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THE BOTTOM LINE

A surge in light electric vehicles (LEVs, such as e-scooters or e-bikes) led to Colombia approving Law 2486 of 2025, initiating a one-year regulatory window for the Ministry of Transport to set technical standards. Observing that in practice LEVs can also generate new road risks, especially for pedestrians and cyclists, **a cohort of Bogotá Youth Advocates produced a policy brief** outlining stronger technical standards and meaningful consultation with vulnerable road users.

The youth leaders learned how to design advocacy strategies, translate technical evidence into accessible formats, engage different stakeholders, and position youth voices as legitimate actors in policy conversations. **Young people are a crucial asset to the Ministry of Transport** to translate the regulation of LEVs from a legal issue into a public safety question that affects everyday street users.



THE CHALLENGE



In Bogotá, there has been a rapid surge in micromobility, particularly with breakneck growth **of light electric vehicles (LEVs, such as e-bikes and e-scooters)**. For a city at the frontline of public transit innovation, micromobility is once again changing how people move through the city. But it also raises urgent questions about safety, infrastructure sharing, technical standards, and the protection of vulnerable road users.

Colombia approved Law 2486 in 2025 which regulates LEVs.

While the law is a step toward more inclusive micromobility, there is also a critical gap in adequate technical and safety standards, which could exclude the needs of vulnerable road users, including young people, cyclists, and pedestrians.

YOURS - YOUTH FOR ROAD SAFETY WORKS WITH AND FOR YOUNG PEOPLE TO UNLOCK SAFE, SUSTAINABLE CITIES THROUGH BETTER MOBILITY SYSTEMS. YOURS 'YOUTH ADVOCATES PROGRAMME' IS SPECIALLY DESIGNED TO PREPARE MOTIVATED YOUNG PEOPLE TO WORK ALONGSIDE GOVERNMENT DECISION-MAKERS, TURNING THEIR PASSION TO IMPROVE THEIR COMMUNITY INTO CONCRETE POLICY PROPOSALS. THE PROGRAMME PARTNERS WITH LOCAL NGOS TO RECRUIT AND TRAIN YOUNG CHANGE-MAKERS TO COLLECT EVIDENCE ON THEIR CITY'S EVERYDAY ISSUES, COACH THROUGH POLICY ANALYSIS AND PROPOSAL DEVELOPMENT, PRESENT SPECIFIC REFORMS TO GOVERNMENT, AND ULTIMATELY EMBED YOUTH AS PERMANENT ROLES IN DECISION-MAKING COUNCILS.

THE BOGOTÁ YOUTH ADVOCATES PROGRAMME BEGAN WITH A SHARED REALISATION: MOBILITY IS NOT NEUTRAL.



For the young leaders involved, road safety was not only a technical issue about vehicles, infrastructure, or regulations. It was also a question of power, identity, access, and protection. One participant came to the project through a background in political science, urban management, and lived experience moving through the city as a Latina, lesbian woman. This shaped a deep understanding that people do not all experience mobility in the same way. Gender, identity, and social position influence how safe people feel, how exposed they are to risk, and how freely they can move.

Another participant entered the project through transportation engineering and mobility planning, bringing a technical perspective on how mobility systems are designed, regulated, and contested.

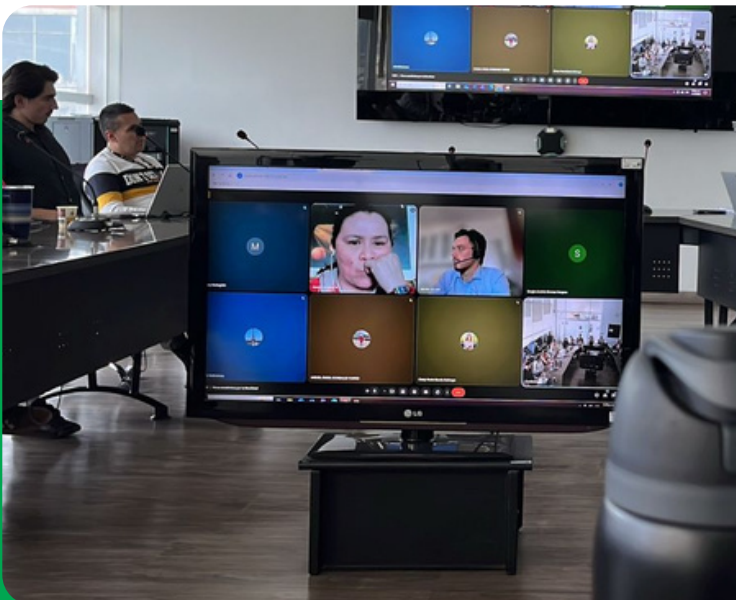
Their priority is that regulations are not only well-intentioned but technically sound, inclusive, and responsive to the people most exposed to risk.

“One of the hardest parts was hearing people say this issue did not matter. But we learned that rejection does not mean the problem is not real. It means we need to keep explaining why safer mobility matters.”

- Participant 1

For the Bogotá cohort, micromobility was not only a question of new transport technology. It was a question of how young people, cyclists, pedestrians, and other road users share limited urban space, and whether new mobility options are being introduced in ways that protect people rather than creating new risks.

The cohort saw an opportunity in Law 2486's implementation to ensure that micromobility regulation is shaped not only by technology and market growth, but also by road safety, equity, and the lived realities of people using the streets every day.



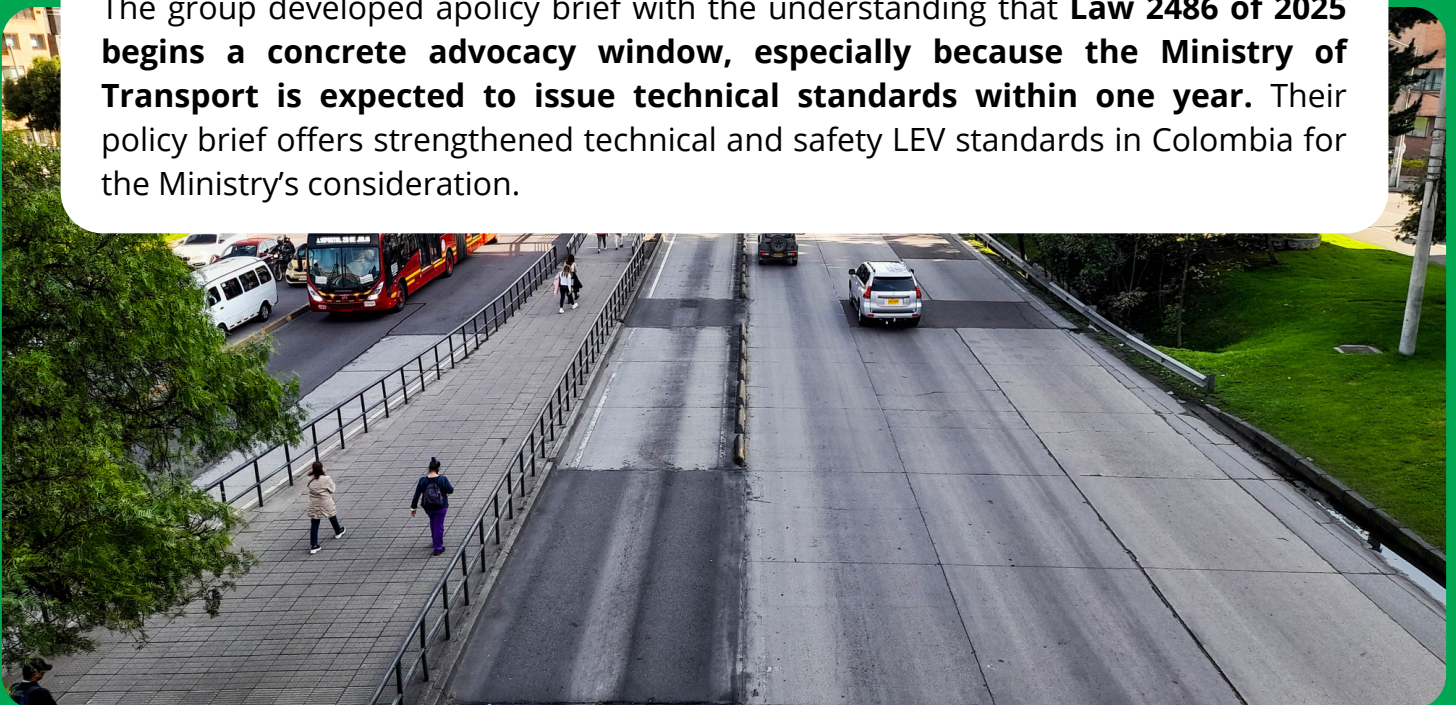
THE JOURNEY

In partnership with **Despacio** and harnessing **YOURS' advocacy coaching methodology**, two young people found a space to turn that frustration into action. They began analysing how the new law could affect people sharing the same infrastructure, especially as speedier e-bikes and e-scooters share lanes with manual bikes and pedestrians, leaving them more exposed to risk. Some LEV riders use the sidewalk, the bike lane, or even the car/bus lanes without knowing which is legal — and more importantly, where is safe. Youth recognised that without strong technical standards, LEVs could create new challenges.



The project helped the cohort translate this diagnosis into action. They developed an advocacy strategy combining technical, legal, political, and communicative approaches. Their work included identifying opportunities to engage with national institutions, such as the Ministry of Transport, producing evidence-based recommendations, and exploring how to communicate complex regulatory issues in ways that are accessible to communities, civil society, and decision-makers.

The group developed a policy brief with the understanding that **Law 2486 of 2025 begins a concrete advocacy window, especially because the Ministry of Transport is expected to issue technical standards within one year.** Their policy brief offers strengthened technical and safety LEV standards in Colombia for the Ministry's consideration.



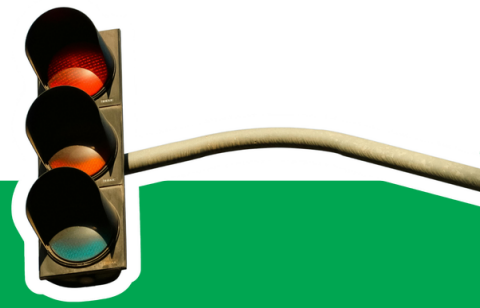
The policy brief organises recommendations around several key questions: what safety standards are needed, who should be consulted, how can vulnerable road users be protected, and how can young people contribute evidence and public awareness to the regulatory process.

The Youth Advocates learned how to define clear objectives, identify stakeholders, recognise windows of opportunity, and connect technical knowledge with lived experience. As part of this process, the group began engaging with university research groups, civil society actors, and broader road safety networks. These spaces helped them test ideas, identify allies, and understand how technical, legal, and communication strategies can work together to support policy influence.

Youth Advocates also learned that evidence alone is not enough if it does not reach the right people in the right format. This is why their strategy included producing evidence-based recommendations, developing pedagogical materials, and communicating the issue differently depending on the audience: institutions, communities, and decision-makers.



THE CHANGE



Thanks to the one-year regulatory window created by the Law 2486 of 2025 Bogotá Youth Advocates seized a concrete opportunity to influence how LEVs are regulated and to ensure that the voices of vulnerable road users are considered in the process.

By the end of the project, the Bogotá Youth Advocates had developed a clearer advocacy pathway around micromobility regulation. They moved from identifying a policy gap to shaping an advocacy strategy that combines research, stakeholder engagement, institutional advocacy, public awareness, and youth participation.

The policy brief highlights that technical standards should not be developed in isolation, but should reflect the experiences of young people, cyclists, pedestrians, and other vulnerable road users.

Looking ahead, the Bogotá Youth Advocates will continue strengthening youth participation in mobility governance in Colombia. Their ambition is to expand youth networks, deepen engagement with public institutions, build coalitions across sectors, and continue bridging technical knowledge with lived experience.



For government and public institutions, this trust in youth participation adds value because it brings together technical analysis and lived experience. Young people can help identify how regulations may affect different road users, where consultation is missing, and how policy can better respond to the needs of those most exposed to risk.

High youth engagement also strengthens implementation planning. In the case of LEVs, young advocates can support decision-makers to translate technical standards into public understanding and building trust.

The Bogotá story shows that youth participation is especially valuable when policy windows are still open. When young people are involved early, before technical standards are finalised, they can help shape safer and more inclusive regulation from the beginning rather than reacting after final decisions enforce unsafe roads.

KEY IMPACT



1 policy brief developed on micromobility regulation and the need for stronger technical and safety standards with community consultation for light electric vehicles in Colombia.



1 advocacy strategy developed combining technical, legal, political, and communication approaches.



Key policy brief outcomes: identification of a regulatory gap; framing of the Ministry of Transport's one-year technical standards mandate as an advocacy opportunity; development of evidence-based recommendations; and use of pedagogical materials and community actions to raise public awareness.



Stakeholders engaged: university research groups, civil society actors, and youth/mobility networks engaged through early advocacy and working sessions.



National authority identified for engagement: Ministry of Transport.

VALUE OF YOUTH PARTICIPATION

The Bogotá cohort demonstrated how young people can help decision-makers understand the real-world implications of micromobility regulation. Their contribution connects technical standards with lived experience, identifies risks for vulnerable road users, and supports more inclusive implementation planning by bringing youth, civil society, academic, and community perspectives into the regulatory process.





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