

***Workshop on technical requirements and road
safety of personal mobility devices
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- **Creation of a new vehicle category (decree of 23 October 2019)**

Motorised personal mobility device: a vehicle without a seating position, designed and constructed for the movement of one person only and without any fittings for the transport of goods, equipped with a non-thermal engine or non-thermal assistance and with a maximum design speed of more than 6 km/h and not more than 25 km/h.

- It may include accessories, such as a small basket. A gyropod, as defined in paragraph 71 of Article 3 of Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on type-approval and market surveillance of two- or three-wheel vehicles and quadricycles, may be equipped with a seat.

The PMD rules are similar to those for bicycles, with some specificities.

- careful behaviour,
 - no alcohol or drugs,
 - no one under the age of 12 is allowed,
 - no more than one person on the e-scooter for instance,
 - no headphones or hand-held phones,
 - compulsory insurance for the owner,
 - no riding on the pavement,
 - in built-up areas, obligation to ride on cycle paths and lanes when they exist.
- Otherwise, they can travel on roads with a maximum speed limit of 50 km/h or less,
- outside built-up areas, traffic is only authorised on greenways and cycle paths,
 - possibility of parking on pavements without obstructing pedestrian traffic.

Exemptions

Under certain conditions, the local authorities may grant exemptions from the general traffic rules by allowing the circulation of PMD:

- on pavements, provided that they respect the pace of traffic and do not cause any inconvenience to pedestrians ;
- on certain roads outside built-up areas where the maximum authorised speed is less than or equal to 80 km/h.

Mandatory equipment

- In built-up areas or on greenways and cycle paths, wearing a helmet is not compulsory but strongly recommended (compulsory in case of exemption on roads $< \text{or} = 80 \text{ km/h}$).
- At night, or during the day when visibility is insufficient, and even in built-up areas, users must wear retro-reflective clothing or equipment (waistcoat, armband...).

Since 1st July 2020

PMDs must be equipped with:

- * front and rear position lamps,
- * retro-reflecting devices (retro-reflectors),
- * a braking system,
- * and a horn.



Sanctions

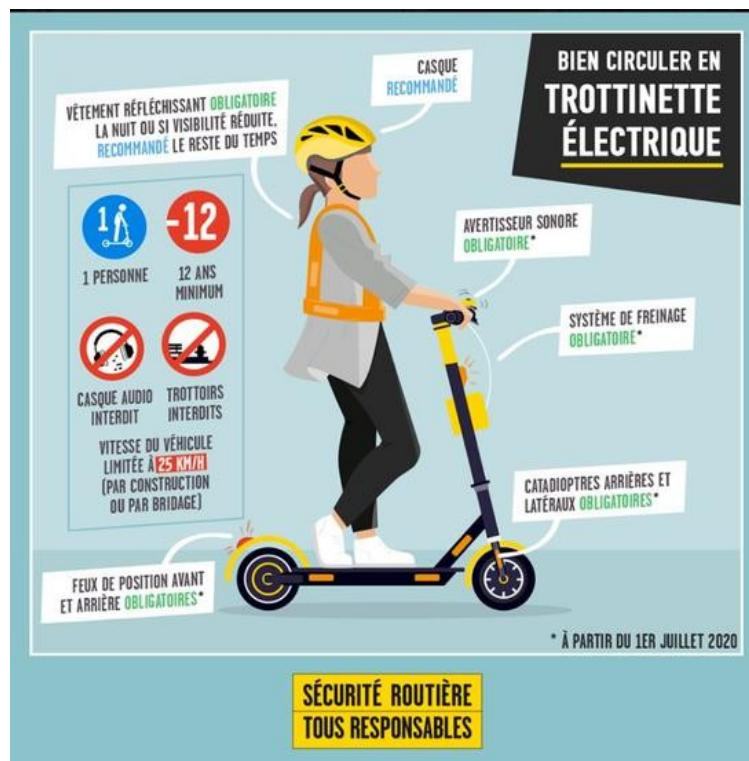
- If you do not respect the traffic rules or if you carry a passenger: 35 € fine,
- If you ride on a pavement without being authorised to do so or if you unlock the engine of the machine: 135 € fine,
- If you ride a machine with a maximum design speed of more than 25 km/h: 1,500 € fine,
- At night or during the day when visibility is insufficient, if you are not wearing a vest or a retro-reflective equipment: 35 € fine.

Some figures

- 24 fatalities in 2021 (of which 21 in urban areas) compared to 7 in 2020 and 10 in 2019;
- Estimation of the number of users injured:
 - In 2021, 10,843 slightly injured = + 46 % compared to 2020 and + 60 % compared to 2019 ;
 - In 2021, 413 severe injured = + 49 % compared to 2020 and + 61 % compared to 2019.
- These figures are for accidents in which the police intervened;
- There is thus a significant under-reporting, as some people go to hospital on their own or go home without declaring anything.

•More on the Road safety Department website:

<https://www.securite-routiere.gouv.fr/reglementation-liee-aux-modes-de-deplacements/reglementation-des-edpm>



To go further

- New mobilities are constantly evolving and are increasingly favoured in France ;
- January 2022 : new decree on light mopeds, a subcategory of mopeds. These saddle-mounted micro-mobility vehicles, such as electric draisies, were previously banned from the public roads. They have the same rules as PMD for use on public roads but they are subject to an approval requirement ;
- This "light moped" decree extends the length of PMD from 1m35 to 1m65
- Free-floating services of PMD are now regulated in the public space (law on the orientation of mobility and "free floating" charter for cities) ;
- Micromobility is a major asset for intermodality and CO2 reduction ;
- A working group named "light vehicles" (that will allow all the administrations approached by project leaders to respond in a single way, on behalf of the State) has been launched in early 2021 ;
- In may 2022, the French Agency for Ecological Transition launched the « extreme challenge », a participatory and innovative approach to designing the vehicules of tomorrow. The aim is to create a class of low-emission and efficient vehicles, using standard, recyclable components optimised for each use.

Some figures

- 2.5 million users of electric scooters in France. They represent 51% of total PDM sales
- Nearly 50% of PDM owners use intermodality and 80% have an overall multimodal mobility ;
- 49% use their PDM on journeys they previously made by car or motorbike.