



PARIS

Shared Mobility

Rome, Conferenza Nazionale Sharing Mobility – October 10th 2022

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Implementing new rules

Regulations & tenders since 2019

02

Which shared micro-mobility should be enhanced in Paris?

03

Projects working on...

Collecting and analysing data

City context - Key figures

	IDF Region	Métropole du Grand Paris	City of Paris	City of Rome	City of Milan
Area in km ²	12 000	814	105	1 285	182
Population	12 m	7 m	2.2 m	2.8 m	1.4 m
Density per km ²	1 000	8 600	20 000	2 213	7 500
Jobs	6.3 m	4.2 m	1.8 m		

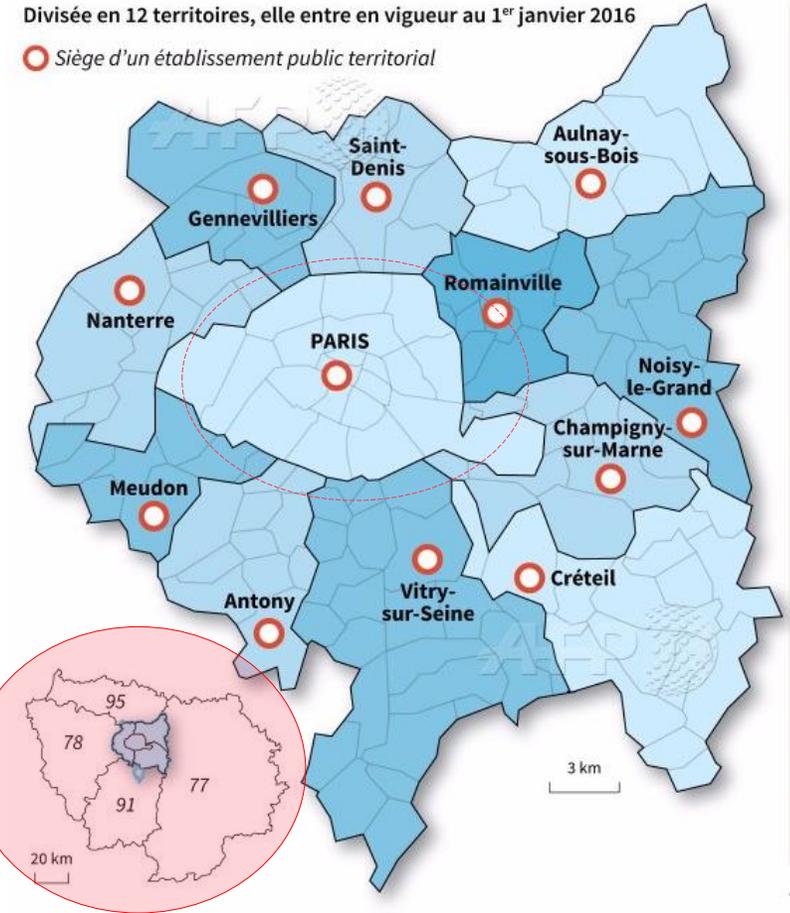
Jurisdiction

- The city of Paris has responsibility for :
 - traffic and parking regulations
 - roadway and public space maintenance
- The organizing authority for transport and mobility is the Region

Métropole du Grand Paris

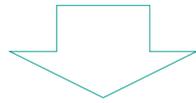
Divisée en 12 territoires, elle entre en vigueur au 1^{er} janvier 2016

○ Siège d'un établissement public territorial



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)

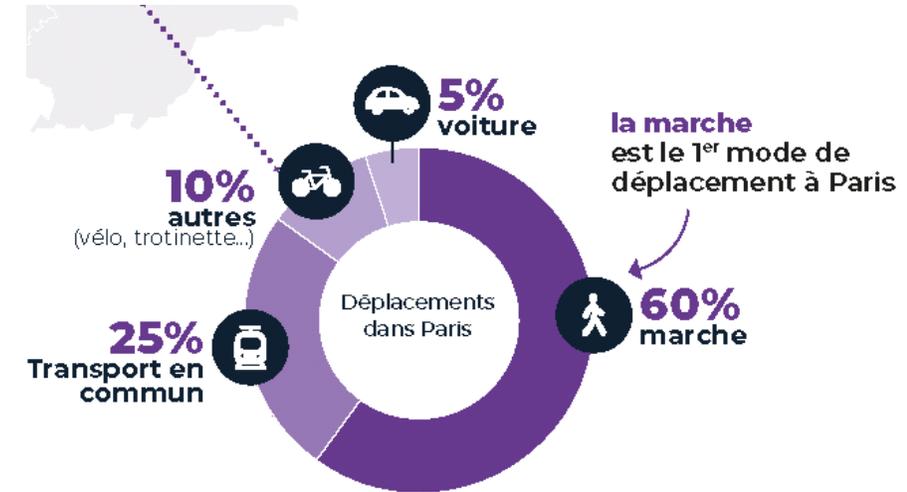
- **Shared Micro-mobility: private supplies**

+35 000 dockless vehicles/devices (mopeds, e-scooters, bikes)

And carsharing offers



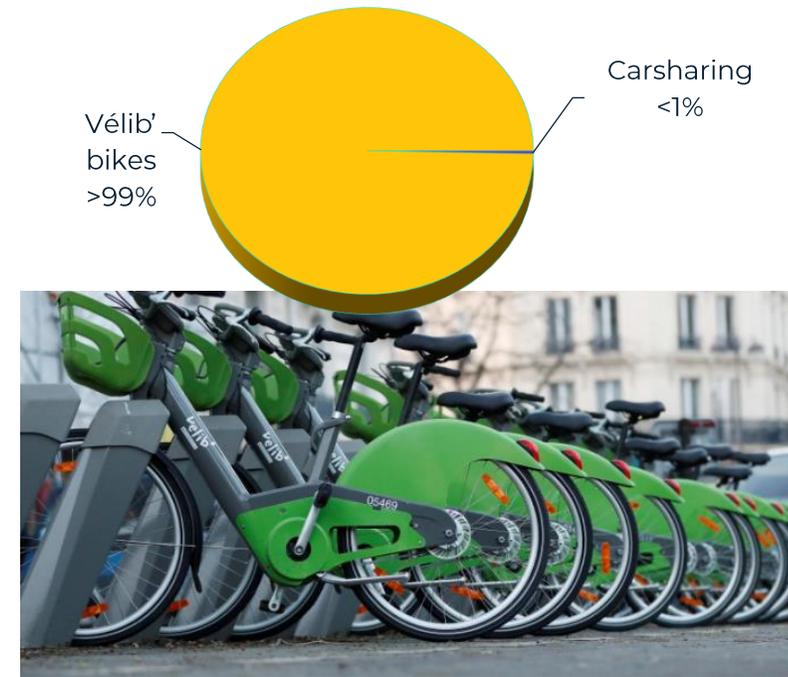
* [INSEE 2018](#)



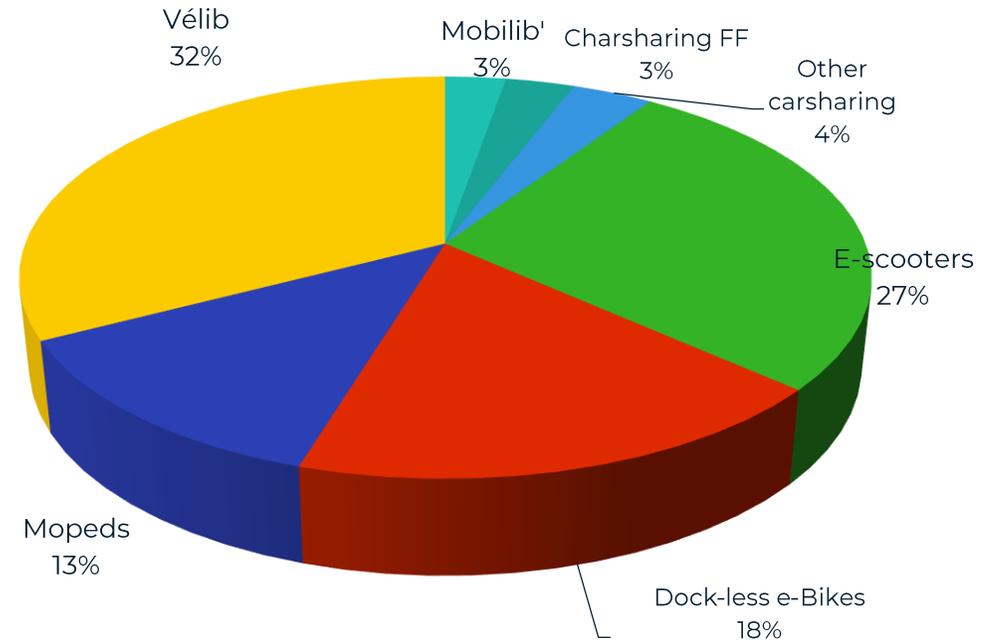
Shared mobility in Paris – Major changes in 15 years

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%



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 €

01

Implementing new rules

Regulations and tenders since 2019

A competitive tender to select only 3 e-scooter operators

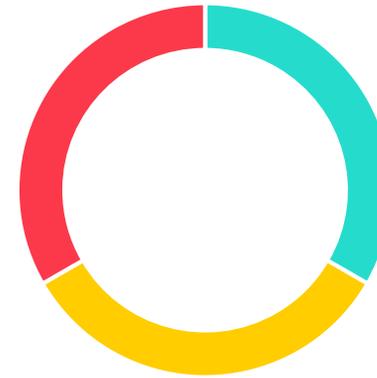
From septembre 2020 :

- Only 3 companies are allowed to operate
- 2 years permit (reconducted for 6 months)
- Annual fee : 300k € per operator
- Speed : 20km/h & 10km/h

Main criteria selection

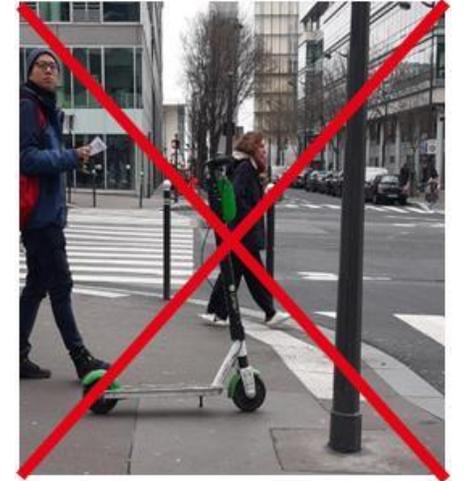
- safety for users (30%)
- environmental responsibility (40%)
- ability to manage and maintain their scooter fleet (30%)

15 000 e-scooters



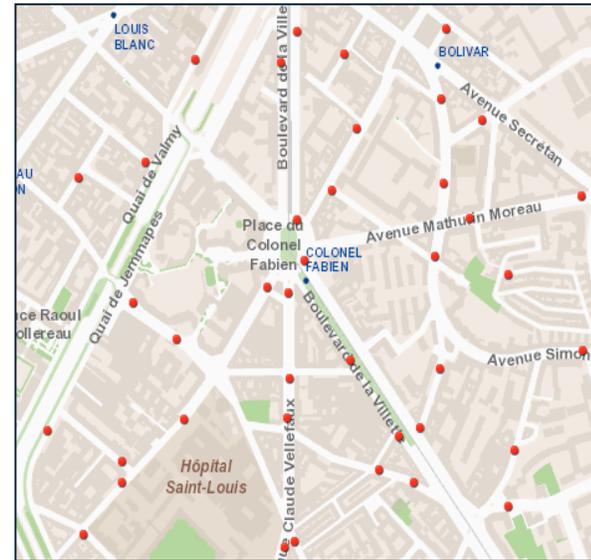
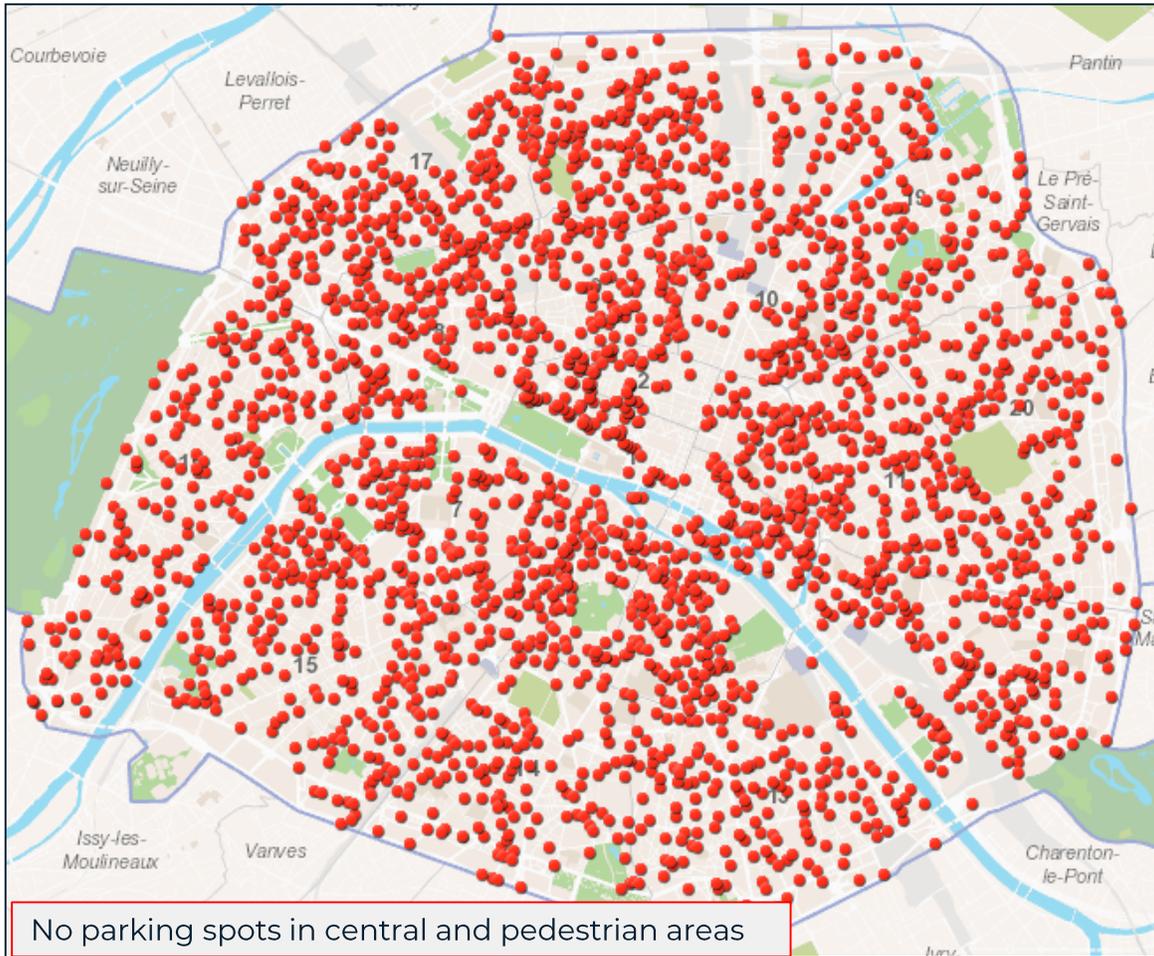
■ Dott ■ Lime ■ Tier

Parking :
only on allowed
specific spots



2500 parking spots were created for e-scooters using operator's data

Using data to define parking location : no more parking on pavement or sidewalks



At least 6 parking places for each spot : up to 15000 parking places

Parking sport : max of 1/3 of capacity to be used by each operator



3 new regulations in 2021 : FF carsharing, dockless moped & bikes

1. Regional label regarding quality (car sharing label for cars and moped) & specific characteristics for bikes

2. Parking and traffic rules

For exemple : parking dockless bikes is only permitted along the curbside on:

- dockless bike parking
- “hoop” bike parking

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)

6. Carbon footprint® (only for deployed vehicles/devices) : 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.

7. Data sharing

Parking – sharing parking spots
Avoiding concentration of dockless shared vehicles :

- no more than $\frac{3}{4}$ bikes/mopeds at the same time in a 100 linear meters except for specific exceptions validated beforehand by the City Services.



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)

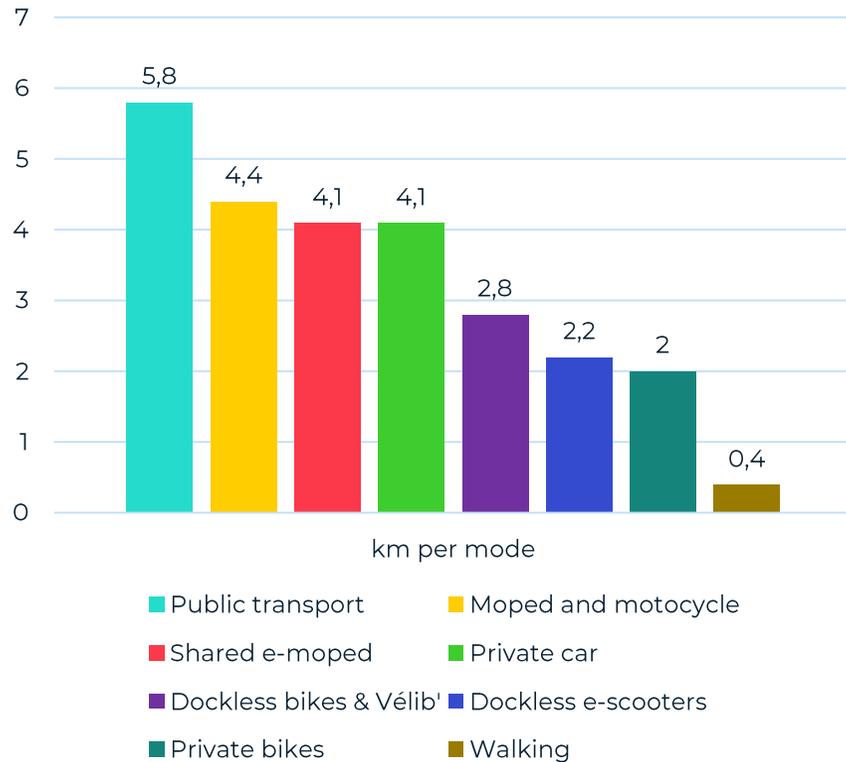
02

**Which shared micromobility
should be enhanced in Paris?**

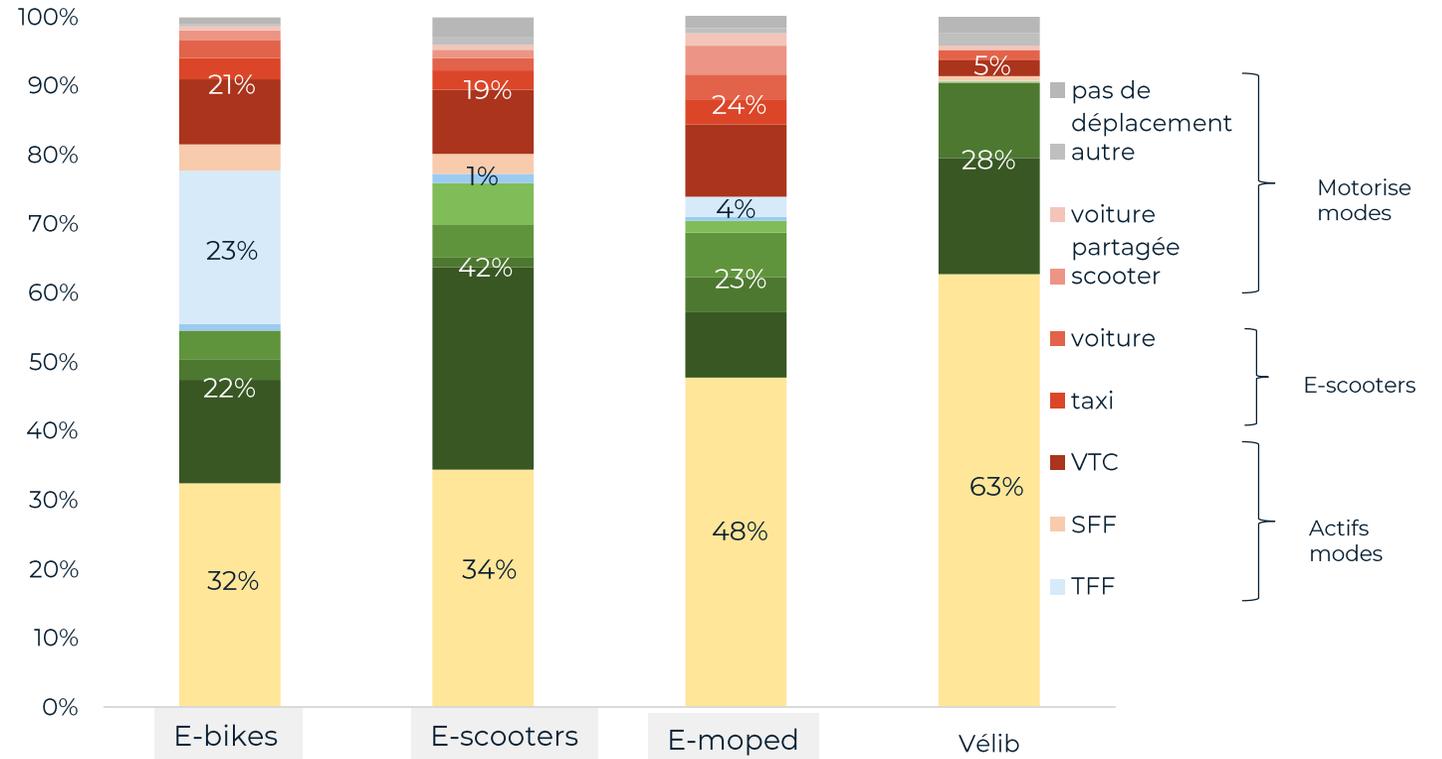
A « modal shift management » in order to reduce environmental footprint ?

According to distances needed to be done, how to improve a more active and more sustainable mobility?

Average distance for trips inside Paris (km)



Modal shift according to modes



Note de lecture : Sur 100 déplacements en VFF, 32% aurait été réalisés en TC en l'absence de ce mode.

Shared moped have an importante shift from motorised modes

Source : Les mobilités émergentes, trottinettes, scooters et vélos en partage » APUR – mai 2020

Which shared micromobility should be enhanced to reduce environmental impact?

Carbon footprint of the shared micromobility modes depending on lifespan scenario*

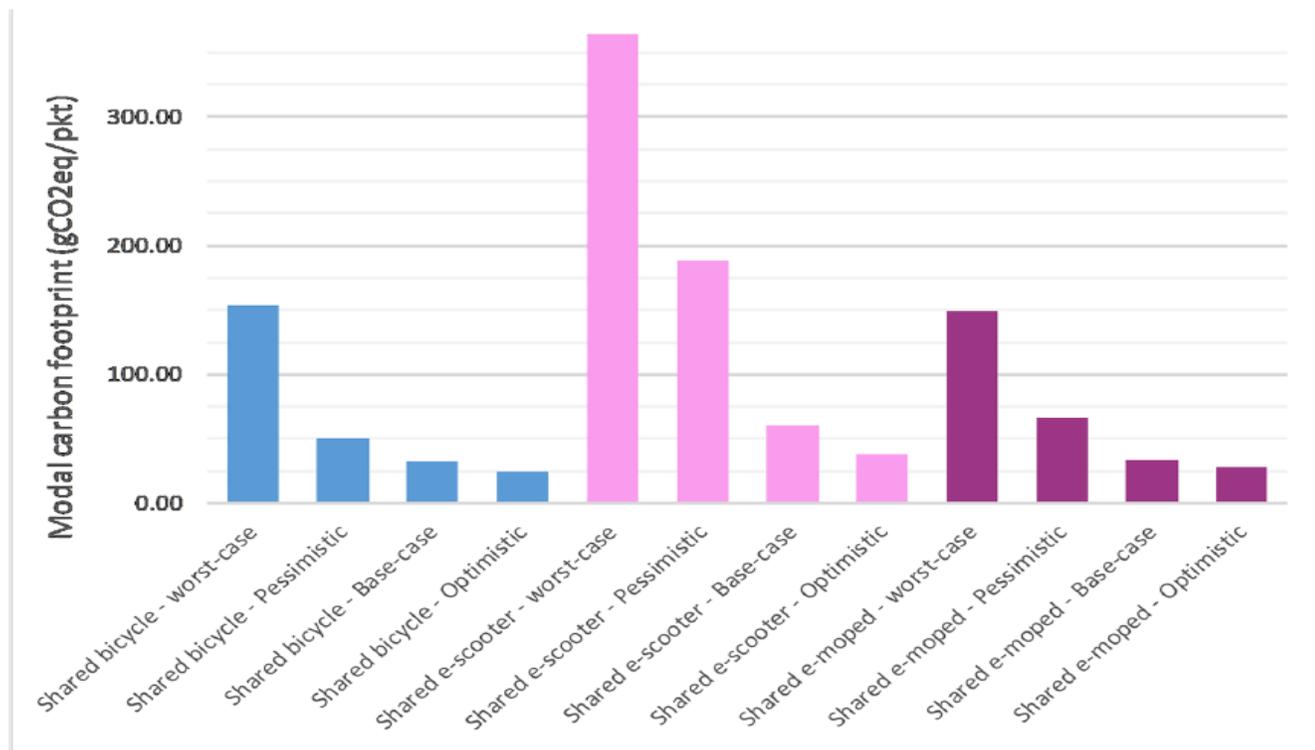


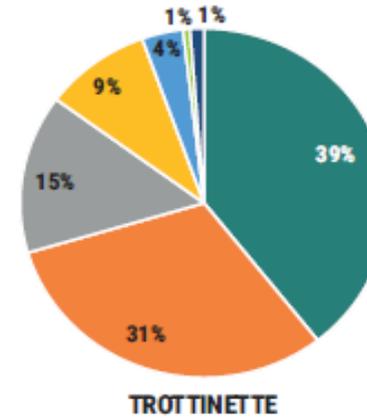
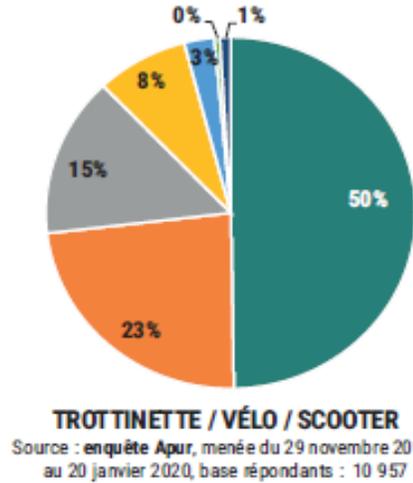
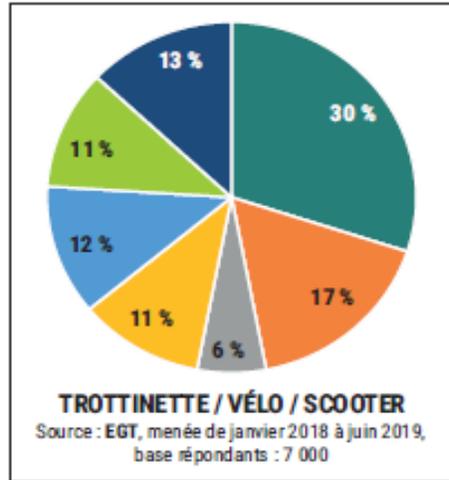
Fig. 4. Carbon footprint of the shared micromobility modes depending on the lifespan scenario.

In Paris, shared regular bikes have a better environmental impact, followed by mopeds

Environmental impact of lithium batteries ?

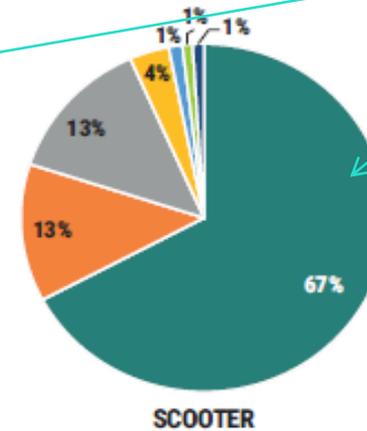
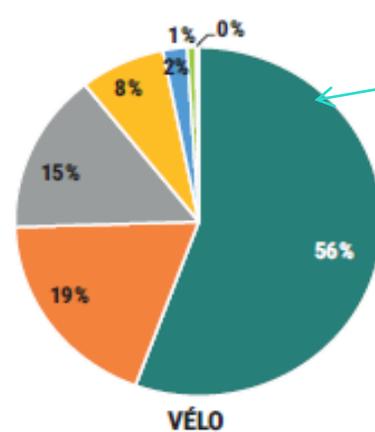
Which shared MM should be boosted to make daily commuting easier?

AU COURS DE LA JOURNÉE D'ENQUÊTE, POUR CHACUN DES DÉPLACEMENTS, INDIQUEZ LE MOTIF À L'ORIGINE (DOMICILE, TRAVAIL....) ET LE MOTIF À DESTINATION (TRAVAIL, LOISIRS...)



First mopeds and then bikes are mostly used to commute

- Travail
- Loisirs
- Affaires personnelles
- Études
- Achats
- Accompagnement
- Autre



In French:
Scooter = moped
Trottinettes = e-scooter
Vélo = bikes

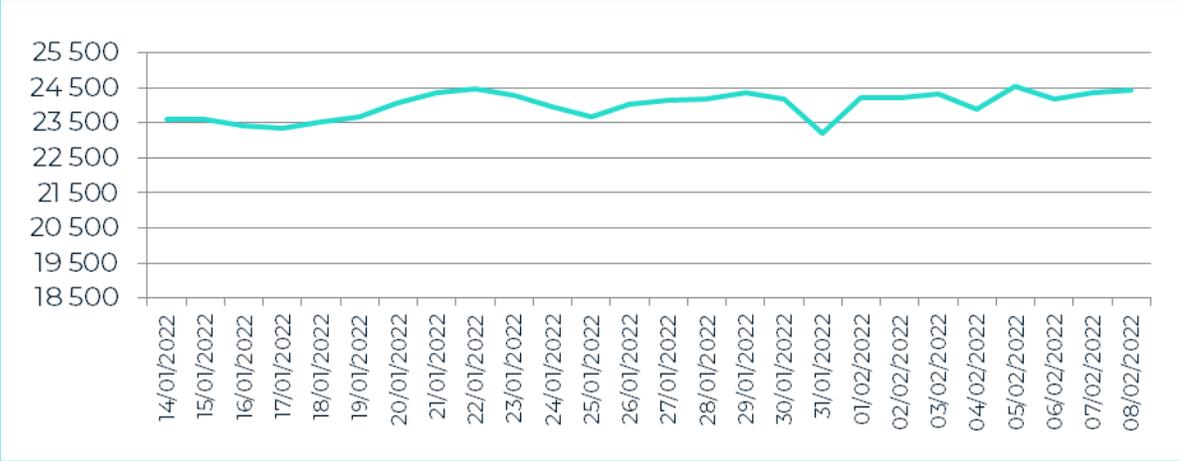
Source : « Les mobilités émergentes, trottinettes, scooters et vélos en partage » APUR – mai 2020

03

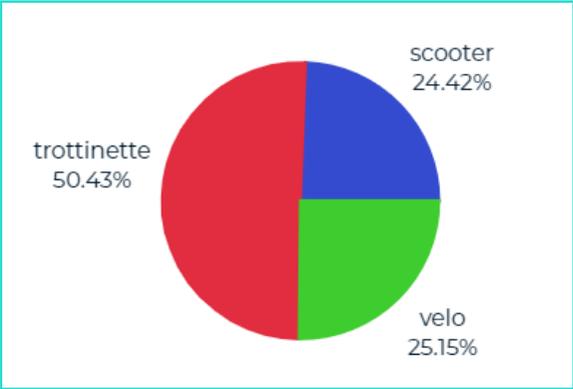
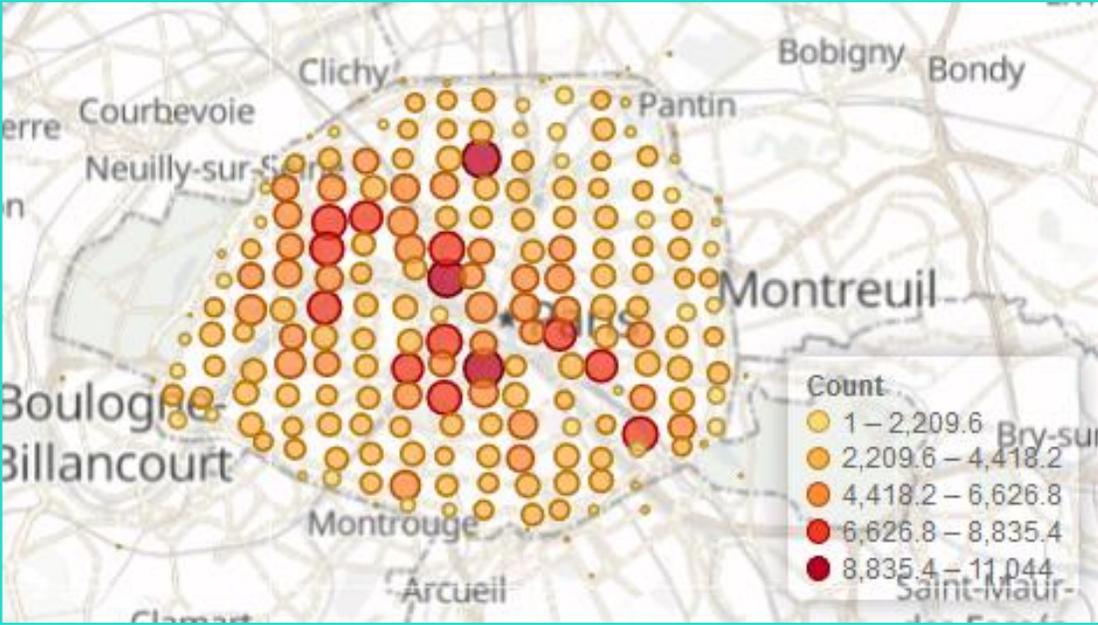
« Working on » projects

Collecting and analysing data

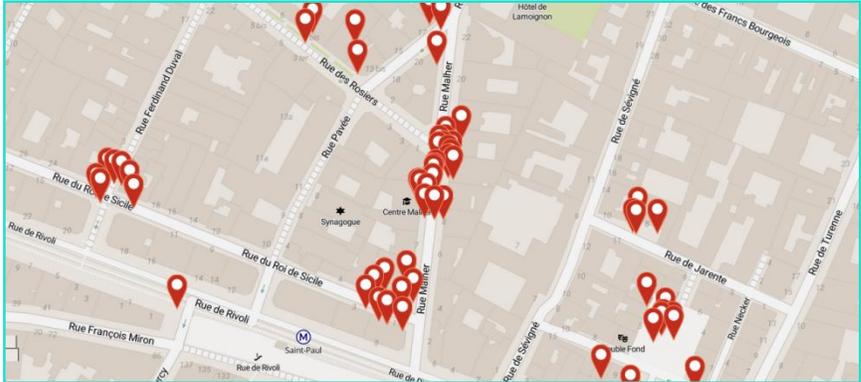
General indicators and monitoring



Daily evolution of the fleet size (e-scooters, bikes and mopeds)



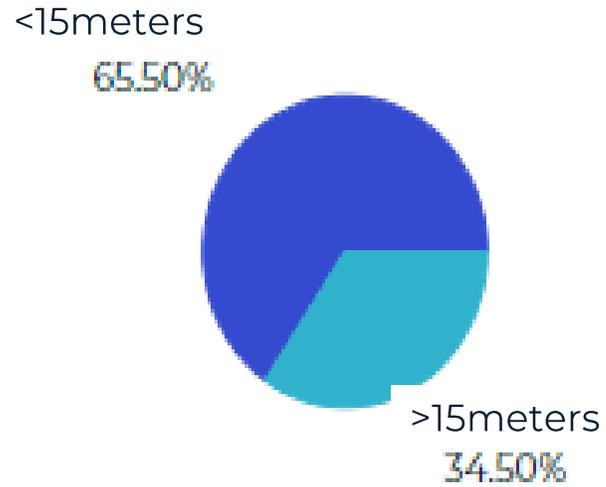
Split by type of vehicles



Detection of clusters or under-used parking spots

Data collecting tools are improving - Parking compliance control

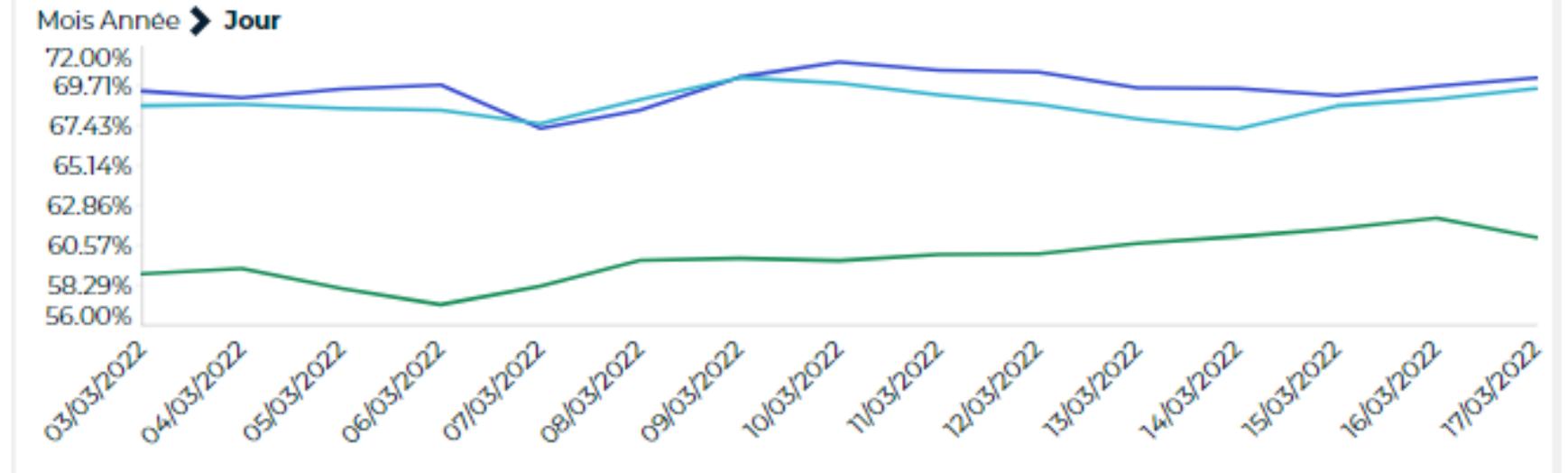
% E-scooters parked <15meters from a parking spot



Légende

- Operator A
- Operator B
- Operator C

% per day of e-scooters available <15 meters from a parking spot





Merci

Natalia Ciciarello
natalia.ciciarello@paris.fr
Mobility Agency / Shared Mobility / DVD
City of Paris

