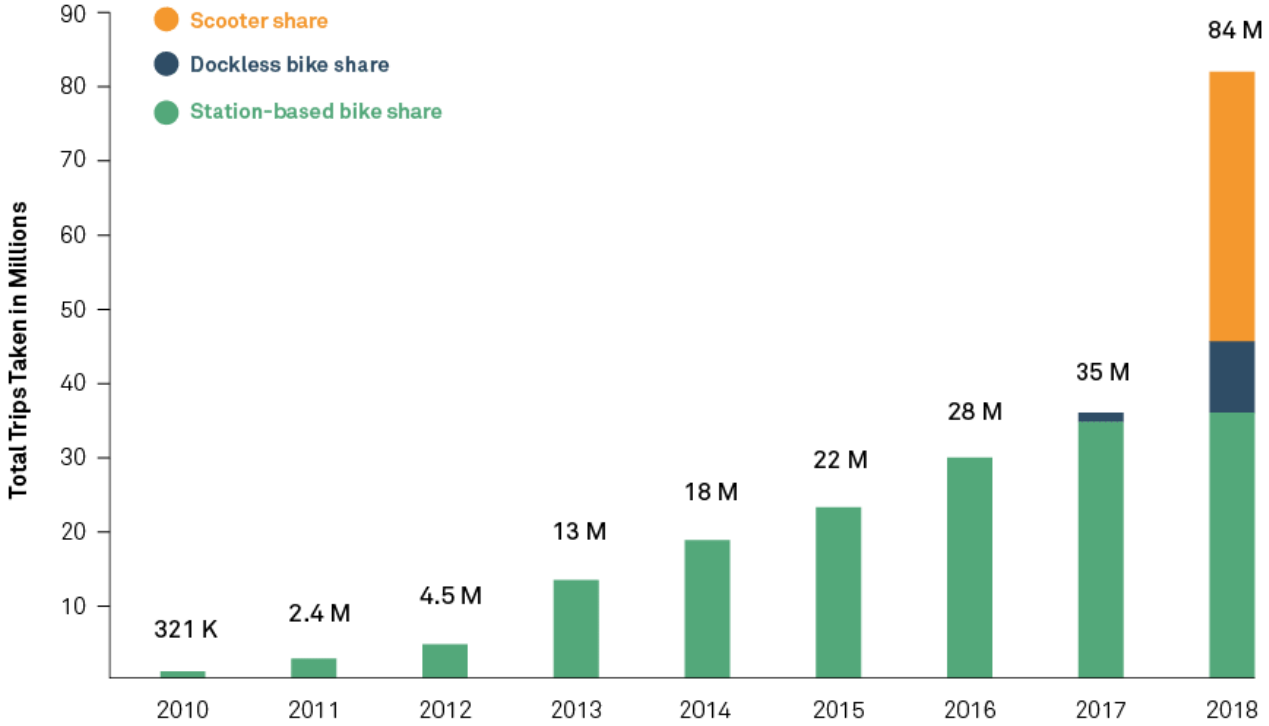

BIRD


Lime

How e-scooter sharing works

BIRD Lime

84 Million Trips on Shared Micromobility in 2018



Source: NACTO

Why are they embraced?

They have eliminated tens of millions of city car trips

“Basically, scooters transformed what I thought was a fundamental truth about Los Angeles- that a car is required.”

“I feel great being able to avoid traffic, and more importantly, reduce greenhouse gas emissions.”

Why are they embraced?

They are affordable

“I am 25 and have spinal cord cancer and other medical problems. Scooters have completely changed my life as a low income resident.”

“Scooters have changed my life. I’m currently unable to afford a car and it has helped me DAILY get to and from work with ease.”

Why are they embraced?

They boost local businesses

“I’ve explored a lot more of the city. It’s encouraged me to go out after work, the last thing I want to do after driving home is to sit in more traffic to go out.”

“Trying to take a car and abandon a valuable parking spot is total folly. These scooters represent a huge boost to the livability of this neighborhood.”

Why are they embraced?

They are safe

“Scooters are not more dangerous than other modes of transportation. By putting the injury data in the context of other active transportation modes, scooters appear to be involved with ***fewer injuries than walking*** *and only slightly more than biking.”* - City of Baltimore

“"After reviewing emergency department and urgent care clinic data, we found that e-scooters have risks ***similar*** *to other parts of the transportation system.”* - City of Portland and Multnomah County Health Department

“An increase in e-scooter use has the potential to contribute to a ***reduction*** *in serious injuries and fatalities.”* - Portland Bureau of Transportation

Current Legal Landscape

- Vehicles regulated at state level
  - Scooters are almost universally treated like bicycles and e-bicycles
    - City safety studies show they are as safe or safer than bicycles
  - No registration, titling, etc. requirements
  - No rider insurance requirements, like bicycles
- Shared industry regulated at local level
  - All cities and several states require providers of shared devices to carry CGL
  - Cities, states, and providers have asked for uniformity
- We are actively engaged with SAE and ASTM on developing product taxonomies, safety standards, and policy

Other Regulations/Standards

SAE J3194™ TAXONOMY & CLASSIFICATION OF POWERED MICROMOBILITY VEHICLES

POWERED MICROMOBILITY VEHICLE

A wheeled vehicle that must:

- Be fully or partially powered
- Have a curb weight ≤ 500 lb (227 kg)
- Have a top speed ≤ 30 mph (48 km/h)

Scope of J3194™

- Only includes vehicles that are primarily designed for human transport and to be used on paved roadways and paths
- Excludes solely human-powered vehicles

TYPES OF POWERED MICROMOBILITY VEHICLES[1]

	Powered Bicycle	Powered Standing Scooter	Powered Seated Scooter	Powered Self-Balancing Board	Powered Non-Self-Balancing Board	Powered Skates
						
Center column	Y	Y	Y	Possible	N	N
Seat	Y	N	Y	N	N	N
Operable pedals	Y	N	N	N	N	N
Floorboard / foot pegs	Possible	Y	Y	Y	Y	Y
Self-balancing[2]	N	N	N	Y	N	Possible

NAMIC Model Draft - Riders

- We appreciate the draft bill from NAMIC and look forward to working with everyone on draft model legislation
- Cities, states, and providers have asked for uniformity and model CGL legislation for providers of shared devices
- Some background in considering whether to extend to cover rider liability requirements:
  - No state currently requires it for scooters, bikes, or ebikes
    - Most explicitly rejected it for policy considerations
  - Independent safety reports from cities currently show extremely low rates of third party incidents
  - We are currently aware of no way for a rider to purchase liability insurance for e-scooters

NAMIC Model Draft - Chargers

- Many of our scooters are charged by people on their way to/from work, school, or home
- They are paid a flat rate for each scooter charged and dropped off
- Cars are not required - but some choose to use them.
- Much more similar to the “traditional” independent contractor profile, and less like the modern “gig” worker
  - Driving a car not integral to the services provided (like Uber and Lyft)
  - No customer contact (like DoorDash, Handy)

NAMIC Model Draft - Recommendations

- Additional study required in nascent, rapidly-changing industry
- What should the scope of the legislation be?
  - A building consensus for CGL requirements
  - CGL requirements protect riders as well as chargers
- Should we step into liability requirements?
  - Goes against national policy consensus
  - May be premature until product is developed
  - Would have to be very different than existing auto policy requirements
    - Adapt MFR for 50 pound vehicles traveling 15mph, not 5000 pound vehicles traveling 65mph
    - Establish uniformity around similar device types (bikes, ebikes, escooters) and whether personally owned or rented

NAMIC Model Draft - Recommendations

- The gig economy has greatly expanded the number of independent contractors who use their cars.
- Instead of legislating specifically on independent contractors using personal cars to transport electric scooters to be charged …
- ... We recommend addressing the broader issue of all independent contractors who choose to use their cars ancillarily.
- Such a framework would have to take into consideration the trend of independent contractors performing multiple tasks at the same time.
    - A person may be driving around with a scooter in their car for an extended period of time while simultaneously engaged in personal, employment, or independent contractor activities.

Contact Information

Edward Fu
Senior Regulatory Counsel
edfu@bird.co

Ben LaRocco
Director, State and Federal Policy
Ben.LaRocco@Li.me