

INJURIES OF SHARED MICRO-MOBILITY USERS KEEPS DROPPING

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Key findings

- Injury risk on shared micro-mobility vehicles (e-bikes & e-scooters) continues to decrease – 7.9% lower in 2024 compared to 2023 and 29.8% lower compared to 2021 (per million km)
- Injury risk associated with shared e-scooters is 36% lower than of shared e-bikes (7.1/ million trips and 11.1/million trips respectively)

Shared micro-mobility data 2024

In 2024, injuries **decreased by 7.9%** per million kilometres. While the amount of trips increased by 4% more trips vis-à-vis 2023, the number of total injuries by shared e-scooter users decreased by 4%.

Between **2021 and 2024**, the number of fatal injuries or serious injuries requiring medical treatment while riding an e-scooter **dropped by 29.8%** per million km.. Similarly, the number of fatal injuries or the ones requiring medical treatment related to shared e-bikes decreased by **13.3%** per million km throughout 2022–2024.

MMfE aggregated data shows that the risk of a serious injury riding an e-scooter is lower than riding an e-bike, **15.4/million km and 20.1/million km** respectively.

In the last 4 years, several factors have contributed to the decrease in accidents while riding a shared e-scooter. Firstly, MMfE Members offer **technologically advanced e-scooters** with significantly improved safety features.

Additionally, **educational campaigns** in cooperation between some cities and micro-mobility operators helped to raise awareness regarding safe driving, and using vehicles properly, such as avoiding multiple people on a single scooter or driving while intoxicated. Moreover, European cities **improved infrastructure** creating safer conditions for shared micro-mobility users.

The European Commission's latest data for 2024 shows that urban road user fatalities occur overwhelmingly when a crash involves motorised vehicles. MMfE remains committed to improving road safety, especially for Vulnerable Road Users, by working towards Vision Zero, the EU's objective to reduce road fatalities and serious injuries to zero, in collaboration with policymakers, cities, and micro-mobility users. **MMfE believes that reducing overall speed limits can play a significant role in improving safety of VRUs.** In comparison to privately owned micro-mobility vehicles, shared micro-mobility vehicles are subject to speed caps limiting maximum speed that cannot be overridden. Through geofencing, shared micro-mobility is further reducing the speed of their users in certain areas such as pedestrian zones, where required. In addition, shared devices are subject to regular maintenance and cannot be tampered with.

MMfE data from 2024 is based on more than **312 million shared e-scooter trips** covering more than **562 million km** and more than **79 million shared e-bike rides** covering more than **237 million km**. 2024 data has been aggregated based on safety reports by Bird, Bolt, TIER-Dott, Lime and Voi, the leading shared micro-mobility operators in Europe and follows the same methodology as for the years 2021, 2022, and 2023 covering the EU27, Israel, Norway, Switzerland and the UK.

Micro-Mobility for Europe (MMfE) is the coalition of shared micro-mobility providers offering short-term rental of electric scooters and electric bicycles. Our members want to ultimately transform urban mobility by creating a sustainable transport ecosystem together with the cities in which they operate. We believe that micro-mobility solutions are essential transport solutions for cities and we place people and the environment at the heart of mobility. MMfE defends the interests of the shared micro-mobility industry with the goal of guiding Europe towards a global leadership position in the adoption of sustainable urban transport. MMfE is represented in the European Commission Expert Group on Urban Mobility.

The coalition was formed in 2021 and currently consists of Bird, Bolt, Lime, TIER-Dott and Voi. In 2024, MMfE members accounted for more than 312 million e-scooter journeys and 79 million e-bike rides in Europe.

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