



Statens vegvesen

Strategic Regulation for Emerging Mobility

National Action Plan for Regulation of Micromobility
and Adjacent Transport Solutions

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Agenda

1. Background
2. Micromobility definition
3. Innovating regulations
4. 9 proposed actions
5. Examples of actions



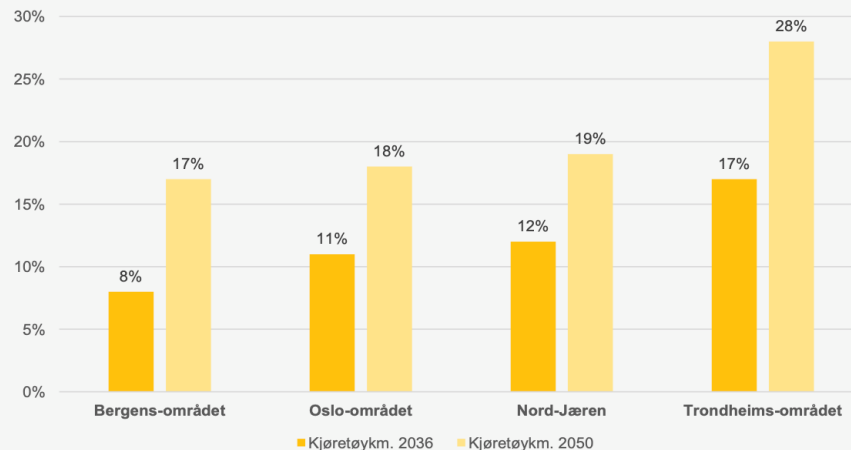
Credits: Arve Kirkevold, NPRA

What has gotten us here, won't get us there

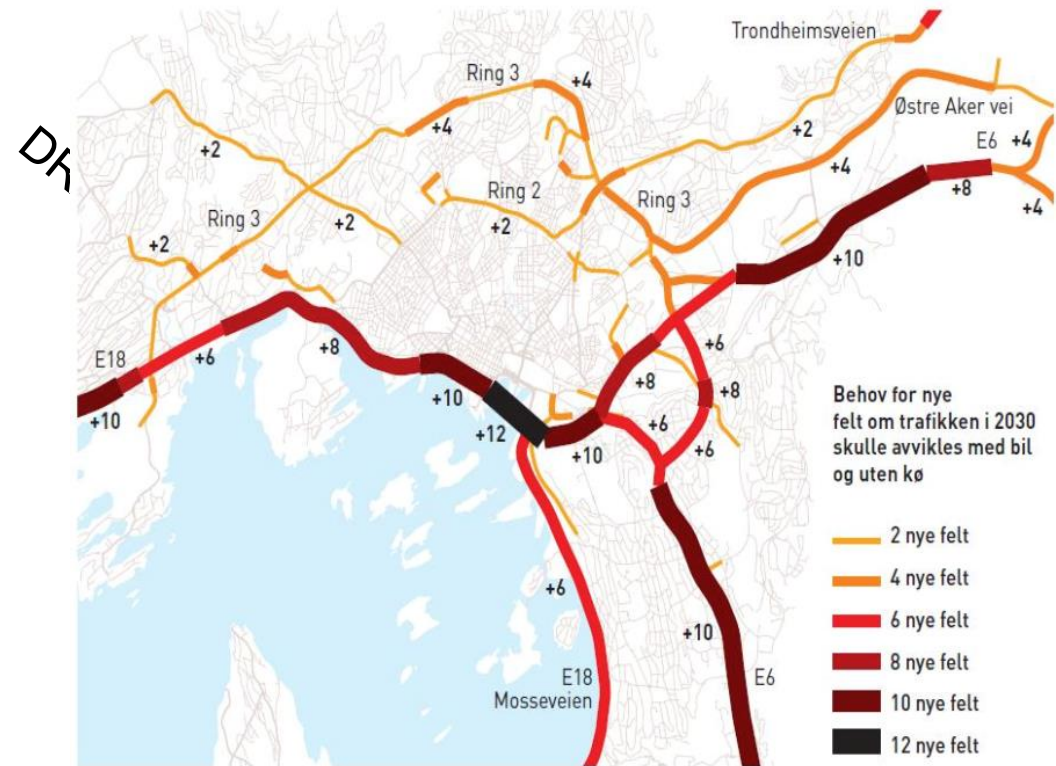
Byene vokser

- Urbaniseringen gjør at flere bor i byene.
- Uten byvekstavgifter og tiltak vil det være vekst i personbiltrafikken (kjøretøykilometer/trafikkarbeid).
- Byutredningene 2025 viser:

Trafikktutvikling sammenlignet med 2023



Hvis veksten skal tas med personbil:



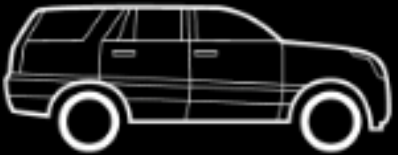
Figur fra utredningsarbeidet til NTP 2014-2023

***Adding more car lanes to
deal with traffic is like
fighting obesity by
getting a bigger belt***

- Lewis Mumford



Credits: El Pais



***Small vehicles for small trips
and large vehicles for large trips***

AN EFFICIENT, ENVIRONMENTAL-FRIENDLY AND SAFE TRANSPORT SYSTEM IN 2050



More value
for money



Efficient use of
new technologies



Contribute to
Norway's fulfilment
of its climate and
environmental
goals



Vision Zero for road
traffic fatalities and
serious injuries



Make travelling
easier and increase
the competitive-
ness of business
and industry

Micromobility and adjacent transport solutions

Micromobility = zero-emission transport using means of travel that may be used on pedestrian and cycling infrastructure

Transport Solutions

Systems and methods used to move people or goods from one place to another. This may include various types of vehicles, infrastructure, services and technology.

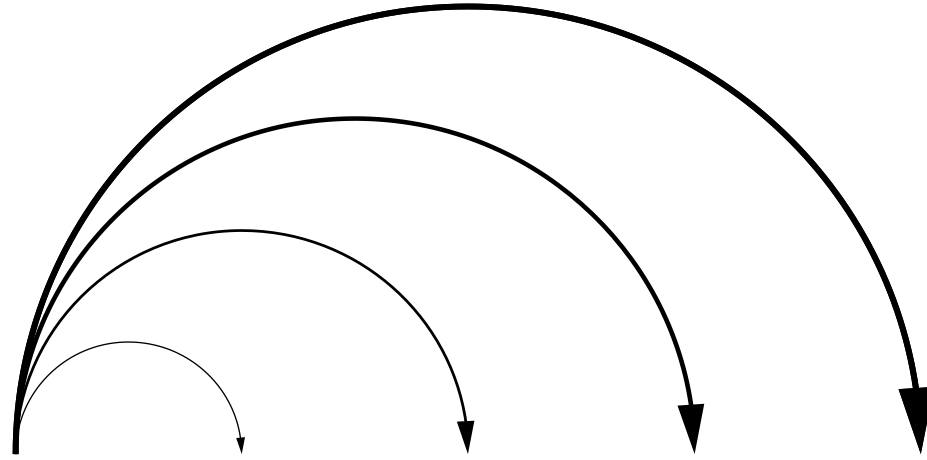
Adjacent

Can be connected to or used in relation to micromobility.

* [Definisjonsliste vegnormaler | Statens vegvesen](#)

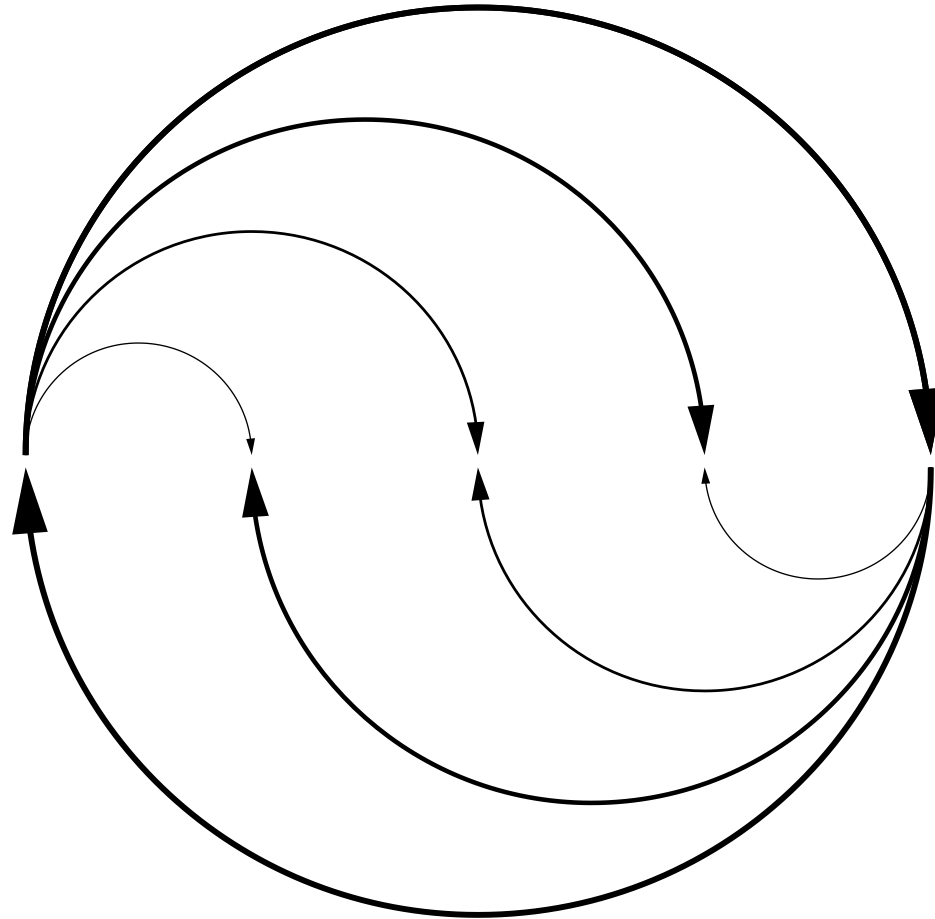
The long road to short trips

So, what are we really doing?



Where do we want to end up?
What are the milestones?

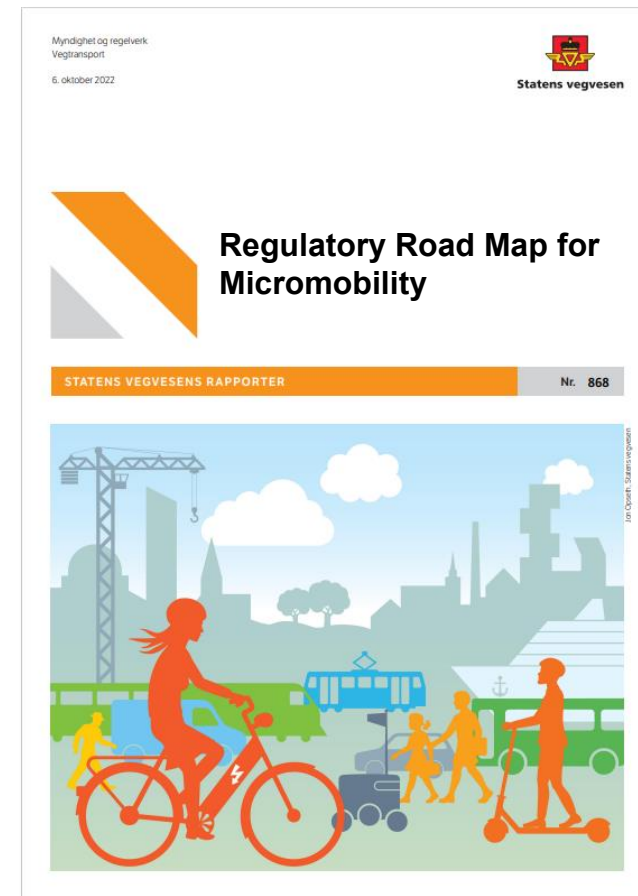
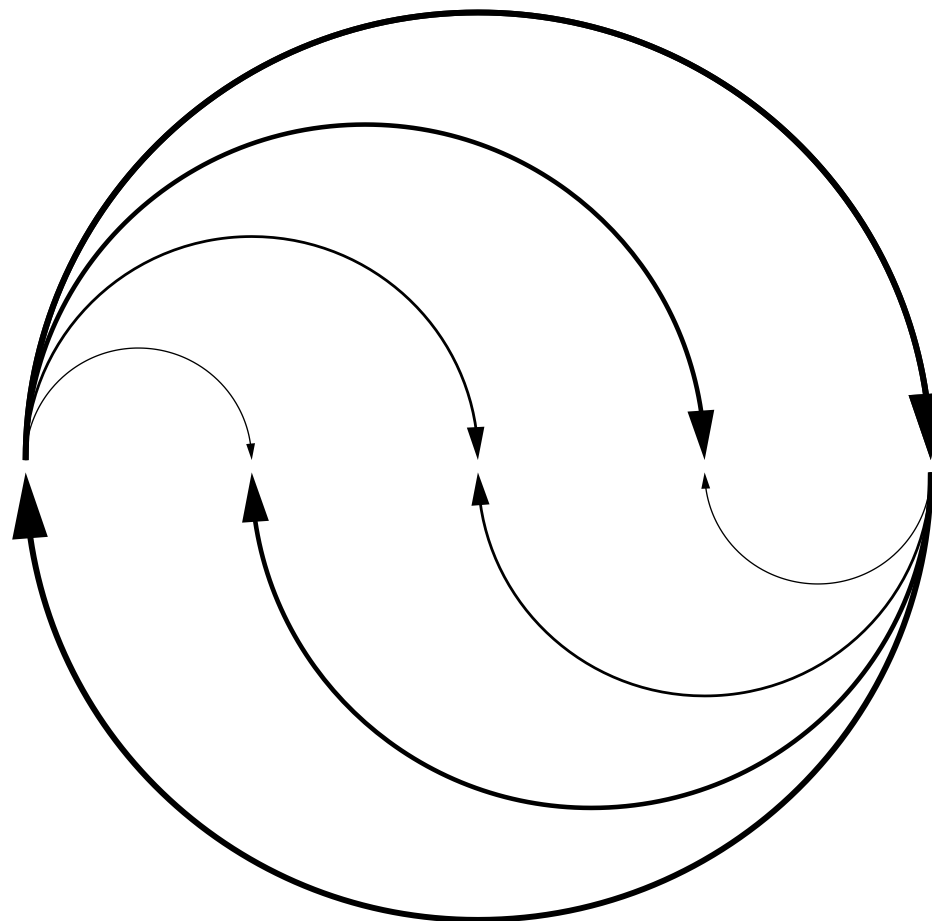
***And how do
we get there?***



***Where do we want to end up?
What are the milestones?***



Action plan



Roadmap

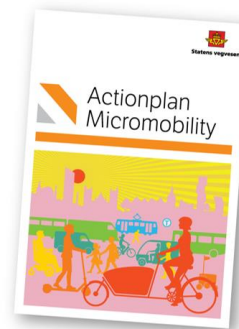


With rapid development we need to revise the action plan every 2-3 years to ensure it us up to date

Actionplan

Cooperation:

- authorities/policy makers
- industry
- research/academia and
- Users



Goals



A sustainable society
Micromobility is part of the solution



An integrated and flexible transport system

Micromobility in the right place



Safe and secure road users
Also in the digital domain

Adjustments to revised action plan

Measures will be more clearly structured around responsibility and the ability to influence.



- Authority & regulation in NPRA
- Other dept. in NPRA
- Non-NRPA stakeholders

*Continue to focus on regulation through the authority role **and** increasingly embrace the wider NPRAs domain expertise.*



Regulatory challenges that must be resolved
+
Inherent potential that should be unlocked

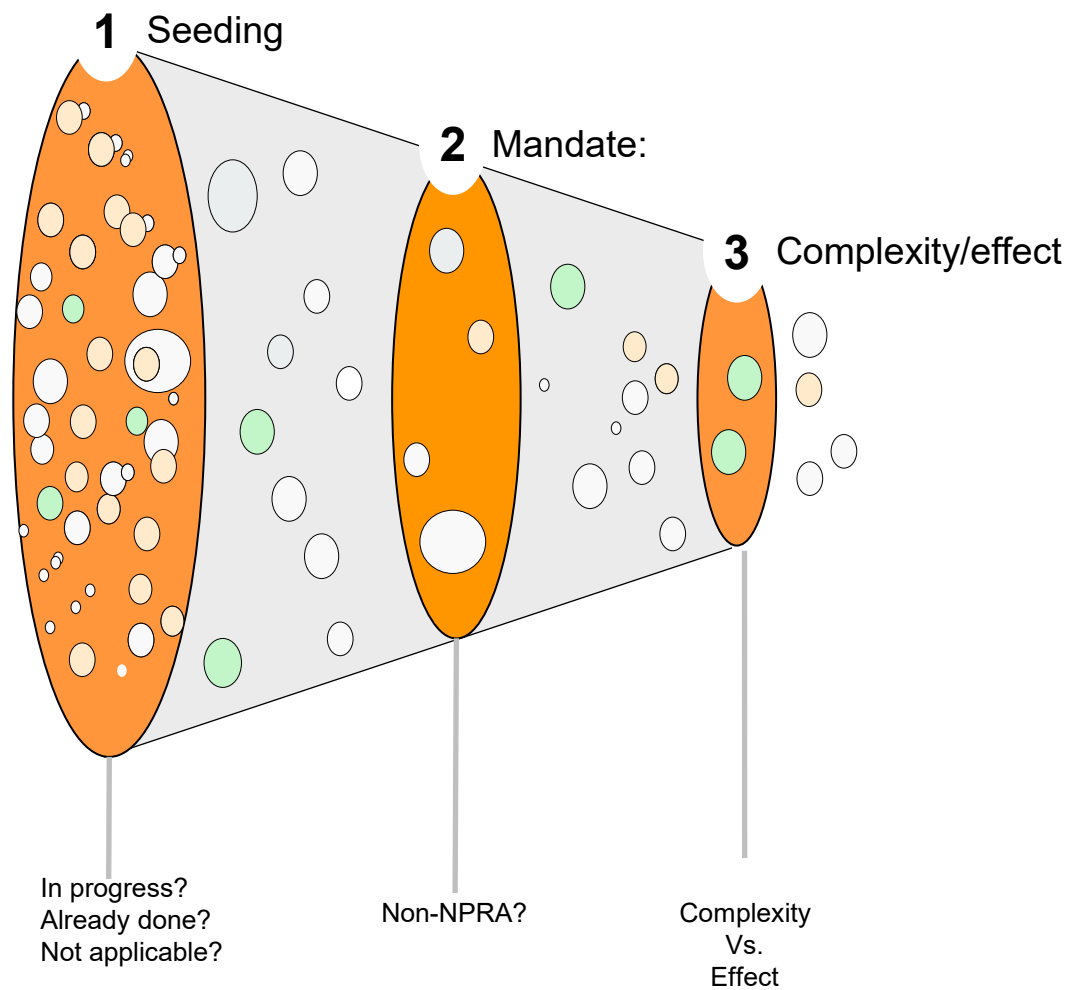
*Continued focus on micromobility, but to a greater extent embrace **adjacent** transport solutions.*



Input →



Evaluation →



Measures

Understanding New Mobility Services and the Zero-Growth Goal	Guidance for mobility common Framework for Bicycles and E-Scooters	Regulations for small Automated robots in public space
Systematic Collection of Micromobility Accident Data	Dynamic regulation of street space	Guidance on Regulating Rental of Small Electric Vehicles incl sanctions
Needs-Driven Regulation of Shared Mobility	Guidance for mobility hubs in collaboration with property developers	Impact assessment of sidewalk ban for bicycles and e-scooters



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