

Ladies and Gentlemen, Members of the Commission,

We created ANUMME - the National Association of Micro-Mobility Electric Users to represent and defend the interests of users of micro-mobility devices (a nonprofit, non governmental organisation under the French law 1901 status). Its objectives are to promote and defend these new means of transport, their users, and to facilitate their insertion in the public space. Currently, even if the free-floating offers in Paris make the bulk of the media presence with some 15,000 scooters in Paris, it should be remembered that 25 times more vehicles (electric scooters, mono-wheels, Segways, eSkates) are currently in use in France (more than 400,000 vehicles sold since 2017).

We want to bring to your attention our concerns regarding this law project concerning road regulations relating to Personal Light Electric Vehicle (PLEV). This project shows inconsistencies due to a lack of knowledge of the subject and a lack of consultation of users, and is also unfair with regard to the regulations applied to other vehicles in circulation (cars, motorcycles, bicycles, etc.).

We are convinced that the use of electric scooters, mono-wheels, Segway or electric skate is partly the solution to the decluttering of cities, to fight against air pollution and to reduce noise. Initiated under the pressure of the excesses of free-floating in big cities, we believe that the evolution of the articles of the French Law of Orientation of Mobilities and the decree relating to the EPMV do not go in the good direction and barely take into account the reality of users.

Concerning the problems of the law, here are the 2 points that we wish to denounce:

- **Article 23:** The restriction of use outside agglomerations or on roads limited to 50 km / h maximum.

Many users use PLEVs to make out-of-town journeys for work or leisure. Many users travel daily from 10 to 40 km to get to their workplaces. PLEVs facilitate intermodality and the connection of rural areas to business places or other transport hubs. We want to continue to be able to **use these PLEV outside built-up areas with the appropriate safety equipment, as bicycles and electric bikes can do at present.**

We request that PLEVs can be allowed to circulate on all roads except highways and motorways.

- **Article 16:** The fine of € 1,500 for using a vehicle not restrained to a top speed of 25 km/h.

1- As expressed previously, there are currently more than 400,000 machines that have been sold and the vast majority of them can speed over 25 km/h. **These machines can never be brought into compliance to the new regulation because they have never**

been restrained, and can not technically be, because the manufacturer has not planned this possibility.

2- This 5th category fine is excessive in relation to the offense committed. It corresponds for example to a speeding exceeding by 50km/h the authorised speed for cars and motorcycles.

We request that a user cannot fined because it uses a vehicle that can potentially exceed the speed limits. We also request that fines applied to PLEVs users be the same as cars and motorcycles users.

We are at your disposal to discuss the points mentioned.

Pending your answer, please accept, Madam, Sir, the assurance of our best regards.

Patrick Aftermann and François Deslandes
Respectively President and Deputy President of ANUMME