

Pilot test for access by accredited scooters to the tram



▶ TRAM



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TRAM has signed a collaboration agreement with the Government of Catalonia, the Metropolitan Area of Barcelona, the Barcelona City Council and the Metropolitan Transport Authority and Metropolitan Transports of Barcelona to implement a pilot test that will permit access to the tram by accredited electric scooters.

The Government of Catalonia has defined the technical characteristics for determining which scooters may enter the pilot test. The main criterion is to guarantee the safety of both the users of the scooter and other users.

Access requirements

- 1 The scooter must be on the list of authorised vehicles (Consult the following pages for the models that are admitted).
- 2 The user must be in possession of the personal accreditation and identification plate issued by the Municipal Institute for Persons with Disabilities (IMPD) for the scooter.
- 3 Any TRAM employee may ask the scooter user to produce their personal accreditation and the user must comply.
- 4 The scooter must exhibit the IMPD identification plate.

The personal accreditation and identification plate for the scooter can be obtained from:

Servei d'Atenció al Públic de l'IMPD
Carrer València, 344, planta baixa
08009 Barcelona

Personal accreditation *



PROVA PILOT D'ACCÉS D'ESCÚTERS AL METRO I AL BUS

Generalitat de Catalunya Ajuntament de Barcelona AMB

Nom _____

Cognoms _____

DNI/NIE/Passaport _____

Marca _____ Model _____

Número d'acreditació 000

Identification plate



* With this accreditation you may access the TRAM, even if it is not so indicated.



Models permitted

They fulfil the conditions established in the pilot test.

ADAS (4 wheel)
VEO



ADAS (4 wheel)
VICTORY



INVACARE (4 wheel)
COLIBRÍ



INVACARE (3 wheel)
LEO



INVACARE (4 wheel)
LEO



LIBERCAR (4 wheel)
URBAN



SUNRISE (4 wheel)
PEARL



SUNRISE (4 wheel)
SAPPHIRE



TRAVELSCOOT (3 wheel)
NORMAL / DELUXE



Models provisionally admitted

They duly fulfil the conditions established in the pilot test*.

ADAS / DRIVE (4 wheel)
MERCURY / PRISM



ADAS (4 wheel)
ECLIPSE /ECLIPSE PLUS



ADAS (4 wheel)
GOGO LX



APEX (4 wheel)
CONFORT



CTM (3 wheel)
H320



CTM (4 wheel)
H360



OBEA (4 wheel)
GRECO



TEYDER (4 wheel)
LE MANS II



TOTAL CARE (4 wheel)
TENERIFE



VERMEIREN (4 wheel)
VENUS



* These models are evaluated on a continuous basis in order to verify how they behave in a range of everyday use situations. They may be excluded, and their accreditation withdrawn, if circumstances in which they present problems of manoeuvrability or stability are detected.

Complementary information

The scooter is a product intended to support mobility. It is equated with a manual or motor-driven wheelchair for the purpose of access to trams, provided that it fulfils the safety and usage conditions established in the pilot test.

The regulations to be applied to scooters are the same as those applied to wheelchairs established in the General Conditions of Use of the tram.

On the tram, scooters must be placed in the area reserved for wheelchairs.

The scooter must be on the list of authorised vehicles according to the parameters indicated by the Government of Catalonia and validated in the tests conducted at the TRAM's vehicle depot and it must carry the corresponding plate.

The user must apply for and obtain the plate and the personal accreditation through the Municipal Institute for Persons with Disabilities (IMPD). www.bcn.cat/imd

Wheelchairs (manual and motor-driven) will continue as hitherto and will require no plate or accreditation.

Any scooter user that attempts to board the tram without being in possession of the necessary documentation will be informed that access is forbidden for their own and other users' safety.

Any passenger who wishes to obtain this documentation should be informed that they need to contact the IMPD.

Any incident involving these users must be recorded.

**In accordance with
the principle of universal
accessibility, we thank you
for your cooperation in
enforcing everyone's
right to mobility.**



With the collaboration of:

