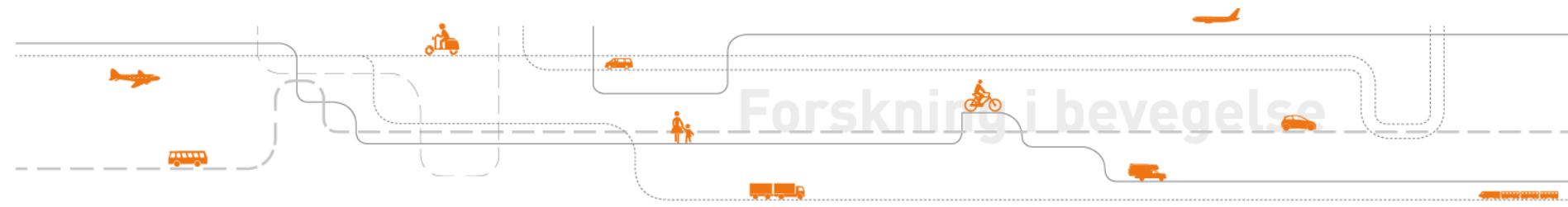


Does smart mobility change who the regulator should be? Multi-level governance of shared micromobility

Andreas Kokkvoll Tveit
Institute of Transport Economics
akt@toi.no



Intro: Authority and smart mobility

- Political systems are (to some extent) *designed* to produce desirable outcomes
 - *We distribute tasks and authority among levels and bodies of government to ensure effective problem solving*
 - *When the world changes, we change the political system in accordance with the new challenges*
- So, what challenges entails the smart-mobility transition for our political system?
 - *My focus: What is the optimal level of decentralization of authority over shared micromobility?*

Why (de)centralize power?

- The «decentralization theorem» (Oates 1999; Schakel 2010) argues that decentralization is appropriate if:
 - *Needs or preferences vary across locations*
 - If the needs of one town are different from the needs of other locations, that town should be free to set its own rules.
 - *Spillover effects are absent*
 - If the rules of one town do not bother people in other locations, that town should be allowed to set its own rules.
 - *Economies of scale are absent*
 - If one cannot spread costs over multiple units, there is little reason to centralize production or authority.

Decentralize authority over shared micromobility?

- Do needs and preferences vary across locations?
 - *Yes, somewhat: Urban geographies are different -> cities have different needs concerning e.g. e-scooter regulation*
 - Hence, municipalities should have considerable authority over e.g.:
 - *Parking*
 - *Market access*
 - *Fleet size (and location)*

Decentralize authority over shared micromobility?

- Spillover effects?

- *What difference does it make to Bergen if Oslo has 2000, 5000, or 10.000 e-scooters?*
- *However: Varying sub-national arrangements may reduce commercial actors' interest in entering a national market.*
- *On the other hand, beneficial political/regulatory innovations in one town may be adopted by others*

Decentralize authority over shared micromobility?

- Economies of scale?
 - *Planning and implementing multiple local policies consumes more bureaucratic resources than a single national policy*
 - *Benefits of data sharing may decrease if all cities have their own data-sharing specifications*

Decentralize authority over shared micromobility?

- Conclusion thus far: Yes, municipalities should have considerable authority over certain shared micro-mobility policies
- However: Are municipalities up for the job?
- The decentralization theorem is mute concerning *political and bureaucratic capacity*
 - *Our findings suggest that such regulatory capacities vary somewhat across municipalities*

Regulatory capacity

- Developing and implementing e-scooter policies requires specialized knowledge and considerable amounts of time
- On the other hand:
 - *Learning effects are expected*
 - *Technological innovations reduce costs*
 - *Municipalities have much experience with tenders*

Conclusion

- Good reasons exist to leave many decisions to local authorities
- The benefits of such decentralization hinges on local regulatory capacity

Thank you!

Andreas Kokkvoll Tveit

akt@toi.no