

30th of November of 2023

4G - Stimulating sharing, and also in suburbia

IMPLEMENTING THE LARGEST EUROPEAN E-MOTOSHARING IN THE BARCELONA METROPOLITAN AREA

Sustainable Mobility Management Department



EUROPEAN METROPOLITAN AREAS



CATALONIA AT THE METOPOLITAN AREA

CATALONIA

7,5
million people

32.108
km²

236
Inhabitants per km²



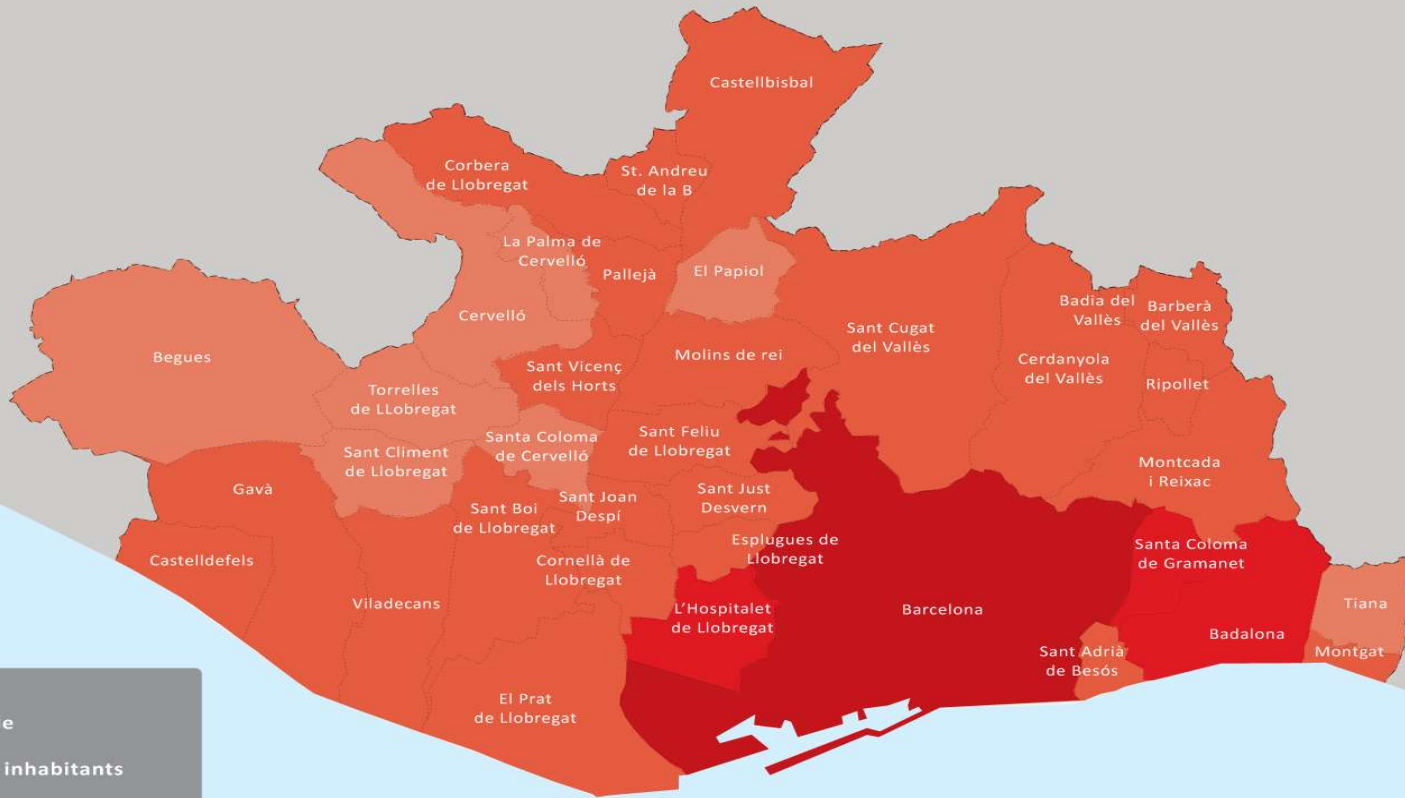
METROPOLITAN AREA OF BARCELONA

3.2 (42.7%)
million people

636 (1.9%)
km²

5.093
Inhabitants per km²

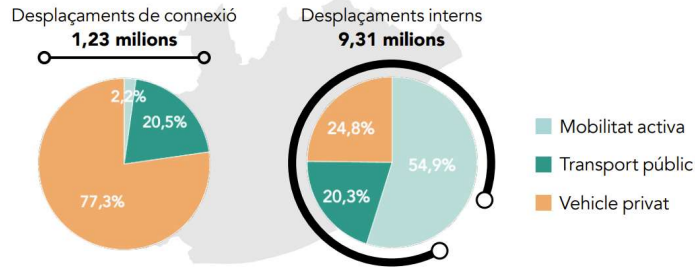
THE BARCELONA METROPOLITAN AREA



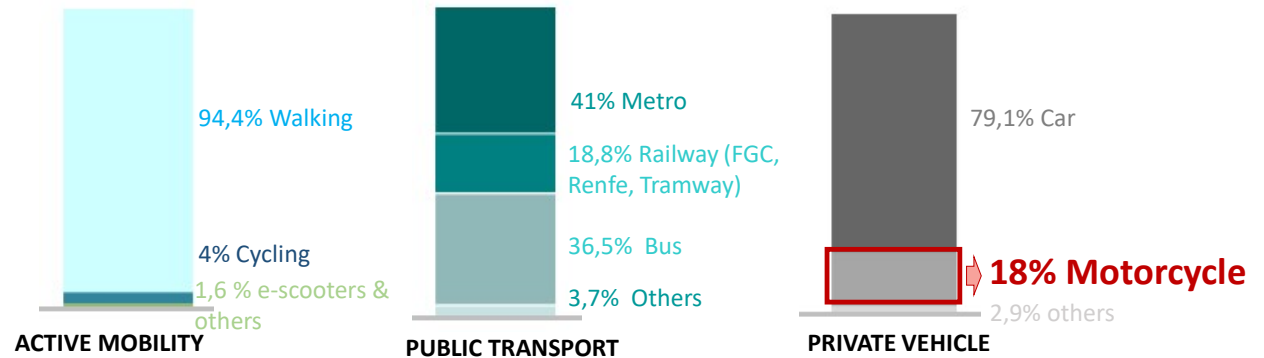
- Over 1.000.000 people
- 100.000 to 1.000.000 inhabitants
- 10,000 to 100,000 inhabitants
- Fewer than 10,000 inhabitants

MODAL DISTRIBUTION IN AMB

Mobility patterns in AMB



Means of transportation: Residents in AMB (2021)

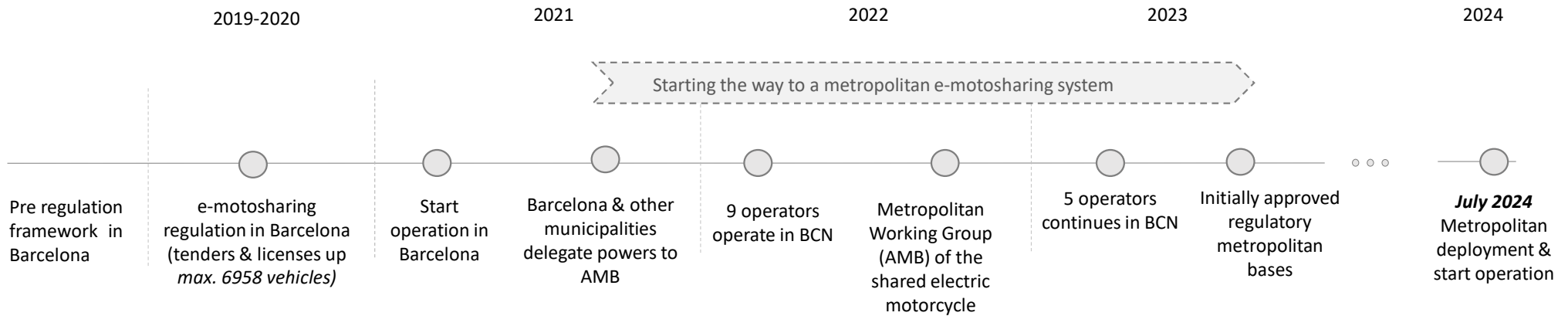


Also:

- 11.4% of the residents of the AMB make regular use of motorcycle (at least once a week).
- The usual use of shared motorcycle represents 1.4% of residents of AMB.

Source: EMEF 2021 (ATM)

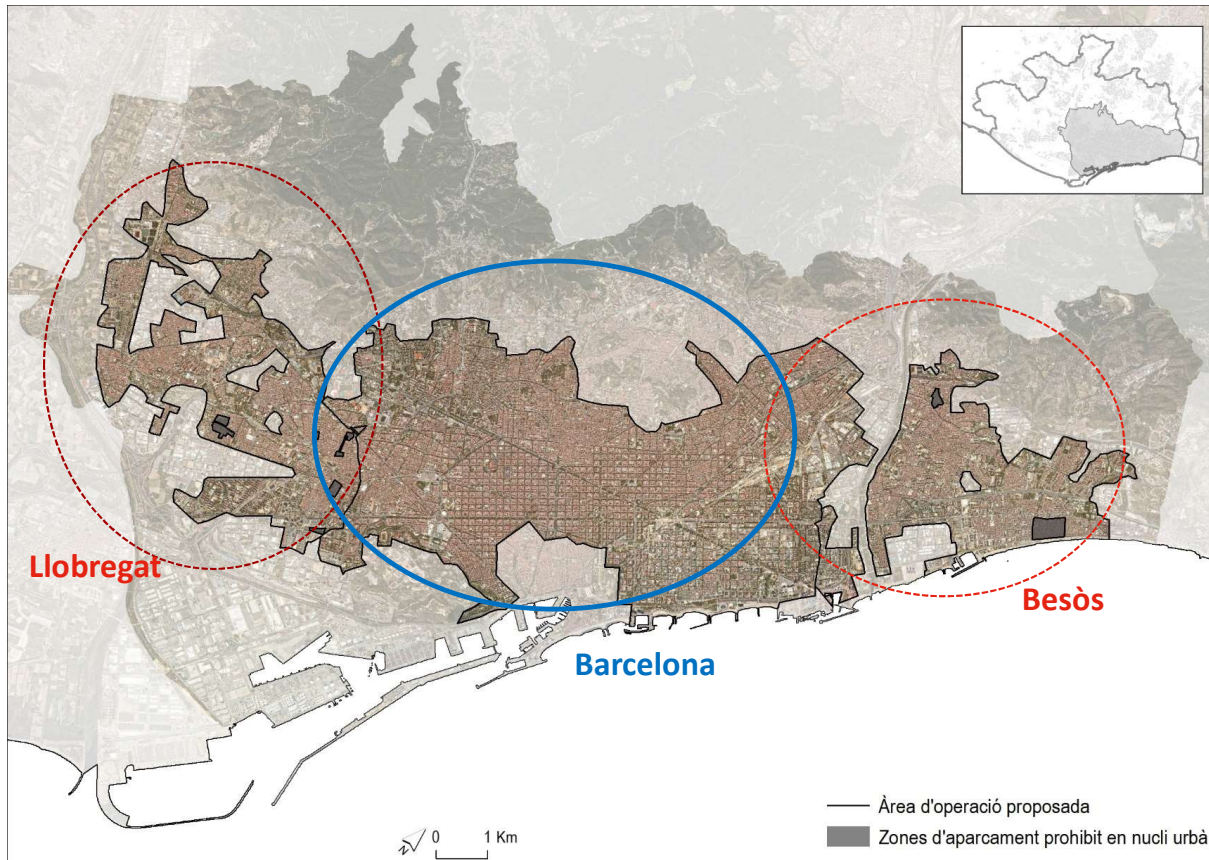
BARCELONA METROPOLITAN E-MOTOSHARING REGULATORY FRAMEWORK



Participatory process



OPERATION AREA

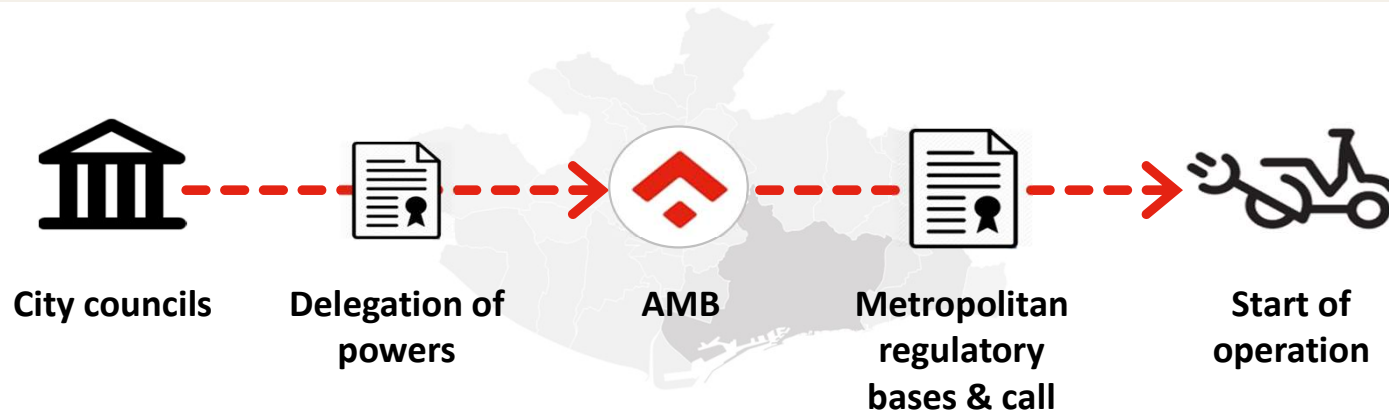


from 1,6M to 2,5M inhabitants
From ≈ 5.400 vehicles to max. 15.000 veh

Territorial area	Maximum capacity of the public space to regulate		
	Vehicles	Vehicles / km ² of public space	Vehicles /population (x 1.000)
Llobregat Area	2.800	491	6,3
Besòs Area	2.200	515	6,4
Barcelona	10.000	759	8,0
Total	15.000	648	7,4

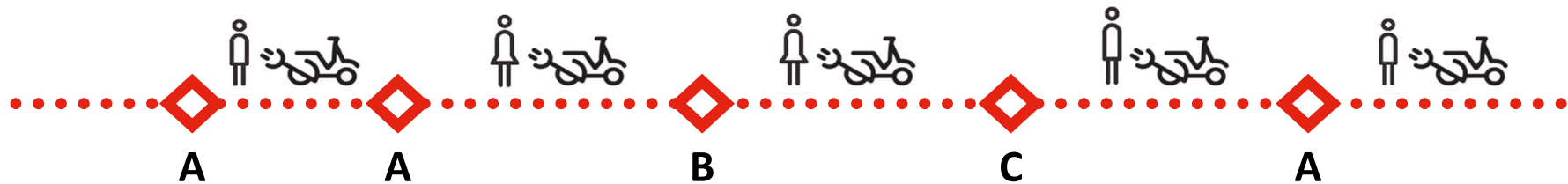
(*) estimated values.
 The public space accounted for by the calculation is the sum of the road, highways and parking areas, as it is the space used by the motorcycle.

IMPLEMENTATION PROCESS



- The municipalities, through **collaboration agreements and delegation of powers**, transfer to the AMB the granting and **management of temporary licenses** for special common use of the public domain (for the purpose of parking shared use vehicles). We already have 7 delegations of powers, Barcelona included.
- The **AMB has initially approved the regulatory Metropolitan Bases**, with a maximum fleet to cover the Llobregat-Barcelona-Besòs metropolitan area of **15.000 shared-use electric mopeds or motorcycles**, which will allow operation with a **minimum of 1.250 vehicles per license**.
- The AMB will call the interested operators and set the **initial number of vehicles** to be deployed in the **first call, rough 10.000 vehicles**.
- The allocation, which will be made by **public drawing**, will establish an **equitable distribution of licenses** and will apply **minimum solvency criteria for the admission** of those interested.

KEY POINTS OF THE MOTOSHARING REGULATION

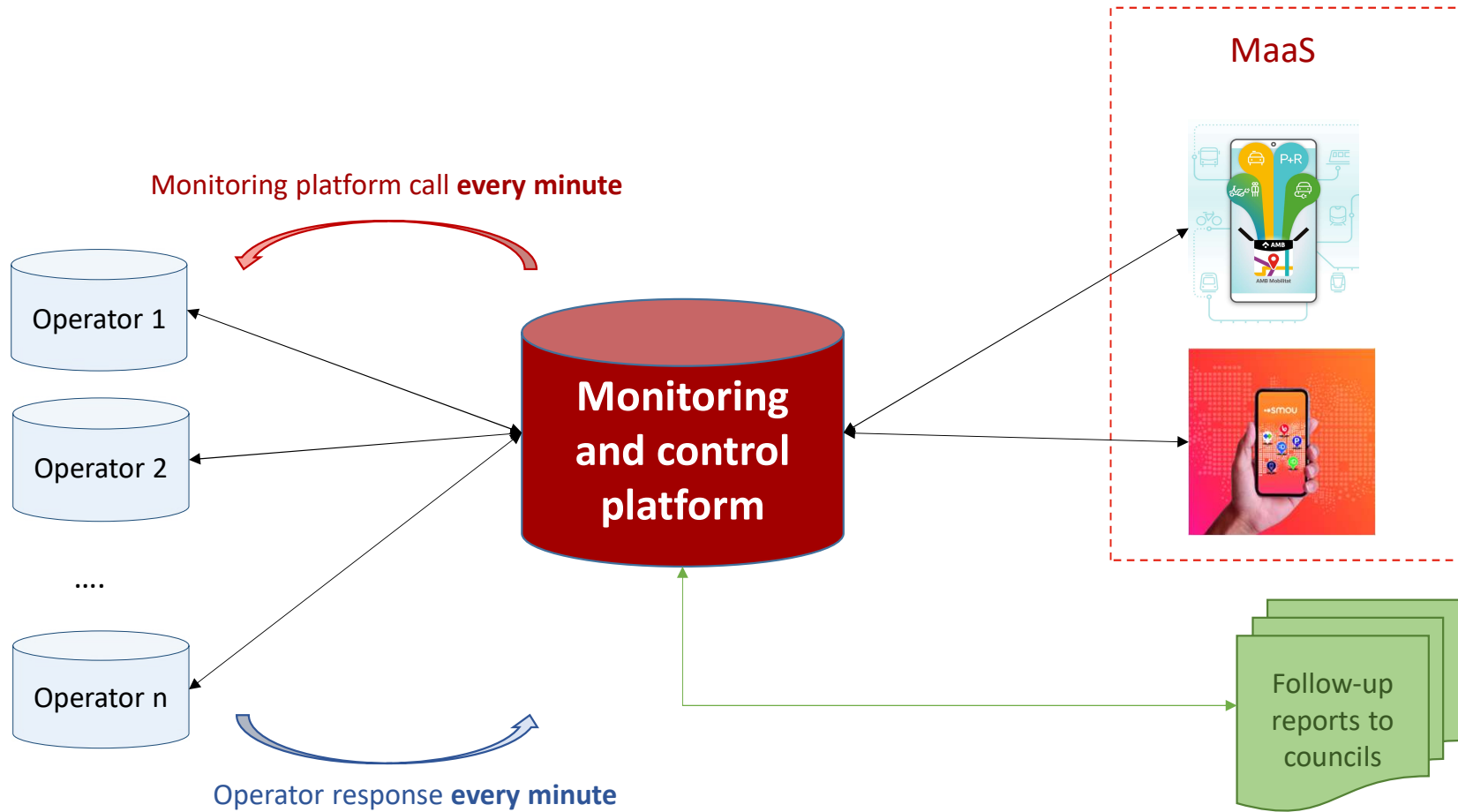


- **Temporary licenses** for special common use of the public domain.
- **Territorial coverage** and guarantee of **access to the service** in municipalities in the Llobregat-Barcelona-Besòs area.
- **Limited floating metropolitan licenses.**
- License allocation **2+1+1** (years).
- **Transfer licenses** between operators **will not be allowed.**
- Each call will set a number of vehicles licensed, and may **set limitations or conditions on their territorial distribution.**
- **Specific sanctions system.**
- **Mechanisms** are established **for revocation and reassignment** revoked licenses.
- **Periodic review** of the number of licenses or conditions of territorial distribution.

KEY POINTS OF THE MOTOSHARING REGULATION

- Metropolitan operational area, restricted areas, **no parking zones** (geofencing)
- **Geolocation** of all **vehicles in real time** (24 hours a day, 365 days a year)
- Single centralized **monitoring and control Platform**.
- **Respect** current **regulations regarding traffic, parking, road safety** and use of public roads.
- **Relocation of vehicles** in breach of the regulations.
- Obligation to adhere to **Best practices Code of road safety**
- Road signs of parking points (physical and/or digital).
- Identification of shared use vehicles.
- Vehicle **liability insurances** (users, third parties and public domain)

MONITORING & CONTROL PLATFORM



NEXT STEPS & GUIDING PRINCIPLES

- ✓ **Preserve** the use of **public space** and promote the mechanisms for the **coexistence with pedestrians** and other modes of transport.
- ✓ **Guarantee compliance** and order (especially the most vulnerable).
- ✓ Ensure the **safety** of all users of the road.
- ✓ Strength **public – private collaborations** with motosharing operators & municipalities.
- ✓ Planning for the long-term and think about possible dynamic regulations that encourage citizenship. (**Opportunity's of digitalization & Technology in real time** → Intelligent use of public space)
- ✓ Integrate all transport systems to allow each citizen to choose their mobility (**MaaS**).



POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL
CONFERENCE

2023

LEUVEN, BELGIUM 29-30 NOVEMBER 2023

THANK YOU FOR YOUR ATTENTION



leuven

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