SHARING ECONOMY INDEX 2025

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The gap between cities that are setting the frontier of the sharing economy and those that have chosen to shut themselves off from innovation has never been larger. At the top of our index for the very first time is Dubai, followed by Vilnius in second place, and Nashville (Tennessee) in third. Estonia's Tallinn has risen from 21st last year to 4th in this edition, due to upholding accessible flat-sharing at a time when most European cities on the list are enacting ever harsher measures. London has maintained its fifth place, while Belgrade declined from 4th place in 2024 to 9th place today (explained by the absence of ultra-fast delivery app options). Although occupying second place last year, Argentina has now declined to 10th place due to the complex regulatory restrictions related to fintech and the lack of library sharing. Worse still, Madrid has fallen from third in 2024 to forty-first in 2025 due to the introduction of heavily restrictive flat-sharing regulations and the ban on retail e-scooters. At the end of the list, unfortunately, are Ljubljana (61st), Nicosia (62nd), San Jose (63rd), Valletta (64th), and Minsk (in 65th place).

There are still national and international constraints that hinder the growth of the sharing economy. In the European Union, the inclusion of ride-hailing and ride-sharing in the Single Market Strategy signals a potential shift towards rigid worker classifications and more onerous data transparency requirements through the EU Data Act, all in the name of harmonizing legislation among EU member states. Moreover, the bloc has promised its first "affordable housing plan" in December 2025. The plan aims to address the "financialization" of the sector, potentially leading to stricter regulations on the short-term rental industry, rather than seeking a long-term solution by increasing housing supply.

However, some developments at the macro-level are positive news. The United States is seeking to establish a comprehensive framework for automated driving services by streamlining the Part 555 process. The ruling would officially exempt most manufacturers of automated vehicles from fully complying with the Federal Motor Vehicle Safety Standards, allowing them to produce up to 2,500 new vehicles annually, and significantly expanding access to the latest service while providing room for technological experimentation. Driverless cars are poised to revolutionize the sharing economy sector, offering consumers a safer experience than human-driven cars.

That being said, the most stifling rules are not to be found at the macro-level, but in the areas where most consumers will experience the sharing economy: cities and municipalities. In Madrid and across Spain, owner groups have the power to vote to authorize a ban on new tourist licenses granted on or after April 3, 2025. At the same time, Madrid's city council voted to ban e-scooters in September 2024, withdrawing licenses from all three companies active in the city. The reason given for the blanket prohibition on e-scooters was itself spurious, citing "a lack of service across the whole city" when withdrawing all licensing results in the elimination of the service from Madrid altogether. Barcelona is freezing licensing for all of its 10,000 short-term rental apartments and will also freeze all future licensing by 2028. Parisians can now only rent out their primary residence for a maximum of 90 days, down from 120 days under previous rules. Ljubljana and

Slovenia, in general, now require consent from 75% of the co-owners of multi-unit housing for rentals, as well as the consent of all adjacent apartments (valid for only three years).

In the US, California's Assembly Bill 1340 was signed into law on the third of October 2025; though it does not directly reclassify gig workers as employees (correctly opting to preserve the current status of independent contractors instead), the bill encourages static models of compensation along the lines of existing benefits and insurance systems. This static model threatens the flexibility at the core of ride-hailing jobs. The right solution would be for sharing economy workers to have access to portable benefits, given that the latter allow anyone to tailor a safety net to their circumstances while retaining workers' autonomy.

San Francisco and other California cities are not alone in introducing ever more red tape. New York City's Local Law 18 imposed strict short-term rental standards, including requiring owners to register with the city to host anyone for temporary rentals equal to or shorter than 30 days, and to remain present on-site for the entire duration of a guest's stay. The law additionally issued steep fines for non-compliance. The result was a 89% decline in short-term rental availability in October 2023. Far from helping to fix the housing crisis, the black market in rentals has flourished, and only 1.4% of the city's rentals were available in 2023, the lowest level since 1968. New York's crackdown on Airbnb continues to be a case study in a policy adopted with good intentions but ultimately resulting in disastrous consequences. It also serves as a warning that attempting to suppress the sharing economy will only harm a city.

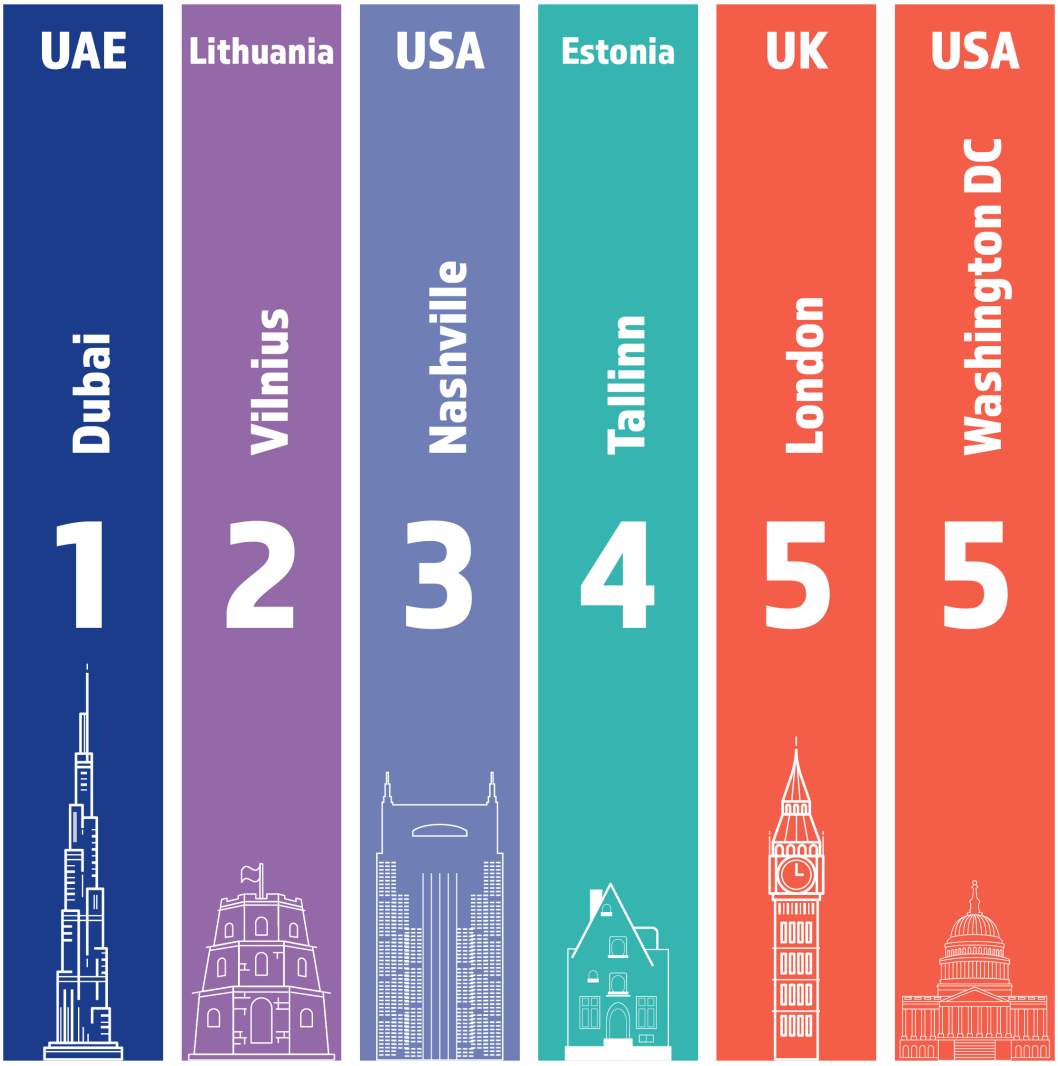
Given these realities, we at the Consumer Choice Center aim to help consumers choose the destination that best suits their preferences in the sharing economy and help policymakers recognize the types of regulatory environments that help promote best practices.

To this end, we have ranked 65 cities worldwide based on several variables ranging from ride-hailing, professional car-sharing, car-pooling, and flat-sharing, to gym-sharing, ultra-fast delivery apps, and e-scooters. With the knowledge provided by our ranking, consumers can prevent unnecessary discomfort or unwanted risk on their next journey or night out. In turn, policymakers can use the index to distinguish between rules that foster industry growth and promote consumer welfare, and solutions that do not work and make the lives of consumers and gig workers worse.

Our sixth edition of the index features five new cities. For the first time, Bremen, Essen, Seoul, Toronto, and Singapore appear in the tally. The present edition further refines the underlying methodology introduced in the previous iteration. Restrictions related to price controls and caps on the number of licenses awarded are now graded more harshly than general limitations. Due to the large number of new flat-sharing regulations, we introduced a minimum threshold of 1 point for availability, representing cases with nominal availability but extreme restrictions. Finally, the Ivanovic-distance values are matched by a composite index score and total maximum base scores to help readers understand the rankings.

This edition updates the analysis with expert assessments, annual reports, online statistics, news pieces, and our own research, all reflecting the latest information.

OVERALL SCORE: TOP 5 MOST SHARING-ECONOMY FRIENDLY CITIES WORLDWIDE



CITIES WORLDWIDE

Ranking Ordered		
Country	City	Rank
UAE	Dubai	1
Lithuania	Vilnius	2
USA	Nashville	3
Estonia	Tallinn	4

UK	London	5
USA	Washington DC	5
USA	Dallas	7
Switzerland	Zurich	7
Serbia	Belgrade	9
Argentina	Buenos Aires	10
Portugal	Lisbon	11
USA	Chicago	11
Netherlands	The Hague	13
USA	San Francisco	14
Colombia	Bogota	15
Croatia	Zagreb	16
Italy	Milan	17
Singapore	Singapore	17
Australia	Sydney	19
Ireland	Dublin	20
Netherlands	Amsterdam	21
Germany	Cologne	22
Latvia	Riga	23
Germany	Munich	24
Italy	Rome	25
Germany	Essen	26
Japan	Tokyo	27
Germany	Berlin	28
Germany	Bremen	28
Finland	Helsinki	30
Spain	Barcelona	31
Sweden	Stockholm	32
Czech Republic	Prague	32
Romania	Bucharest	34
Germany	Hamburg	35
USA	New York City	35
Belgium	Brussels	37
Brazil	Sao Paulo	38
Norway	Oslo	39
Mexico	Mexico City	40
Spain	Madrid	41

USA	Philadelphia	42
Chile	Santiago	43
Poland	Warsaw	44
Austria	Vienna	45
France	Paris	46
Switzerland	Geneva	47
Taiwan	Taipei	48
Ukraine	Kyiv	49
Georgia	Tbilisi	50
South Korea	Seoul	51
Slovakia	Bratislava	52
Hungary	Budapest	53
Turkey	Istanbul	54
Luxembourg	Luxembourg City	55
Greece	Athens	56
Denmark	Copenhagen	57
Canada	Toronto	58
China	Shanghai	59
Bulgaria	Sofia	60
Slovenia	Ljubljana	61
Cyprus	Nicosia	62
Costa Rica	San Jose	63
Malta	Valletta	64
Belarus	Minsk	65

The highest absolute score was 140, and the highest I-distance value was 2.604421922. Both belong to the number one city this year, Dubai. The context for the United Arab Emirates' rise in the Sharing Economy Index is clear. The Gulf state was ranked first in the MENA region and 11th overall in the 2022 Quality Infrastructure for Sustainable Development Index, written by the United Nations Industrial Development Organization and the International Network on Quality Infrastructure, a testament to the country's robust information technology infrastructure. The UAE also boasts a high mobile network penetration of around 203.21 mobile subscriptions per 100 residents, creating an optimal environment for the sharing economy. Early policy was encouraging and nurturing, with initiatives like the platform ShareDXB launched in 2018 to reduce the transaction costs of peer-to-peer exchanges across Emirati industries. Unsurprisingly, the UAE has become a producer of sharing economy technology in its own right, thanks to successful businesses like Careem, which was acquired for $3.1 billion by Uber in 2020.

Today, the collaboration between the Dubai Roads and Transport Authority, JOBY Aviation, and Skyports Infrastructure is

a key driver of innovation, delivering the world's first aerial taxis in the Emirates. The first four vertiports, designed for vertical landing and takeoff, will be installed near Dubai International Airport, Downtown, Marina, and the Palm Jumeirah. The effect on transportation is nothing short of revolutionary. For example, estimates suggest that a trip between Dubai International Airport and the Palm Jumeirah will take an average of 10 minutes, compared to the current 45 minutes, for no more than the cost of an Uber Black ride. Joby has already received a license from the Dubai authorities on September 10th and expects to operate a total fleet of 100 sky taxis.

Despite its remarkable success story, there are still areas where Dubai could improve. A specific tax is currently applied to flat-sharing in the form of a municipal fee, which constitutes 5% of a unit's rental value. These fees tend to artificially increase the costs incurred by the hospitality industry, to the detriment of consumers. Rethinking such fees would make Dubai an even more attractive site for the sharing economy.

The previous number one, Vilnius, has suffered from a general decline in ultra-fast delivery options in Europe. On the one hand, Getir's withdrawal from Europe and the U.S. has left many cities, such as Vilnius, without a comparable option in the quick-delivery sector. On the other hand, the on-demand delivery sector has moved away from the prior 15-minute benchmark, with services like Wolt and Uber Eats now offering wait times of 30 minutes or longer.

Third on the list, Nashville has indirectly benefited from the pause in the legal dispute between the Tennessee-based Lone Mountain Shores Homeowners Association (HOA) and flat-sharing companies like Airbnb and Vrbo. The court established that HOA rules were too vague to limit Norris Lake neighborhood properties to residential use only. Nonetheless, Lone Mountain has not abandoned its attempts to restrict rentals, filing a notice of intent for an appeal in April 2024. Nashville's scores will not change so long as the issue remains unresolved. Another factor boosting Nashville's position is the general decline in European flat-sharing scores. The pitfalls of Nashville's HOAs pale in comparison to Zagreb's requirement for approval from 80% of a building's co-owners for short-term apartment rentals, or the maximum legal rental limit of 30 nights per year (soon to be reduced to 15 nights in 2026) in Amsterdam.

The latter points reinforce the general finding of this report that localized measures tend to be far more restrictive than national regulations. The issue is what public choice economists call "concentrated benefits and dispersed costs". Those who are opposed to the sharing economy tend to be a smaller group, yet they would stand to gain more from a ban (either for political or personal reasons). By contrast, wider consumers benefit from being able to Uber, Airbnb, and rent an e-scooter every day, but they are too busy with their ordinary lives to have a sustained interest in the public policy of regulating such services. This rational disinterest is especially the case in cities, where the humdrum of local politics is something that most people lack the time or energy for. As such, it is easy for organized opposition to enact bans that harm consumers without attracting

public notice.

Sadly, one can see this dynamic play out in two of the newer entries on the list, the German cities of Bremen and Essen. Both towns sit within the top half of the rankings, though towards the middle of the list – Essen is 26th, while Bremen is joint 28th on the list, together with Berlin. Germany's federal law to modernize passenger transport regulations is already strict by general standards, in that it requires a return-to-garage rule for ride-hailing. Instead of picking up the next passenger immediately after completing a trip, drivers must first return to the operational center, which artificially prolongs waiting times for consumers, increases drivers' frustration, and ultimately makes the service less efficient.

However, Essen and Bremen add their own overly rigid requirements. In Essen, minimum prices will apply to any ride services that are seven percent below taxi fares. The price floor was introduced following accusations by the local council that ride-hailing is only possible by "undercutting labor standards". The accusation overlooks the nature of ride-hailing employment, particularly the flexibility that independent contracting offers and the welfare benefits it provides to workers. For instance, one 2021 US study found that Uber's presence in urban areas "increases labor force participation, decreases the unemployment rate of residents living below the poverty level, and improves the employment and financial status of low-income workers. In addition, Uber's entry reduces the employment number and increases wages of conventional low-skill and/or low-wage jobs". An online 2024 survey of work preferences among German gig economy workers found that "the vast majority votes against obligatory social insurances for platform workers and favours self-employment over dependent employment.".

Instead, it is to the benefit of incumbents to establish a minimum ride-hailing price, precisely because it undercuts the sharing economy's price strategy. In doing so, Essen is sacrificing the genuine benefits to consumer and driver welfare brought about by the sharing economy to protect the narrow interests of a single political group determined to see ride-hailing stopped.

Bremen's example illustrates how even a city passionate about the sharing economy can be affected by public choice problems. Bremen has a long history of promoting car-sharing as it was the first European city to set aside public space for car-sharing stations (mobil.punkte). Furthermore, Bremen was one of the first cities to adopt a comprehensive car-sharing action plan in 2009 that committed authorities to quadrupling car-sharing membership by 2020, from 5,100 car-sharers in 2009 to 20,000 in 2020. Bremen's 2025 Sustainable Urban Mobility Plan still acknowledges the importance of car-sharing, noting that it is key to any sustainability initiative, as a single shared car replaces 12 private cars on average. It is surprising, then, to find the same document includes measures that restrict public use of ride-hailing, such as the provision that "any operator that would like to use parking spaces in a public street space must fulfil the standards of the German Blue Angel environmental label and provide proof that they are relieving the car burden in public space". Placing the onus on car-sharers to provide evidence

adds more arbitrary layers of compliance that will make it harder for car-sharing to start and thrive in Bremen. To use the council's own evidence from the Mobility Plan, this is more likely to push consumers into less sustainable alternatives. Sadly, it is evidence of satisfying those who might want to see stricter environmental measures in theory but not in practice.

It is not just German cities. Paris (46th place) voted to ban e-scooters in 2023, based on a referendum with a turnout of just 7.48% of citizens, indicating that the lessons of "concentrated benefits and dispersed costs" extend beyond industry interests and also apply to electoral dynamics. Only a small minority of voters were truly bothered by e-scooters to take part in the referendum, but the vast majority will be deprived of them. New York's (35th place) Taxi and Limousine Commission also raised the minimum pay per ride-hailing ride by 5% compared to 2024 figures, or up to $29.07 for each trip. Far from securing better pay for drivers, such measures put off potential consumers from ordering rides and, again, favor the city's status quo.

The most extreme examples of the problem can be found in the case of cities at the very bottom of the index. Costa Rica's San Jose (63rd) has seen chaotic moments of violent protesting against ride-hailing, incentivized by an ambiguous legal framework. In September 2025, a labor court in San Jose provided more regulatory clarity, though at the expense of drivers and the sharing economy. The decision classified gig workers as employees entitled to social security and ordered Uber to pay a driver ₡14 million in back wages, severance, vacation time, bonuses, and other benefits, plus ₡2.8 million in legal fees. Adding to the unfortunate developments, San Jose temporarily suspended e-scooter services pending a redesign of the permit program. City officials provided a vague deadline of "spring 2026" with no guarantees of meeting it.

The second-to-last city faces similar issues. Besides Malta's national decision to ban e-scooters, Valetta (64th) has shied away from gym-sharing, provides no regulatory framework for fintech services such as peer-to-peer lending, and is not cultivating ultra-fast delivery apps.

An exception to the trend is the city in last place, which suffers much more from structural issues related to regime uncertainty. Belarus' Minsk lacks many of the same sharing-economy services (carpooling, gym-sharing, library-sharing, professional car-sharing), and the services that are allowed, like ride-hailing and flat-sharing, are plagued by the fear of political intervention.

IMPLICATIONS AND BENEFITS FOR CONSUMERS

There are several advantages to choosing one of the top five cities, such as multiple affordable options for ride-hailing, carpooling, and car sharing, certainty and safety for borrowers and lenders engaged in peer-to-peer exchanges, accessible libraries, frequentable gyms anywhere in the city, the convenience of ultra-fast delivery, and an easy means of transportation on hand in the form of e-scooters.

- Top 5 (and top 10) picks offer the best experience all around
- Ultra-fast delivery app scores have declined for many European cities,

including Riga, Vilnius, Belgrade, Copenhagen, Oslo, Stockholm, Helsinki, Prague, Vienna, Brussels, Valletta, Bratislava, Tbilisi, Warsaw, Ljubljana, Nicosia, Athens, and Luxembourg City.

- Cities worldwide are imposing stringent restrictions on flat-sharing, resulting in a decline in the accessibility of flat-sharing services (which, in turn, affects the I-distance metric and final scores).
- Local rules are more stringent than national regulations. Examples include the comparison between broader German rules and the rulings specific to Bremen and Essen, Spanish national legislation versus the decisions of Madrid and Barcelona, and Italian return-to-garage rules still enforced in provinces like Lombardia and Lazio, despite being struck down by Italy's Constitutional Court.

Research note: We continually strive to enhance the quality of the underlying data in this index and further refine its methodology. Even under the new and improved methods, the unreliability of underlying reports remains an issue. Hence, we sometimes face contradictory information and news developments. This was particularly the case for financial regulatory assessments, where regulations continue to evolve. As such, we relied on the existing opinions of experts in the field (either in academia or the financial sector) to bolster our approach. We ask the index readers to acknowledge the difficulties in working with heterogeneous data and caution users to be aware of the underlying complications.

Furthermore, what makes a city "good" for each individual can have a distinct qualitative element. Please remember, then, that our assessments are strictly quantitative and non-normative. We are not passing moral judgment on a city's goodness and badness or downplaying personal experiences by ranking one city lower. We are simply highlighting measurable conclusions based on the data available at the time of this index.

Methodology

Older editions used an equal weighting method, though allowing for hierarchical results across dimensions. Ride-hailing services always held a maximum tally of 40 points, and every regulation would cost 5 points, although other categories, such as gym and library sharing, awarded fewer points. The final score was a simple sum aggregation scheme; hence, the total score was calculated by adding together all nine variables to reach a maximum of 160. This resulted in an informative report that was simultaneously easy for consumers and policymakers to understand.

However, adding new entries alongside extra dimensions made the older model untenable. Unlike train stations or airports, this composite indicator operates with radically different aspects of the sharing economy, which capture separate markets and consumers. As a result, consumers from various cities and parts of the world may value each element differently, something an equal weighting fails to capture.

Once different regulations enter the mix, it becomes harder to grasp just how much more damaging a specific barrier to accessibility can be than another. Is Barcelona's mandatory 15-minute wait time really equal to Tokyo's district restrictions, or is it worse? If it is worse, then by how much? The index aims to address these questions in more detail

than merely presenting the authors' judgment of the scenarios.

For these reasons, the index operates with an additional layer of statistics through data envelopment analysis using Ivanovic-distance metrics. Put simply, the method treats every variable as a category in itself but standardizes the overall results by using the lowest possible values for each variable as a common yardstick. This technique means there is less influence from a single high category on the overall results of a city (respecting consumers' diverse preferences). It enables us to directly measure the negative impact of additional rules and restrictions on the sharing economy, providing policymakers and consumers with a clearer picture on which to act.

The number that determines the rankings, though, is the Ivanovic distance value. The maximum number it can theoretically achieve (assuming a perfect fictitious city with no harmful regulations and all sharing economy services allowed) is 1. The lower the city's ranking, the better its performance in the rankings. Conversely, the composite indicator converts the Ivanovic distance value into a simple-to-understand percent score, ranging from 0 to 100, where 100 is the maximum possible value for the highest-ranked entry in the index.

To ease readers into the findings, we have kept the maximum total base points an entry can receive at 160 points.

A consequence of the method is that countries with lower total scores, but more balanced profiles, may rank higher, and countries with high total base scores can nonetheless rank lower. For example, although Argentina achieves one of the highest overall scores, its rank is slightly lower than that of countries with marginally lower scores. This is due to the nature of the I-distance ranking, which emphasizes not only the absolute score but also the balance and coverage across different dimensions of the sharing economy. Missing or weak performance in less correlated indicators (such as library sharing) increases the I-distance more than gaps in redundant dimensions.

1) Ride-hailing (availability and accessibility)

We define ride-hailing as hiring a private driver and vehicle through a general platform to reach an agreed-upon destination. Companies provide a network bringing together willing passengers and drivers. Unlike car sharing, the vehicle is not rented out to a client-driver for extended periods, and unlike carpooling, only one consumer uses the service at a time. Ride-hailing services are available if no regulatory barriers prevent them from being present on the market. It is accessible if there are no onerous rules and taxation in place. An urban destination with readily available and accessible ride-hailing services enables consumers to enjoy the convenience of affordable rides at any time and from anywhere.
Meanwhile, drivers reap the full benefits of flexible employment that would otherwise not exist. Conversely, a city where ride-hailing is not available nor accessible deprives workers of opportunities and leaves consumers with fewer, more expensive options. We discounted cases where ride-sharing is de facto controlled by traditional taxi companies (Istanbul, Sofia, Athens).
The category nets a maximum of 40 base

points.
We deducted additional points for restrictions related to price controls and caps on the number of ride-hailing licensed vehicles, reflecting the severe impact these measures have on ride-hailing services, which often render them unusable in practice.
Availability = 20 points
No availability = 0 points
Accessibility with no restrictions = 20 points
General restrictions (licensing and permits, taxation, return-to-garage norms, technical approval, and others) are present = -5 points deducted from the "accessibility" score per inconvenience
Restrictions related to price controls and caps on the number of licenses awarded = -10 points deducted from the "accessibility" score per inconvenience

2) Carpooling

Carpooling allows multiple consumers to share the same ride, making for a hassle-free return from a night out or an exciting journey together. If carpooling is available through an app or an online platform, the city receives 10 points.

3) Professional car sharing

Car sharing involves the long-term rental of a private vehicle for a driver provided by another individual or company via sharing economy platforms. The category awards 30 maximum points. A city earns 20 points if car sharing is available. It receives an additional 10 points when the service is peer-to-peer (among private owners, with no company car fleet involved).

4) Ultra-fast delivery apps

Ultra-fast delivery apps deliver restaurant orders to consumers' doorsteps in 15 minutes or less. A city that offers such apps scores an additional 10 points.

5) Peer-to-peer lending (availability and accessibility)

Peer-to-peer lending enables consumers to obtain loans directly from lenders through a fintech network. The website or app sets the rates and terms of the transaction (depending on the creditworthiness of potential borrowers). Peer-to-peer lending empowers those who would otherwise not be able to obtain a loan through traditional banking to do so. Alternatively, it facilitates lower rates for borrowers and more advantageous returns for lenders.
Availability denotes the absence of legislative hurdles to establishing a peer-to-peer lending business in that city. Accessibility assesses the overall regulatory framework based on whether it has allowed industry to thrive or has had a stifling effect on the practice.
We have developed multiple criteria to reflect the expert analyses best. In our index, peer-to-peer lending regulations can be low burden, complicated, uncertain, or an overall regulatory framework may be absent.
The designation "low burden" refers to financial rules that have allowed companies to grow and develop, reflecting the full potential of the sharing economy to enhance consumer well-being.
Although "complicated" regulations are well-specified, their complexity causes extensive compliance issues, hampering the sector.
"Uncertain" norms for peer-to-peer lending create an environment where firms must expend considerable attention

and resources to adjust to ever-changing political expectations. This situation leaves very little room for future investment and for taking the risk of a loan, severely stunting peer-to-peer lending.
The final category is that of "absent regulatory framework". We reserve the phrase for cities that apply traditional banking regulations to the fintech sector. Thus, peer-to-peer lending is reduced to holding funds and acting as a prime lender, abandoning its unique position as an intermediary connecting independent borrowers and lenders. We treat it as the worst possible outcome (besides a straight ban) because it denies consumers the positives of the sharing economy's financial model.
The peer-to-peer lending classification can net a city a maximum of twenty points.
Availability = 20 points
Low burden = 0 points deducted
Complicated = -5 points deducted
Uncertain = -10 points deducted
Absent regulatory framework = -15 points deducted

6) Gym sharing

Gym sharing allows consumers to access any fitness studio or gym in a network just by opening an app on their phones. If gym sharing is available, then the city receives 10 points.

7) Library sharing

Consumers can utilize library-sharing apps and websites to browse multiple libraries at their leisure. We separate such innovations from conventional interlibrary systems like one found at a university (allowing for the exchange of materials between libraries, not private individuals). The presence of library sharing earns a city 10 points.

8) Flat sharing (availability and accessibility)

Thanks to flat sharing, consumers do not need to rely solely on hotels when traveling abroad. Instead, they can contact owners eager to list their house for short- or long-term rental and enjoy the comfort of home even in another city. The availability of flat sharing depends on whether the local authorities recognize such a rental arrangement in the first place. Its accessibility is dictated by special permits, taxes, and upper limits on the number of days one can rent accommodation.
The maximum number of points a city can earn in this category is 20. Every regulation equals a deduction from the total.
Availability = 20 points (to 1 point minimum when all other points are deducted)
Permit = -5 points deducted
Taxes = -5 points deducted
Limited days: ≥ 60 days = - 5 points deducted
Limited days for ≥70 days = 0.5 points deducted less (70 days = -4.5 points)
Limited days for every 30 days above 60 = 1 point deducted less (90 days = -4 points, 120 days = - 3 points, and so on)
Other restrictive interventions (like mandatory minimums, as opposed to mandatory limits) = -5 points deducted

9) E-scooters

Electric kick scooters (e-scooters) are stand-up motorized scooters integrated into the sharing economy. Consumers can find them at standard docking stations and rent them for fixed periods. A city receives 10 points if e-scooters are available. Bans on e-scooter rentals receive 0 points.

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Citation: Panzaru, E. and Aun, A. (2025). The Sharing Economy Index 2025. Consumer Choice Center, 2025

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