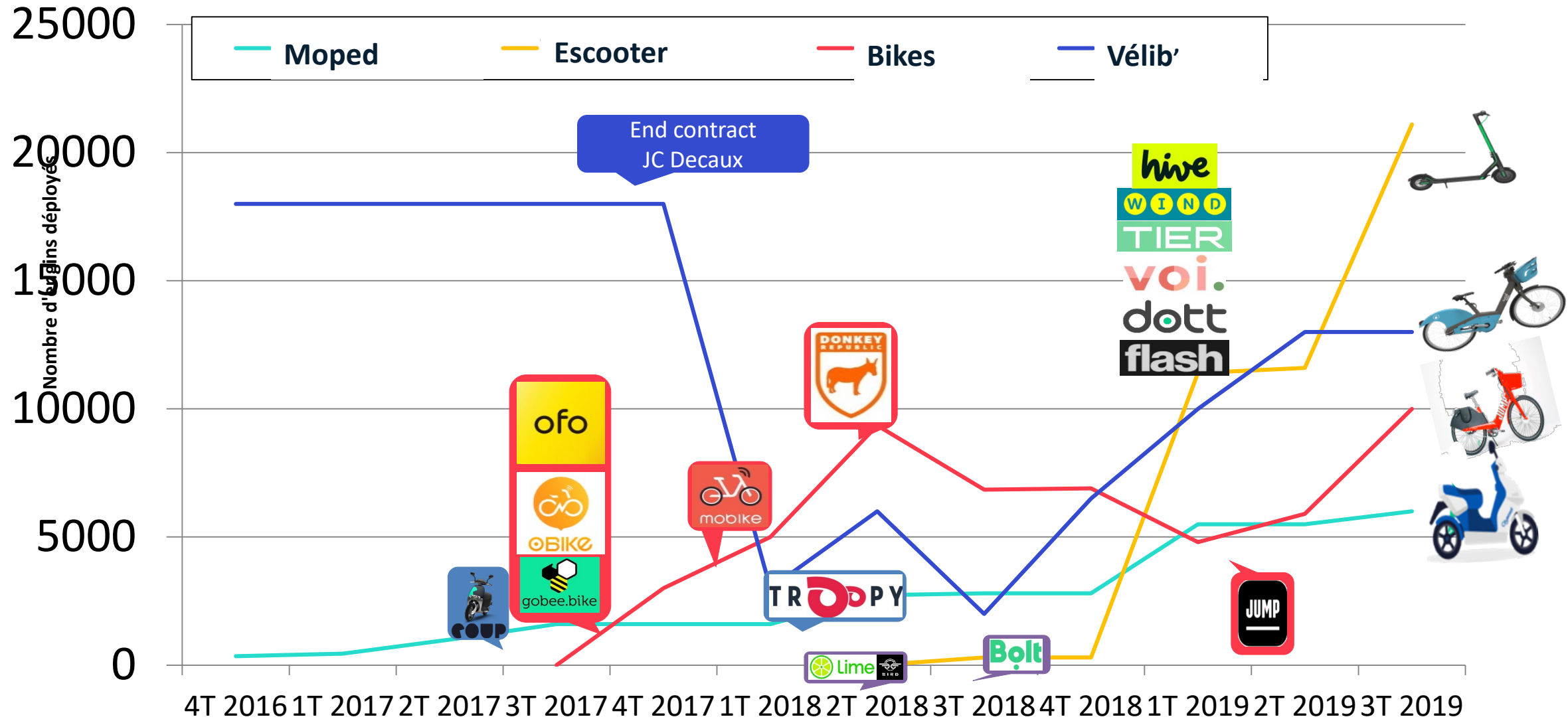
Since 2014:

- ✓ 150 roads with sidewalk extension
- ✓ 10 ha more of sidewalk space by reducing roads
- ✓ 300 km more of bike lanes

1 000 km of bike lanes available in 2020



The evolution of dockless fleets since 2016 + Vélib'



Welcome, watch & deal with free floating fleets in public space

Moped – Bikes – Scooters

- ✓ Working groups (City of Paris and operators)
- ✓ Charter of Good Conduct for free floating fleets (moped, bikes, scooters) and data sharing
- ✓ Implementing fees for public space occupancy
- ✓ Creating specific parking spots for free floating fleet (scooters)
- ✓ Enforcing the regulatory context for scooters (anybody riding on a sidewalk is risking a 90€ fine, 35€ for illegal parking on sidewalks, 49€ for towing and impound fees + 10€/day/device)
- ✓ Informing & communicating users and non-users



Charter of Good Conduct regarding free floating fleets operation (moped, bikes, scooters) and data sharing

Signature of Charters in June 2018 (bikes and moped) and May 2019 (scooters)

The Charters do not substitute any other regulation that already applies in Paris

They help to:

Instore a dialogue with operators and newcomers

Clarify City's wills, rules and encourage a good collaboration between the City and operators

Charters include:

- regulatory framework (parking and traffic rules)
- engagements taken by operators (especially in terms of road safety and security, respect of all users)
- relationship with the City
- sustainable development approach
- data sharing process

Operators having signed the Charters of Good Conduct

June 2018

MOPED

CITYSCOOT
COUP

BIKES

DONKEY REPUBLIC
JUMP
MOBIKE
ORIBIKY
OFO
PONY BIKES

May 2019

ESCOOTER

B-Mobility
BIRD
BOLT (Txfy)
DOTT
CIRC (FLASH)
HIVE
JUMP
LIME
TIER
VOI
WIND

Annual fee for free floating vehicles/micromobility devices

Voted by The Council of Paris in April 2019

- The objective is to regulate public space and better control newcomming operators.
- The annual fee is due to the City for using public space to deploy vehicles and devices.

2 or 3 wheeled vehicle category	Fee per vehicle (from 1 to 499 vehicles)	Fee per vehicle (from 500 to 999 vehicles (+10%)	Fee per vehicle (from 1000 to 2999 vehicles (+20%)	Fee per vehicle (from 3000 vehicles (+30%)
Vehicles without motorisation or with pedal assist power (specially bikes)	20 €	22 €	24 €	26 €
Electric vehicle non registered (including scooter)	50 €	55 €	60 €	65 €
Registered electric vehicle (2/3 wheeled moped)	60 €	66 €	72 €	78 €
Registered 2/3-wheeled moped with internal combustion engine	120 €	132 €	144 €	156 €

Escooters : some measures taken by the City in 2019

Paris is awaiting a national legal framework

In May, the City of Paris asked operators to:

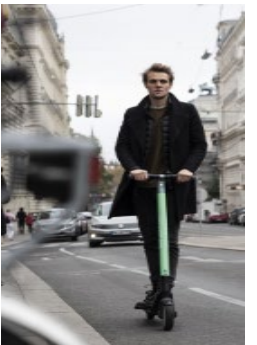
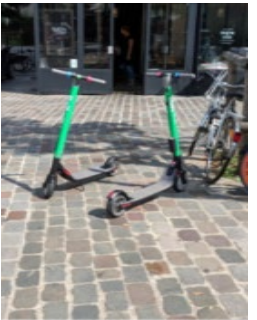
- ✓ **Limit speed up to 20km/h and 8km/h in pedestrian zones and areas where speed limit is up to 20km/h (zones de rencontre)**
- ✓ **To stop any further deployment in Paris**

July : municipal by-law authorising scooter parking only on motorcycle or car parking places on the pavement(using sidewalks is forbidden).

Paris is actually working on a tender that will be launched by autumn 2019 to :

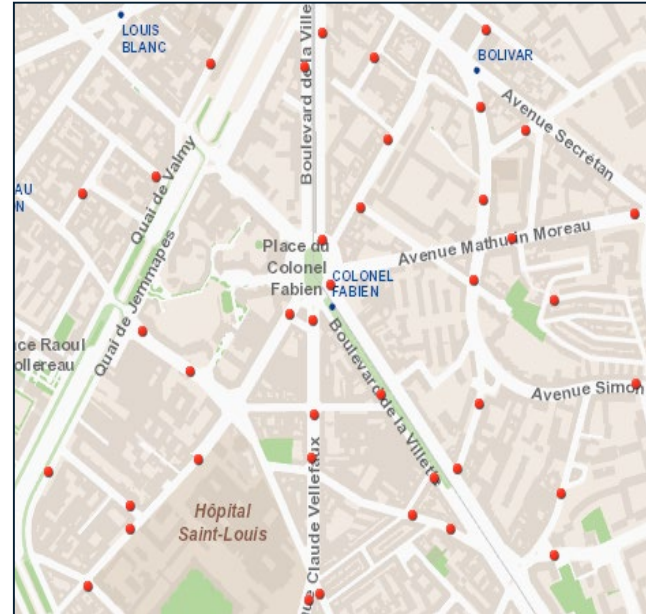
- Allow only 3 companies to operate from 2020.
- Limit up to 15 000 the number of scooters

Social and environmental aspects could be considered in the selection criteria



Escooters : 2500 new parking spots will be available in 2019

5-6 parking places for each spot : up to 15000 parking places



No parking spots in central and pedestrian areas



Thank you!