

# Ten recommendations for safe micromobility

Ombline de Saint Léon Langlès  
The DANUBE REGION TRANSPORT DAY 2020  
Sustainable Mobility and the Danube macro-region  
Tuesday, 15th December 2020

# Ten recommendations for safe micromobility

1. Definitions
2. Is it safe?
3. What to do?

# Intergovernmental Organisation

62 member countries

## Think Tank

Policy analysis  
Research  
Statistics

## Annual Summit

Forum for Ministers, industry  
"The Davos of Transport"



## What is Micromobility?

We define micromobility as the use of micro-vehicles with:

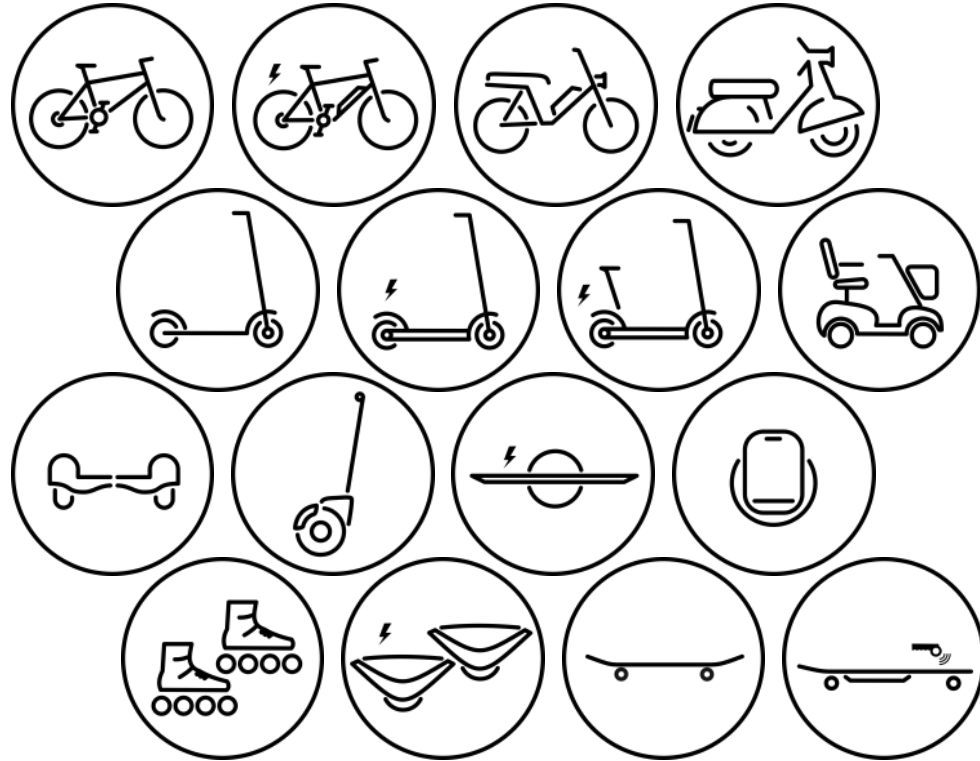


a speed up to 45 km/h  
(28 mph)



&

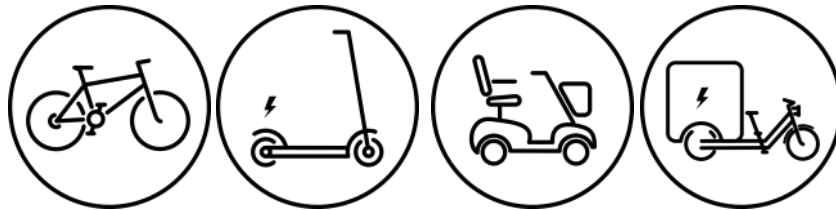


a mass up to 350 kg  
(770 lb)



## Typology of micro-vehicles

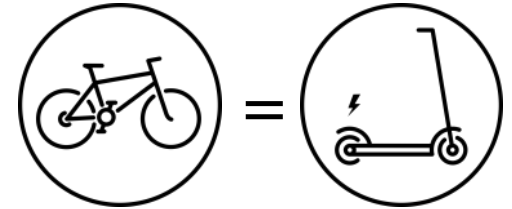
Type A	Type B	Type C	Type D
 <p>unpowered or powered up to 25 km/h (16 mph)</p>		<p>powered with top speed between 25-45 km/h (16-28 mph)</p>	
 <p>&lt;35 kg (77 lb)</p>	<p>35 – 350 kg (77 – 770 lb)</p>	<p>&lt;35 kg (77 lb)</p>	<p>35 – 350 kg (77 – 770 lb)</p>



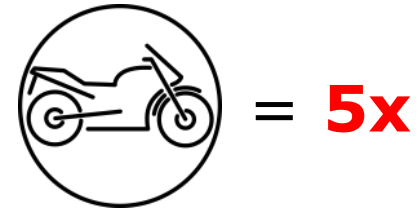
## How safe is micromobility? >> Risk of death

- No difference in the risk of rider fatality per trip, between bicycles and e-scooters.

sources: media reports, exposure data from NACTO, Bird and Lime



- Risk of rider fatality per trip on a motorcycle or moped is 5 times higher.  
source: ITF Safer City Streets database, median risk ratio across 8 cities



In the US, up to

**50%**

of shared e-scooter  
trips are replacing  
car/taxi/motorcycle  
trips.

50

%



A motor vehicle  
is involved in

**80%**

of bicycle and  
e-scooter rider  
fatalities

80

%





Pedestrians make  
up less than

**10%**

of victims in  
crashes involving  
e-scooters or  
bicycles


---

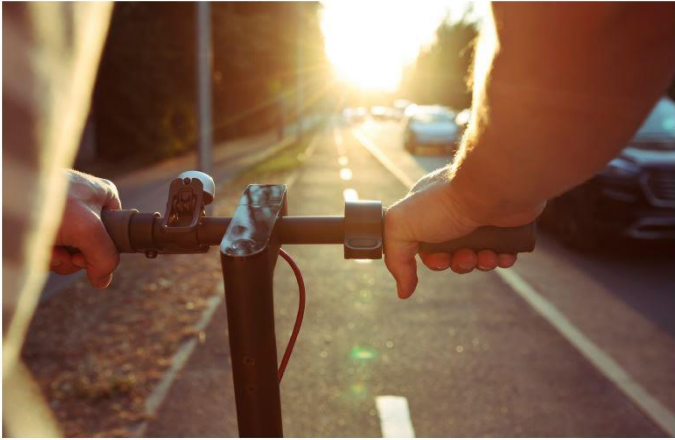
10

%

---

## 10 ITF recommendations

- 1 Allocate protected space for micromobility
  - 2 Focus on motor vehicles to make micromobility safe
  - 3 Regulate low-speed micro-vehicles as bicycles
  - 4 Collect data on micro-vehicle trips and crashes
  - 5 Proactively manage the safety performance of street networks
  - 6 Include micromobility in training for road users
  - 7 Tackle drunk driving and speeding across all vehicle types
  - 8 Eliminate incentives for micromobility riders to speed
  - 9 Improve micro-vehicle design
  - 10 Reduce wider risks associated with shared micromobility operations
- 



## Safe Micromobility



Corporate Partnership Board  
Report

## Find out more

[https://www.itf-oecd.org/  
safe-micromobility](https://www.itf-oecd.org/safe-micromobility)



## Corporate Partnership Board members



# Safer City Streets

*the global traffic safety network for liveable cities*

---

Funded by



ROAD SAFETY  
GRANT PROGRAMME



FOUNDATION



► **48 cities**

# Thank you

**Ombline de Saint Léon Langlès**

Ombline.DESAINTLEONLANGLES@itf-oecd.org

**Alexandre Santacreu**

Alexandre.Santacreu@itf-oecd.org