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## **Economic Commission for Europe**

Inland Transport Committee

### **Global Forum for Road Traffic Safety**

#### **Eighty-first session**

Geneva, 21-25 September 2020

Item 5 (c) of the provisional agenda

#### **Consolidated Resolution on Road Traffic (R.E.1):**

#### **Personal mobility devices**

### **Personal mobility devices**










#### **Submitted by Lithuania**


In this document, Lithuania, upon the invitation of WP.1, has collected legislative information on personal mobility devices such as e-scooters. WP.1 is invited to consider the collected information and to propose the best way to proceed to address the topic of personal mobility devices in the context of the 1968 Convention on Road Traffic.









## Legislation on electric scooters 2020



*(note: these are not mopeds, which are up to 4 kW and up to 45 km/h)*


Country	Driving license, registration, roadworthiness (PTI), insurance, certificates, etc.	Max. power	Max. speed	Mandatory safety helmets	Bicycle path / cycle track 	Bicycle lane / cycle lane 	Shoulder (hard) / Roadside (if there are no cycle tracks or cycle lanes)	Pavement / Sidewalk (if there are no cycle tracks, cycle lanes or roadsides)	Carriageway (if there are no cycle tracks, cycle lanes or roadsides)	BUS lane & other special provisions (for example: parking provisions, etc.)
LT		1 kW	25 km/h	Under 18 years old – must; Over 18 years old –		 Driver must be over: 14 years old, or 12 years			 Driver must be over: 14 years old, or 12 years	 Same safety equipment and











				recommenda tion.		old + training, or 8 years old + adult.			old + training, or 8 years old + adult.	requirements as for cyclists. Near pedestrians 3–7 km/h speed.
DE (from 2019-06- 18)	Special registration plates for insurance. Tests: to overcome the obstacles, braking deceleration, etc.	✗	20 km/h	✗ (would be mandatory if the speed would be more than 20 km/h)	✓	✓	✓	✗	✓	✗ (unless there is an additional panel) 
FR	✗	✗	25 km/h	✗ (access to e- scooters is limited to persons of more than 12 years old).	✓	✓	✗ (no roadsides)	✗	✓	✗
BE	✗	✗	25 km/h	✗ recommende d.	✓ if used at a speed higher than footpace	✓ if used at a speed higher than footpace	✓ and also, if used at a speed	✓ and also, if used at a speed higher	✓	✓ if used at a speed higher than

					(=considered as a cyclist).	(=considered as a cyclist).	higher than footpace (= considered as a cyclist) under the condition to grant priority to the other road users on the hard shoulder (even level) or road side.	than footpace (=considered as a cyclist) but only outside the built-up area and under the condition of grating priority to the other road users on the pavement and higher leveled shoulder.		footpace (=considered as a cyclist) an under the condition that cyclists are allowed to use the bus lane (indicated by the symbol of a cycle which is put on the sign indicating the bus lane).
AT		0,6 kW	25 km/h	 Below 12 years		 On carriageway, where cycling is allowed. Not alone under 12 years (supervising person min. 16 years old), with cycling permission (requires tests) from age 9.	 On carriageway, where cycling is allowed. Not alone under 12 years (supervising person min. 16 years old), with cycling permission (requires	 If locally legislated (by province or town).	 On carriageway, where cycling is allowed. Not alone under 12 years (supervising person min. 16 years old), with cycling permission (requires tests) from age 9.	 (unless there is an additional panel).

							tests) from age 9.			
FI “Light electric vehicle” 01/2016		1 kW	25 km/h	Recommendation						 Front and rear lights, sound signal device.
SK (After approval legislation will come into force 2019-12-01)	 (No approval certificate, technical conditions similar like a bike – front and rear lights, brakes.		25 km/h					 (only at the pedestrian speed)		
DK	Rental scooters must be insured. Driver must be 15 years old. Electric scooters can be driven by kids below 15 years if accompanied by an adult.		20 km/h							 CE-marking (MD). Max 25kg. Front and rear lights (always on). Front, side and rear reflectors.
SE Cycle if	Defined in legislation as bicycle if max	250 W	20 km/h	Only kids below 15 years old,						

	250 W and max speed 20 km/h			bicycle helmet or similar				Only if it is driven in walking speed		Same rules as for cyclists in general.
SE Moped class II	Defined probably as a moped class II A moped must have a traffic insurance and the driver a driving license or driver's certificate	250 W–1 kW	25 km/h	Mandatory safety helmet	✓	✓	✓	✗	✓	✓ Same rules as for moped class II in general.
CH	✗ E-scooter must correspond to Swiss technical prescriptions for electric bicycles.  No driving license for drivers aged 16 and up, license required for 14–15 years old.  No registration requirement and no number plates needed. Also, liability	0,5 kW	20 km/h	✗	✓	✓	✓	✗ (only if bicycles are allowed by signalization )	✓	✗ Same rules as for cyclists. Only allowed if bicycles are allowed by signalization

	insurance is not mandatory for such vehicles.									
LU	<b>X</b>	0,25 kW	25 km/h	<b>X</b>	<p>✓</p> <p>Driver must be over 10 years. Over 6 is allowed if supervised by 15+ or if driving to school.</p>	<p>✓</p> <p>Driver must be over 10 years. Over 6 is allowed if supervised by 15+ or if driving to school.</p>	<p>✓</p> <p>Driver must be over 10 years. Over 6 is allowed if supervised by 15+ or if driving to school.</p>	<p><b>X</b></p> <p>Allowed if user (considered as pedestrian) is under 13 years and the engine by construction &lt; 6 km/h.</p>	<p>✓</p> <p>Driver must be over 10 years. Over 6 is allowed if supervised by 15+ or if driving to school.</p>	<p><b>X</b></p> <p>Allowed on Bus lane if bicycles are allowed by signal</p> <p> <b>autorisé frei</b></p>
LV (legislation is still in adoption process)	<p><b>X</b></p> <p>Registration is voluntary. No insurance, no number plates. Driving license – it will be needed, if age is 14–18 years (such regulation is included in the forthcoming amendments in the Road Traffic Law)</p>	1 kW	25 km/h	<p><b>X</b></p> <p>(except for children up to 18 years)</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p> <p>(in limited places – where speed is not more than 50 km/h)</p>	<p>✓</p>

UK	 E-scooters fall within the definition of a motor vehicle. Users are therefore required to meet all of the above requirements.	N/a. It is not legal to ride an e-scooter on the road, due to the requirements it must meet as motor vehicle, and the difficulty a user presently faces in meeting those requirements.	N/a as per the previous box.	 An e-scooter also falls within the definition of a motorcycle and therefore a user is required to wear a motorcycle helmet.	 Not permitted under current legislation.	 As per previous box.	 As per the previous box.		It is not legal to ride an e-scooter on the road, due to the requirements it must meet as motor vehicle, and the difficulty a user presently faces in meeting those requirements.	 As per previous box.
BR	No driving license; no registration and no number plates are needed. Also, liability insurance is not mandatory for such vehicles.		20 km/h					It is subject to local legislation (municipalities).	It is subject to local legislation (municipalities).	It is subject to local legislation (municipalities).



	Use of speedometer, buzzer and night signaling (front, rear and side) is mandatory for such vehicles.									
NL	<p><i>'bijzondere bromfiets'</i> (special moped) must be approved for admittance in a procedure comparable to EU Regulation 168/2013. No license plate, insurance is mandatory. Driver must be at least 16 years old.</p>	1,0 kW for individual transport, 4 kW for cargo or passengers	25 km/h		 Same rules as bicycles, specific instructions on road signs.	 Same rules as bicycles, specific instructions on road signs.	 Same rules as bicycles, specific instructions on road signs.	 Same rules as bicycles, specific instructions on road signs.	 Same rules as bicycles, specific instructions on road signs.	 Same rules as bicycles, specific instructions on road signs.
JP	Defined as a motorized bicycle if max 600 W (rated output). It must have a traffic insurance and the driver must have a driving license.	600 W (rated output)	30 km/h				 (only if there are no sidewalks)			 (same rules as a motorized bicycle, e.g. a front light)

**Additional comments.**

**BE:** Important to say is that in Belgium it is the speed with which these vehicles are used that defines the place on the road. If they are used at footpace, they are considered as pedestrians and have to follow the rules which apply to pedestrians. If they are used at a speed higher than footpace, they are considered as cyclists and they have to follow the rules which apply to cyclists.

The other road users much apply the rules which apply towards pedestrians vis-à-vis steps which are used at footpace, and the rules which apply towards cyclists vis-à-vis steps which are used at a speed higher than footpace.

The technical max. speed of those vehicles is limited until 25 km/h. But it is possible, for example downhill, that they go faster than this maximum technical speed, which is allowed, but of course they general speed limits always apply!

**LU:** Electric scooters are newly defined as “micro-vehicles” and mostly considered as electric bicycles, but they must be propelled by an electric motor of a maximum power not exceeding 0,25 kW with maximum design speed that does not exceed 25 km/h. In this case, the traffic rules applying for cycles are applicable. If the technical specifications go beyond these thresholds, these devices are considered as two-wheel moped and need to be registered at SNCA (*Société Nationale de Circulation Automobile*) and equipped with a number plate. For the use of a two-wheel moped on public roads, a driver’s license is required and a type approved helmet has to be worn. The main differences between micro-vehicles and bicycles are that they have to be ‘small’, that there is no passenger allowed and that the rear lights have to be at a height of at least 40 cm, or worn by the driver.

**LV:** At the moment amendments in Road Traffic Law are in in the harmonization process and it is planned, that the new regulation will come in to force this summer (this was a plan before COVID-19 crisis, so it may be postponed). And it could happen, that some rules may change during this harmonization process.

**UK:** Currently electric scooters are classified as motor vehicles, so are treated the same as mopeds. There is no categorization for electric scooters. To be used on the road they must meet the same technical standards as mopeds, but as they do not do so they are effectively illegal on the road in the UK. If a road legal electric scooter was available, they would have to comply with all other laws for mopeds, so would require a category A driving license, motor insurance, wearing of a motorcycle helmet, be registered and would only be allowed on the road (not cycle lanes or pavements). The UK is currently reviewing its laws for electric scooters and other similar personal vehicles.

**DK:** The Danish legislation on electric scooters is a pilot scheme, which is being evaluated on a yearly basis and adapted accordingly.

**JP:** If an electric scooter has more than 600 W power, it is defined as a motor vehicle. Rules shown above are only for a motorized bicycle.

**IT:** Legislation is still evolving, having been delegated to local authorities on the basis of the following central government guidelines, reported as follows: - Ministry of Infrastructure and Transport decree 0000229,dated 4/06/2019; - Ministry of Interior - Traffic Police department Regulation Prot. 300/A/1974/20/104/5 , dated 9 /03/2020. (preliminary information, until the definitive regulatory asset will be approved).