

**Interreg  
Europe**



Co-funded by  
the European Union

# Regulation framework for sharing mobility services

**Jordi Jové Palou**  
Barcelona Metropolitan Area



Webinar: Integrated Mobility and Mobility as a Service (MaaS)

13 December 2022



Follow us on social media:



# Agenda

1. Introduction
2. Background
3. Regulating metropolitan moto sharing services

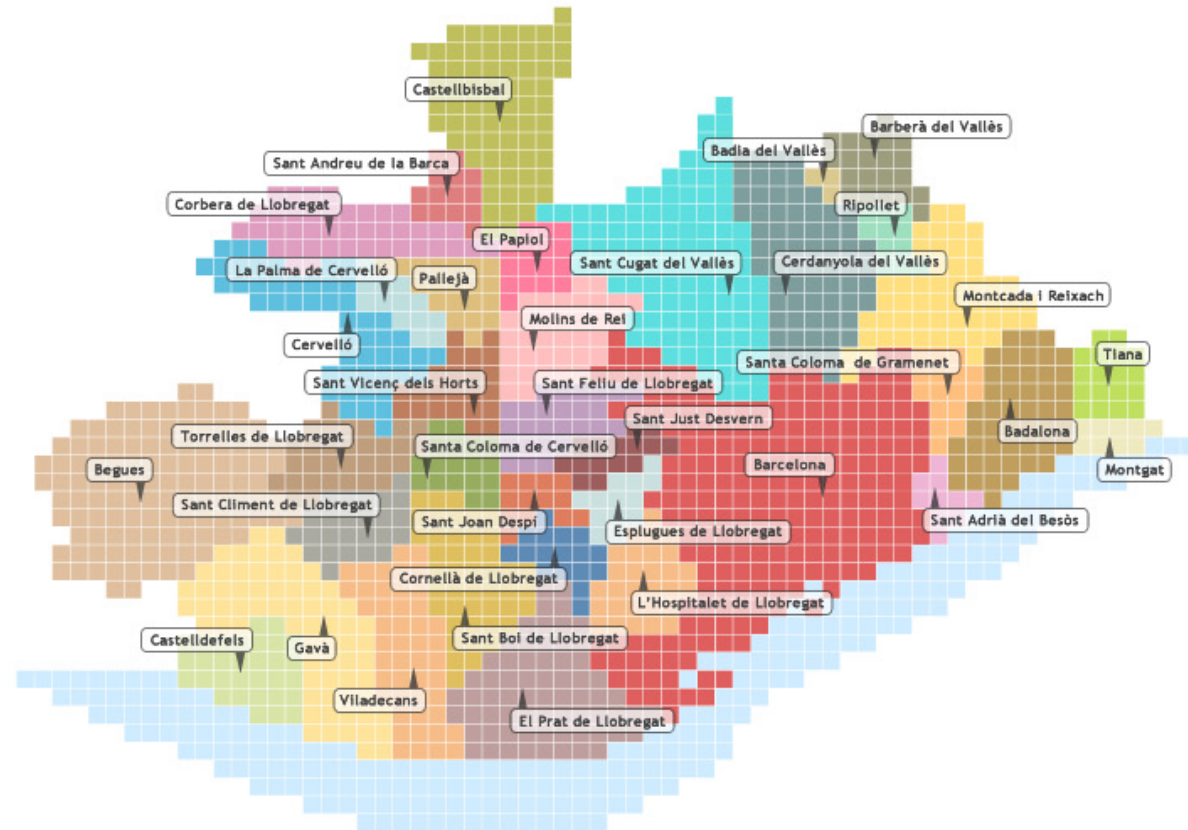


# 1. Introduction

3.239.337 inhabitants

36 municipalities

636 km<sup>2</sup>



# 1. Introduction

## Mobility Competencies



Collective urban public transport of passengers on the surface

Provision of metro and underground public transport of passengers



Regulation of the taxi service

Approval of the Urban Mobility Metropolitan Plan



Planning and management of passenger transportation with tourist and cultural purposes

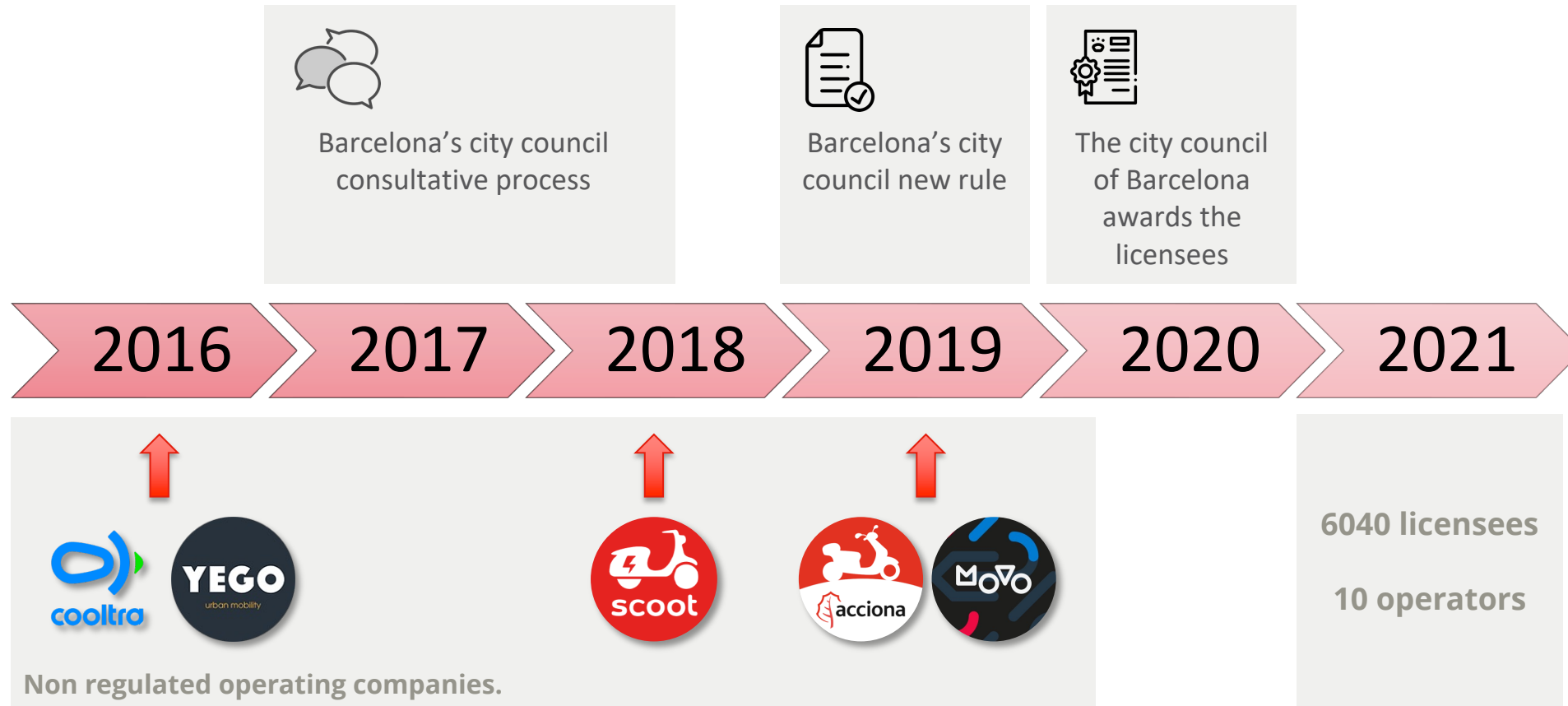
Promotion of sustainable transport



Management of the basic metropolitan road network

## 2. Background

### Barcelona city moto sharing history



## 2. Background



### Barcelona's city council new rule

All operators must comply with current regulations each vehicle **must have a unique and visible identification number** and have a plate number or to be registered.

The requirements established by Barcelona City Council are:

- They must be mechanical and electric bicycles and electric motorcycles.
- All vehicles **must incorporate geolocation** systems.
- **Municipal access** must be given **to system usage** data in real time.
- An operator **cannot concentrate more than 50% of the fleet in the city center** area for a period of more than two hours.
- Vehicles must be **anchored and parked in the spaces provided** for this on the public road.
- **Wrongly parked vehicles** must be **relocated within 24 hours**.
- The **rate of 71.51** euros per vehicle per year must be paid.
- You must have civil liability insurance.
- It is prohibited to alienate, assign or transmit the licenses granted.
- It is necessary to provide a guarantee that ensures proper compliance with the conditions of the license: 10% of the amount of the fee for the set of vehicles.
- Current regulations on traffic, parking and use of public roads must be respected.



## 2. Background

### Metropolitan situation

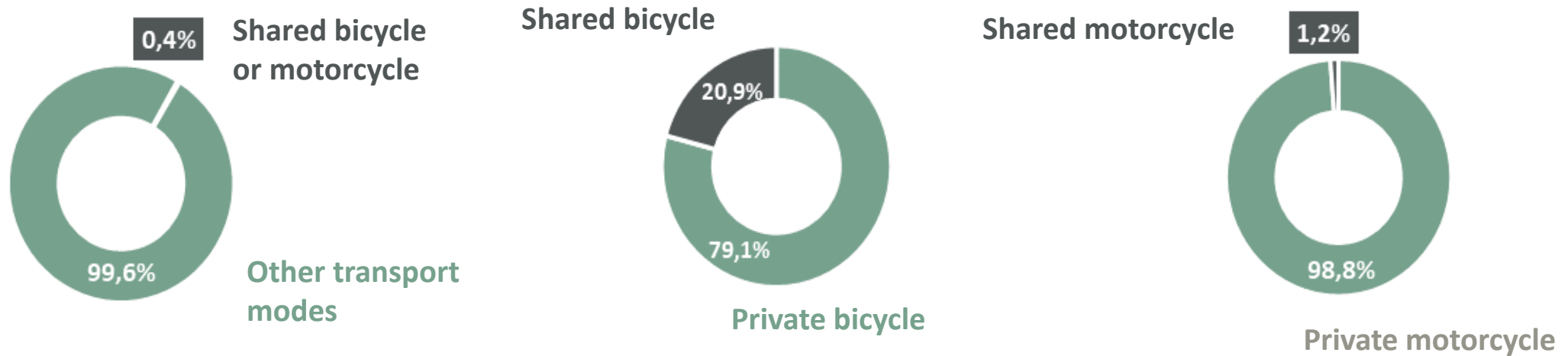
Before the regulation carried out by Barcelona city council, several operators already offered the service beyond Barcelona's area, on a stable or occasional basis:

CURRENTLY, of the 10 operators licensed by Barcelona city council, 5 provide service beyond the city.



## 2. Background

Travel by means of shared micromobility in the metropolitan area of Barcelona, 2018



Source: Journeys with origin and/or destination in the metropolitan area of Barcelona - EMEF 2018



# 3. Regulating metropolitan moto sharing services

Motivations for a metropolitan shared electric motorcycle service

There are very **relevant mobility flows** throughout the metropolitan area, beyond Barcelona.

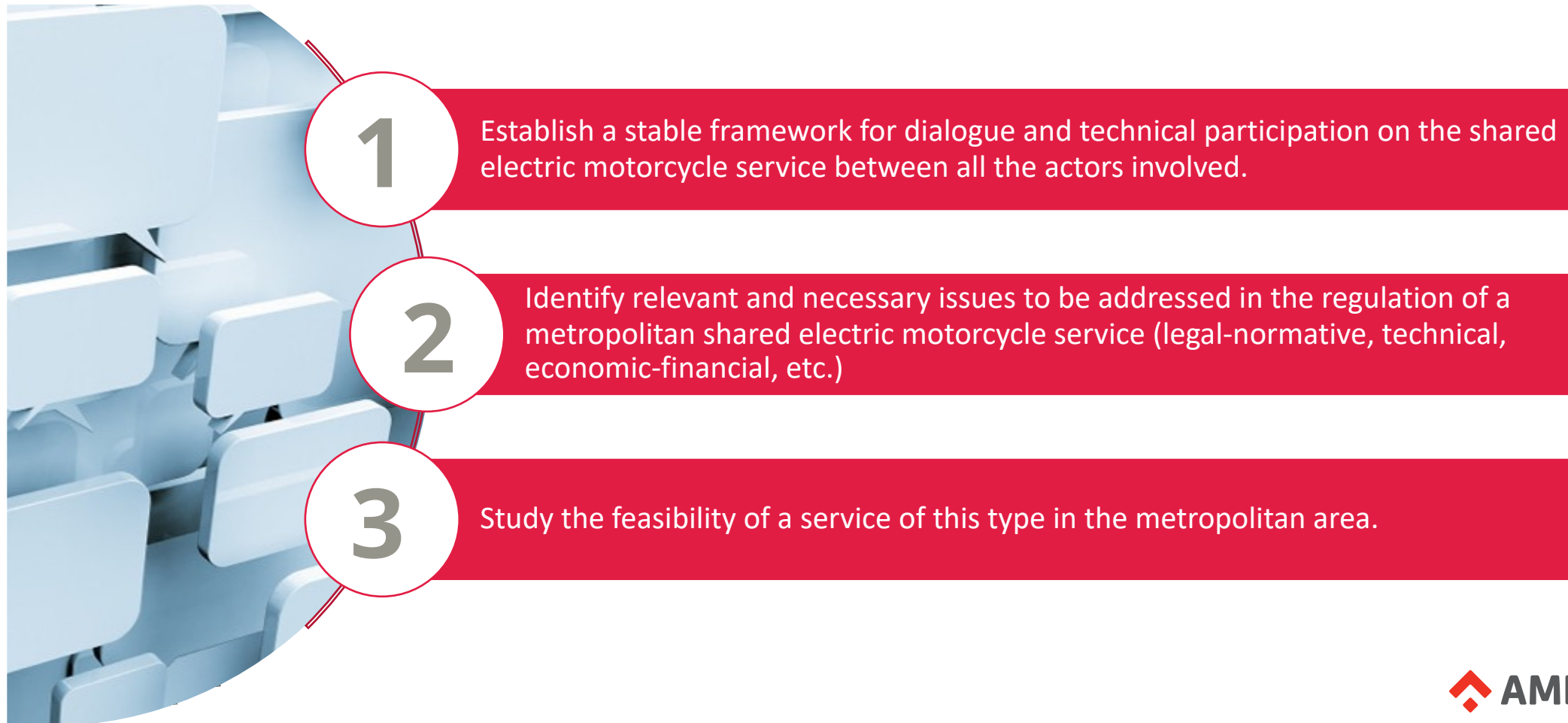
It offers a **new way of moving** complementary to existing means of transport, which optimizes the use of vehicles and minimizes the need to own one. In addition, it is electric mobility.

**Specific instruments** that collect it:

- Government agreement of the AMB for the 2019-2023 mandate
- Urbans Metropolitan Mobility Plan 2019-2024
- Agreement for a new metropolitan mobility

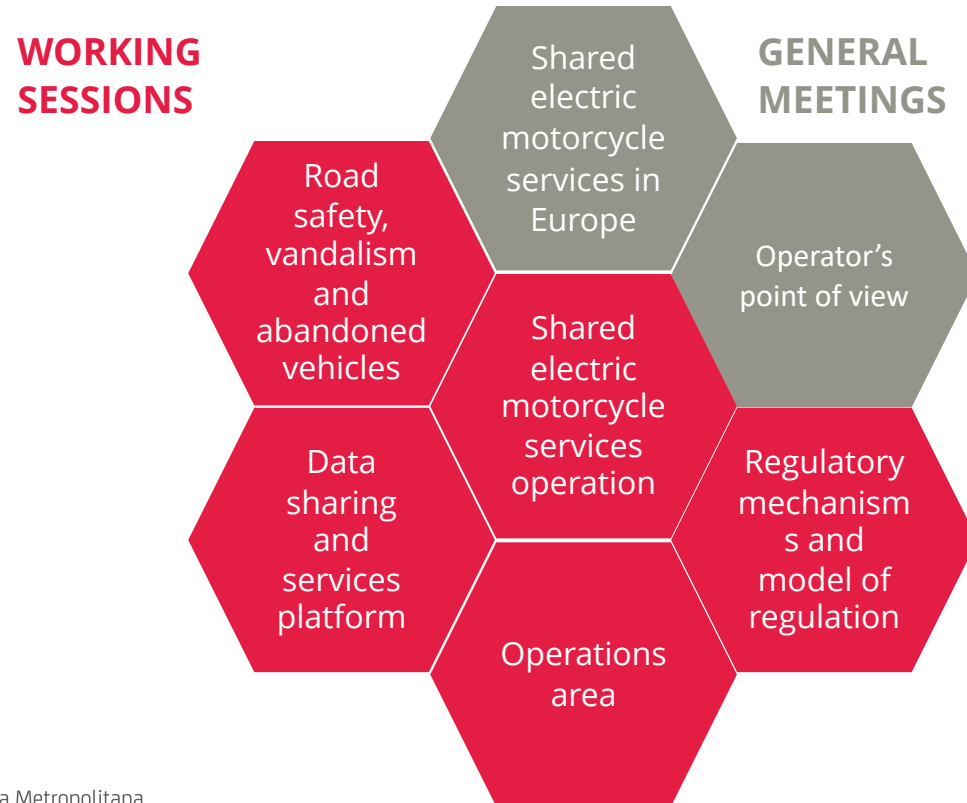
# 3. Regulating metropolitan moto sharing services

Working table of the metropolitan shared electric motorcycle service. OBJECTIVES



# 3. Regulating metropolitan moto sharing services

Working table of the metropolitan shared electric motorcycle service. SESSIONS



# 3. Regulating metropolitan moto sharing services

Working table of the metropolitan shared electric motorcycle service. LEGAL FRAMEWORK



**Interreg  
Europe**



Co-funded by  
the European Union

# Thank you!

[interregeurope.eu/policy-learning-platform](https://interregeurope.eu/policy-learning-platform)

