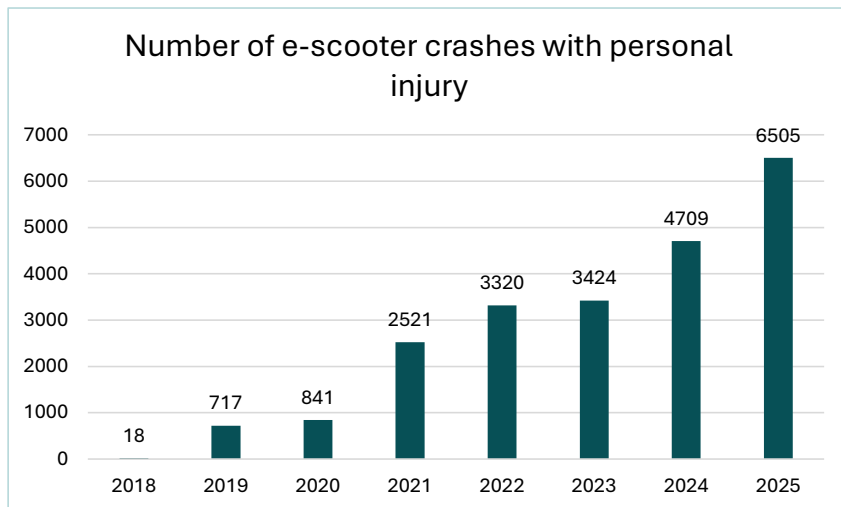


Legislation on e-scooters in the Nordic countries

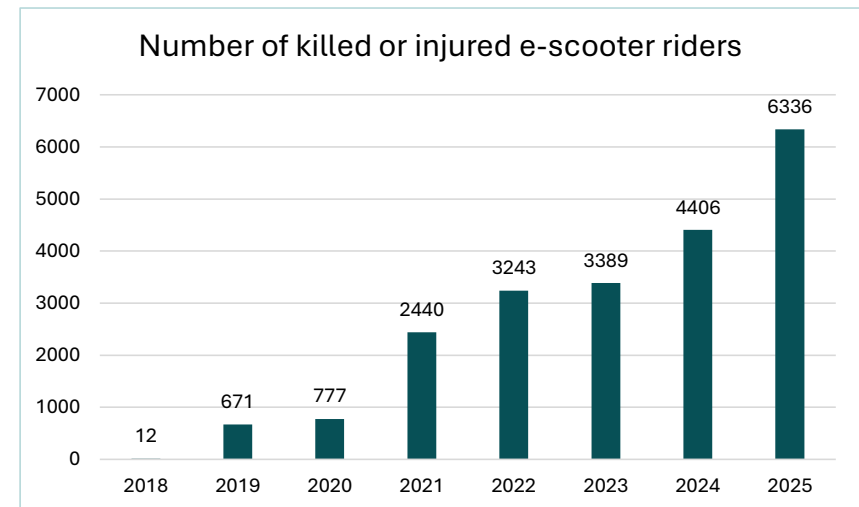
Åsa Forsman and Susanne Wallhagen

vti

E-scooter crashes and injuries in Sweden



2025: 7 fatal crashes.



År 2025: 5 killed e-scooter riders.

Half of the injured riders are younger than 25. 28 % are younger than 18 years.

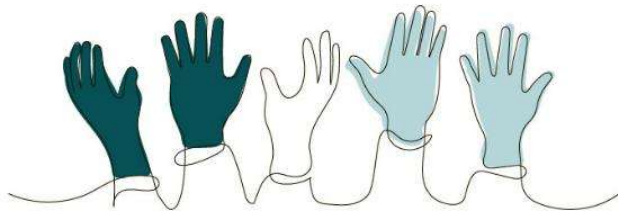
Aim of the study

- The purpose of the project was to examine the regulations governing e-scooters and their use in Denmark, Norway, and Finland, including how these regulations came about.



Method

- Information obtained from the websites of government agencies and organizations.
- Email communications and interviews with key informants.



Classification of e-scooters

Country	Classification	Max speed	Max engine power
Sweden	Bicycle	20 km/h	250 watt
Denmark	Small motorised vehicle	20 km/h	Not regulated
Finland	Light electric vehicle	25 km/h	1000 watt
Norway	Small electric vehicle	20 km/h	Not regulated

E-scooters should generally follow the same rules as bicycles and be operated in the same manner as bicycles.

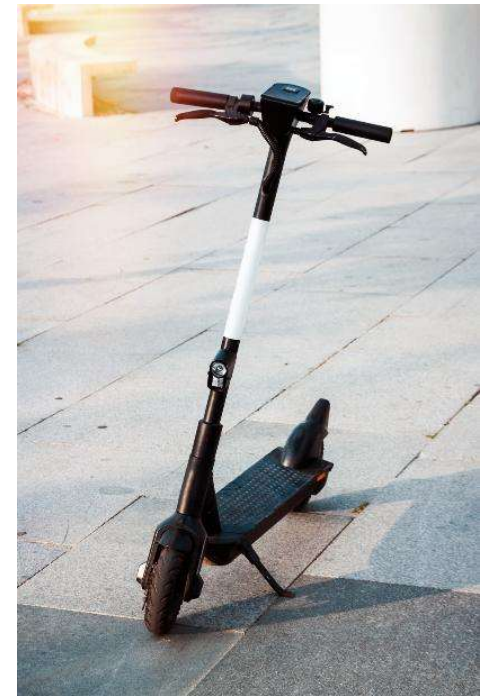


Photo: George M/Mostphotos.com

Alcohol limits

- Sweden: no regulation

- Denmark: 0.5 ‰

- Finland: 0.5 ‰

- Norway: 0.2 ‰

} The same as for other motor vehicles in the country,
but with less severe penalties (same for drugs)



Age limit

- Sweden: no limit (rental companies have their own limits 15/18 years)
- Denmark: 15 years (younger can drive in company with an adult)
- Finland: 15 years
- Norway: 12 years

- Norway is investigating a change to 15 or 16 years.
- ETSC recommends 16 years.
- Lack of age-specific accident data prevents assessment of the effects of the age limit.

Mandatory helmet use

- Sweden: required for everyone under 15 years of age
 - Denmark: required for everyone
 - Finland: strong recommendation for all
 - Norway: required for everyone under 15 years of age
-
- Helmet use on private e-scooters in Denmark increased from 20-30 % to about 70 % after the introduction of the law (much lower for shared e-scooters).
 - Rental companies report that the helmet law has led to reduced use of their electric scooters.



Privately owned e-scooters

- Privately owned e-scooters are an emerging concern in Sweden.
- Vehicles that are not legal to use (e.g., max speed > 20 km/h) are still legal to sell, this is the same in the other countries

The road to legislation

- Although Denmark, Norway, and Finland have broadly similar regulations, the process of developing these regulations has varied between the countries.
- Denmark introduced pilot legislation at an early stage, making it relatively easy to evaluate and subsequently amend the regulations as needed.
- In Finland, work had already begun on preparing legislation for e-scooters, and this process was accelerated by tragic e-scooter crashes involving children. This also motivated an age limit.

The road to legislation

- Norway used data from a hospital in Oslo and showed that the risk of injury was higher than for bicycles. This was a motivation for the government to regulate e-scooters.
- It is not possible to determine which of the countries that has been most successful in reducing the number of injuries with e-scooters through its regulations. This is due to the difficulties obtaining comparative figures both in terms of injuries and exposure.

What happens now?

- Our report was published about the same time as the Transport Agency released new crash data for 2025, showing a large increase in e-scooter crashes
- This led to extensive media coverage during the summer
- The Transport Agency has been commissioned by the Government to investigate the need for new e-scooter regulations. The investigation is due January 2028.

Elsparkeyklar

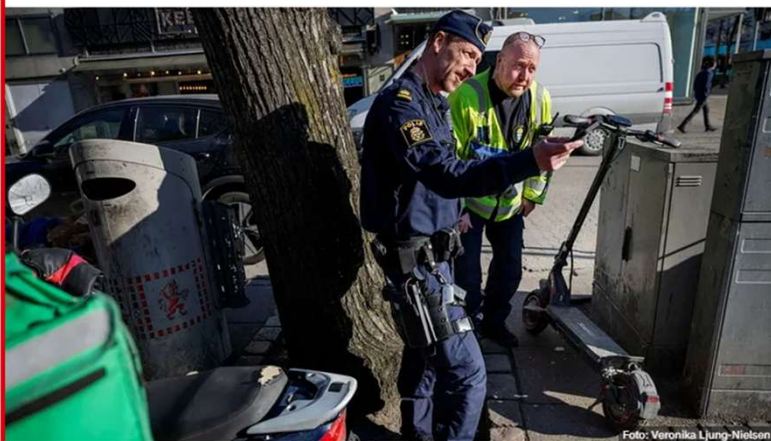


Foto: Veronika Ljung-Nielsen

Riktad polisinsats mot elsparkcyklar: "Går i 110"

Flera åkte fast i kontrollerna • "Felprioriterat och patetiskt."

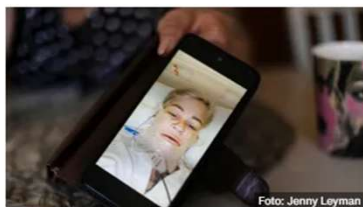


Foto: Jenny Leyman

"Jag kommer aldrig åka igen"



Foto: Veronika Ljung-Nielsen

Olyckor ökar – fler barn skadas

DN June 9, 2026



Aktuellt

Så här sa käckkirurgen Andreas Thor om olyckorna till SVT i maj: "Dåliga beslut". Foto: SVT

Kraftig ökning av antalet skadade i olyckor med elsparkcykel 2025

UPPDATERAD 4 JUNI 2026 PUBLICERAD 4 JUNI 2026

SVT June 4, 2026

vti

The image features a teal background with a series of concentric, wavy lines that create a sense of depth and movement. The lines are more densely packed in some areas, creating a gradient effect. In the center of the image, the letters "vti" are displayed in a bold, white, sans-serif font. The "v" and "t" are lowercase, while the "i" is also lowercase with a dot. The text is centered horizontally and vertically.

vti