Rotterdam

- Rotterdam has a permit system for shared mobility operators.

- Shared mobility services have not been tendered.

- In the Mobility Challenges pilot project, the existing shared mobility providers (current permit holders) are used.

- However, in the pilot project a MaaS service will be used, which will be tendered (3 offer rule).

A GREEN TRANSITION

Rotterdam permit systems

- **Cars:**
  - 12 months, with option to extend
  - Must be zero emission
  - 2 types of permits: station based and free floating (max 600 parking permits, maximum 200 per provider)

- **2-wheeled (e-bikes, bikes, mopeds and cargobikes):**
  - Maximum of 7,500: 3,000 (e-)bikes, 3,000 e-mopeds, 1,000 e-scooters (but not yet allowed), 500 others including cargobikes

A GREEN TRANSITION

Permit system: criteria used for shared cars

- **Zero emission**
- **Encourage use only for more than 7.5 km**
- **Always target inhabitants**
- **Handle complaints within 24 hours**
- **Conduct surveys**
- **Data sharing:**
  - number of users,
  - geographical distribution,
  - averages of trip lengths, user ratio,
  - complaints,
  - charging time and parking time at a charging point

A GREEN TRANSITION

Permit system: criteria used for shared 2-wheelers

- Guarantee continuity of supply (95%) of the fleet
- Must be on street after 3 months after permit was issued
- Remove defective vehicles within 24 hours
- Ensure safety (road safety, no obstruction for residence, ambulance)
- Comply with road traffic act (and so must the user), so provider needs to describe how they ensure that + they must make efforts that end-users parks the vehicles on the correct location
- Vehicles must be 'connected' (track & trace)
- Must be used at least 1 time per day in first year, 2 times in the next year
- E-moped must not be idle for more than 4 days, bikes 7 days
- Data sharing (GBFS+, Openbike or TOMP-API
- Surveys

A GREEN TRANSITION