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1 Basic information

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1.2 General information on your country

Area: 30.528 km²

Population: 10.839.905 (01.01.2010, Statbel.fgov.be)

GDP per capita: 32592 Euro/capita (2010? Statistics Belgium)

Motorisation: (cars/1 000 inhabitants, bikes/1 000 inhabitants *) Cars: 477/1000 – Bikes: 500/1000 (Flanders: 72 %. In the Walloon and Brussels region 1/3 does not have a bike.) Statistics Belgium)

Road fatalities: 750 road fatalities 2011 (-7.1% compared to 2010) , 69 per million inhabitants (2010, Belgian Road Safety Institute)

Modal split: (in person kilometres) Car: 78.4 %, PT 19.6.7% (kilometres) / Bicycle: on average 10% of Belgian people use the bike daily, with huge regional differences however. In the North of the country the influence of the Dutch cycling culture is strong. In the Brussels Capital Region the modal share of cycling is only 3-4 %, for Wallonia it decreases to 2%. Volumes – kilometres by bike - are not reflected in national statistics, 2008). But on the basis of the national census of 1999 there are on average 1million bike trips a day in Belgium.

Modal split:

(Freight (inland transport only): data only available in tonnes kilometres)

	Public transport	Rail	Road (car , van or truck)	Walking	Cycling	Other car (e.g. car-sharing,)	Other (e.g. waterways)
Passenger transport	14.4 %	7.2%	78.4%	%	%	%	%
Freight transport	%	13 %	74 %	%	%	%	13 %

Source: Federal Public Service Transport & Mobility

The results of the ongoing new national mobility census BELDAM will be known by the end of 2011.

1.3 Governance structure for transport and mobility in your country

Belgium is a federal state composed of several autonomous, but related entities: the Federal State and the three Regions (the Flemish Region, the Walloon Region and the Brussels-Capital Region).

Competences in the field of TRANSPORT are distributed between the Federal State (national level), the Flemish Region, the Walloon Region and Brussels-Capital Region.

Belgium has scattered competences on traffic and mobility. The effectiveness is strongly influenced by the co-operation and consultation of the Regions and the Federal government. Mobility Management policy needs a lot of co-operation and consultation activities.

1.3.1 National (Federal in Belgium)

Policy making

In principle the federal level is mainly responsible for regulation and taxation, while the Regions have the exclusive competence over transport infrastructure (roads, ports, waterways) and urban development. In practice there are many exceptions:

- for the railways and airlines the competence is entirely federal, also where infrastructure is concerned;
- for Maritime transport, Inland waterways, the fiscal framework (taxes on vehicles and fuels since 2011 only partly) and the traffic code (except driving schools and speed limits) the competence is mainly federal, but the Regions have to be consulted;
- for local public transport, taxis and parking regulation the Regions have the exclusive competence.

Mobility Management

A National Plan for Sustainable Mobility (2002) aimed to integrate all policy levels and fields, but was more or less a failure. The preliminary document was never finally approved.

For many years and until traffic safety came higher on the agenda in 2002 Belgium scored poorly compared to other Western European countries. Nevertheless, these last years there was a catch up movement. As a matter of fact several special road safety plans were elaborated, the rights of cyclists and pedestrians enforced, speed limits imposed, severe fines were introduced, national research was enhanced and institutions empowered, a federal Council was created and Road Safety became an official priority for the Federal Police, etc....). This enabled the country to bring back the number of people killed in road traffic from 2000 in the year 2001 to +-750 in 2011.

During the past decade there were several measures targeting climate change objectives and sustainable development.

National regulation on social dialogue includes an obligation of commuters' mobility pattern and problem analysis for companies with over 100 employees every 3 years (Diagnosis home-to-work travel <http://www.mobilit.gov.be/fr/mobil/mobaccf/diagnosf.htm>).

In 2010 a national scientific census of the daily Mobility patterns of the Belgians was launched (BELDAM). As the census has been broadened, the results will only be known by the end of 2011. The previous enquiry dates back to 1999.

Policy delivery

FPS Mobility and Transport (FPS = Federal Public Service, also called Ministry) is mainly responsible for the framework conditions on transport: road traffic regulations, vehicle requirements and control, driving licence legislation, fuel taxes, maritime transport, rail, aviation, transport over inland waterways, etc...).

Mobility related actions are integrated in the subsequent National Plans for Sustainable Development. The latest Plan 2009 not having been approved by the federal government, a Long Term Vision (2050) is being developed in cooperation with the Ministry of the Environment and the Regions. As a matter of fact the FPS Mobility and Transport department cooperates with other ministries e.g. Finance Department, Health,

Environment..., and tries to harmonise policy implementation between different topics and levels of responsibility (even regional matters, see further).

The 3 companies of the NMBS-SNCB- Group together form the National Railway company. They operate under control of the federal state(FPS Mobility and Transport).

Financing

National taxes include excise taxes, VAT, taxes on cars (trade of cars, maintenance of cars, insurances, fuel taxes etc.). From 2011 traditional traffic taxes will become more environmentally—based;. Company cars have a share of 45% of all new sold cars. Green cars (low CO2, electric..) enjoy tax favours..

The NMBS/SNCB (national railway company) is financed by the National Government.

1.3.2 Regional

Policy making

The regions also have very important competences regarding transport and mobility. The regional level is responsible for road infrastructure, ports and inland waterways and environmental and spatial planning legislation and economic policy. Also parking policy, speed limits and local public transport (buses, trams and metros as well as taxis) are subject to regional legislation.

Taxes for freight and passengers transport (road pricing/car sticker) are a policy prospective for 2013. A political discussion on whether to use the ECOscore, transport volume or other criteria like peak hours as a basis for fiscal reforms on motorised traffic, is ongoing.

The collection of most traffic taxes is being regionalised from 2011 on.

The provinces have only few responsibilities regarding mobility and traffic. Together with the Regions they are a driving force overlooking the development of the functional and recreational cycling networks (first in Flanders, than Brussels Capital Region and also in the Walloon Region – the RAVel (mostly recreational purposes).

Flanders

The Flemish policy document 'Sustainable Mobility 2009-2015' contains 5 priorities: economical, accessibility, mobility for all, traffic safety, environmental and energy efficiency.

In 2006 the Flemish commuter plan has been introduced. The main goal is to make home-work travel more sustainable. By the year 2010 the share of cars should decrease from 70 to 60%. Cycling and the use of PT in daily commuting must increase to a share of 20% each.

In 2010 a draft Flemish action plan on Sustainable Development was launched for stakeholder consultation. The action plan suits in the strategic Flanders in Action Approach (VIA)

Brussels-Capital Region

The Brussels-Capital Region has its own Mobility Plan (IRIS) since the beginning of this decade. Iris is ambitious towards sustainable mobility. Cycling and walking, parking management, public transport, including the GEN are mainstreaming issues. GEN (*regional railway network Brussels*) aims to realise a regional railway network around Brussels in order to cope with the increased mobility problems and to offer a sustainable alternative to give access to the city of Brussels and to improve mobility inside the region. The GEN process is much delayed due to lack of common vision between municipalities and stakeholders, and long-lasting procedures.

IRIS 2, 2015-2020, was approved September 2010. The new plan sets three major objectives: 1) improving and ensuring accessibility, 2) making the region more liveable and 3) decreasing car traffic by 20% (2001-2020).

The Brussels Regional Plan for Sustainable Development contains integrated long term measures for 2020-2040, e.g. spatial development (lever-districts), transport over waterways, road pricing...

In cooperation with the Federal PS Transport and Mobility, the Brussels Region also imposes company commuting plans to all companies of over a 100 workers and by October 2012 these employers will also have to be ready with a Peak Pollution Plan for which the Brussels Region has 3 different alarm levels.

Walloon Region

The Walloon Region's actions in the policy document 2009-2014 towards sustainable mobility contain 4 pillars: awareness raising & education, planning, alternative mobility and road network actions (safety, accessibility, enforcement...)

Policy delivery

Flanders

The regional department on mobility and public works (MOW) is responsible for the regional roads (building and maintenance) and implementation of the policies. Whatever decision is on the agenda (speed limits, pedestrian crossing, redesign, altering of direction, PT priority, etc...), the MOW gets involved.

The region developed a framework for traffic and mobility policy for local authorities in 1992, the so called 'Mobility Covenants'. By the end of 2009 a renewed framework programme was made to cover new needs.

Urban and regional public transport is administrated by the regionally funded and controlled (monopolist) PT companies (De Lijn – Tec – MIVB/STIB). The granting of permissions is a regional competency.

The 5 Flemish provinces are involved in the coordination of (provincial) Mobility Desks (Slimweg points), giving support to companies in the Flemish region when applying for actions from the Commuter Plan or Commuter Fund.

Brussels-Capital Region

Bruxelles Mobilité/Mobiel Brussel (BM) is the leading regional department. BM is responsible for the strategic traffic developments, the redesign & maintenance of the public domain, regional roads, PT-infrastructure, management of taxis. Their strategic mobility policies are reflected in the IRIS2.

Walloon Region

"Le service Public de Wallonie" (SPW) is responsible. Close cooperation with the municipalities (municipal transport plans) and stakeholders (PT-company TEC, SRWT, schools...) exists.

Financing

PT companies are being controlled and also partly funded by the regions, given their social obligations. The PT companies (De Lijn, TEC, MIVB/STIB) are monopolists. The granting of licences is a regional competency.

1.3.3 Local

Policy making

In all regions the municipalities are responsible for the development of local mobility plans and parking policy and they can influence the prices of local public transport. Some inter-municipal or city region plans have been developed, in order to better tackle common problems and challenges.

These last years, some towns and cities have developed excellent mobility departments.

Policy delivery

In Flanders, mobility covenants were introduced as a kind of agreement between the regional road administration, the regional public transport company and the municipality. All partners involved have to approve mobility plans drawn up at the local level. This arrangement tries to prevent the former ad hoc planning policies. This co-operation is supervised by the provinces and the region.

In the Brussels-Capital Region and the Walloon region the situation is developing in a similar direction. The 19 Brussels municipalities are now all developing a local mobility plan (in cooperation with the region). Most of them are also involved in stimulating company travel plans on their territory. Additional measures will be developed (e.g. Bypad) in the most advanced municipalities.

Financing

Flanders municipalities are subsidised by the region when implementing a successful mobility plan targeting the higher framework objectives.

The Brussels-Capital Region and the Walloon Region offer similar financial incentives.

2 Governance of Mobility Management

2.1 Does the definition of MM as endorsed by EPOMM reflect how MM is defined in your country? If not, what are major differences?

In Belgium the concept Mobility Management is not recognised and approached as in the MAX-definition. When literally using the combination of the words MM this often is/was by some stakeholders narrow interpreted as MM for Companies. The responsibilities and competences related to Mobility (and thus also Mobility Management) are spread out over several political and geographic levels. Demand oriented actions are being recognised as most connected to MM. Sustainable mobility is a shared ambition although objectives differ from region to region.

The EU legislation on CO₂, air quality (emissions, PM₁₀), but also the launch of the action plan on urban mobility hopefully will force Belgium and its regions to implement sustainable actions.

In 2010 a national Belgian Platform on Mobility Management (BEPOMM) with representatives from the federal and the three regional governments as well as with other stakeholders was launched successfully. BEPOMM will ensure further annual network and training activities in the field of Mobility Management and will try to force EPOMM membership in 2012.

2.2 Short history of Mobility Management

The Flemish region is the most experienced in Mobility Management. Since 1996 the 'Mobility Covenants', especially the module about accompanying measures, is the most important instrument to accelerate MM. Although it has never been used enough, it still offers an excellent framework for Mobility Management measures on a local level. A number of Flemish cities (e.g. Bruges, Ghent, Kortrijk and Hasselt) but also several small municipalities have managed to bring Mobility Management for more sustainable mobility into practice. Ghent hosted ECOMM 2002. Flanders was a founding member of EPOMM but quit the Platform in 2003 after having declared other priorities.

A growing interest in the liveability of cities, in travel behaviour (modal split data) and in public-private partnerships (when implementing measures, e.g. school and company travel plans) are positively influencing interest in Mobility Management in Belgium. Mainstream topics that are directly relevant for Mobility Management are public transport, parking management, traffic calming; cycling, walking, land use planning...

On a national level, within the preliminary PLAN 2009 (on sustainable development) there was recognition of the need to combine technical-infrastructure measures with more social-technical oriented incentives. But also there is an awareness that different domains and levels have to cooperate.

Also within the new governance declarations (2009) several mobility management measures and strategic options are at political stake (See 4.2). However, there is no systematic support.

A positive influence can be expected from the EU White book 2010 on Transport and Mobility and of the ongoing reflection on a long term Vision for Sustainable Development (2011) that is meant to inspire further policy options.

2.3 What are the major strategies for promoting and implementing MM at different governance levels in your country?

2.3.1 National

Policies

The subsequent Plans on Sustainable Development, tackling a.o. climate change, (2002-2004)

National Climate Plan 2002-2012

The governance declarations (2009) of the different regions contain ambitious strategic actions in the domains of air quality, intermodality, public transport, soft modes, access restrictions, smart logistics, road pricing and urban transport (see 4.2).

Action programmes

Air quality plan by FPS Health to control NEP's (emission peaks). The plan includes e.g. the introduction and promotion of carpooling, the promotion of the use of PT and cycling, the promotion of cheap train tickets.

Existing speed limits are being enforced better by the police.

Legislative measures (incl. taxes)

Fiscal regulations for the use of private cars in travel to work were extended for all transport modes. Costs of PT use are no longer taxable to employers nor to employees. The cycling fee for commuters has been free of taxes ever since 1999 and was raised from 0,15 to 0.21 €/km since 2010. There is an obligation for employers to refund minimum 80% of public transport costs for employees using PT for home to work trips. As a result of the latter measure the number of railway passengers has doubled over the last 10 years. The same goes for others forms of public transport: trams, buses and metrolines.

Traffic (speed) calming: ever since July 2004 the areas around schools have been turned into obligatory 30 kph zones. The signposting has to be complementary to infrastructural and awareness raising actions.

Promotion & awareness

Cycling points with bike hire and repair services have been installed at main railway stations. The number of cycle parking units around the railway stations is being brought from 50.000 to 78.000 by 2012. In 2011 the BlueBike rental system has been introduced by the national railway company NMBS/SNCB.

Several railway tariff reductions have been installed and adapted since the late '90.

National campaigns are mostly focussing on traffic safety. Recently there has been a federal multimedia campaign on cycling (2010).

2.3.2 Regional

Policies

Road safety: more and more traffic control and traffic calming is the result of investment in cameras and other IT-equipment along the roads.

In the Walloon Region an Observatory for Mobility has been installed in the beginning of 2000. Its task is to collect information about mobility, evaluate policy measures concerning mobility and promote modes other than the private car.

The Brussels-Capital Region has its own Brussels Air Plan with measures in favour of sustainable modes of transport. The IRIS 2, Brussels Mobility Plan 2015-2020 is approved (see 1.3).

In 2009 the Lijn (Flemish PT) presented its mobility vision 2020. Some accents: more tramlines, net management.

The governance declarations (2009) of the different regions contain ambitious strategic actions in the domains of air quality, intermodality, public transport, soft modes, access restrictions, smart logistics, road pricing, urban transport. (see 4.2.).

In 2012 Flanders will present a renewed Region Mobility Plan.

Action programmes

Flemish Commuter Plan 2006, aiming to make workplace travelling more sustainable. The plan contains actions within the fields of supporting companies, tailor-made commuting (incl. teleworking) and awareness rising.

Flemish Cycle plan (2007) The 'totaalplan fiets' included integrated measures, cycling officer, yearly budget (60mio €) for cycling routes and maintenance (€3.5 million).

The Action Plan 'Sustainable Schools in Flanders' (2007) was directed towards primary schools that implement actions towards sustainable school traffic. The support provided by this plan ended in June 2010. School travelplans are fairly well spread.

Company Travel Plans were – despite the incentives (Commuter Plan) – less successful.

The Flemish Climate Policy Plan 2006-2012 includes several actions towards sustainable mobility.

The Walloon Region has a Policy Document 2009-2014 that contains options for smarter choices policies.

The Brussels Capital Region recently launched several operational plans: Walk plan (will be finished in 2011), Cycle plan 2005-2010, Cycle plan 2010-2014, Freight plan (will be finished in 2011), Parking plan (+ setting up parking agency), Company travel plans, School travel plans, Staten-Generaal voor de verkeersveiligheid (Road safety program), Gestion contract of the STIB (PT).

Legislative measures (incl. taxes)

In the framework of the commuter plan, companies in Flanders can apply for financial incentives (Commuter fund).

Flanders PT Company De Lijn and municipalities pay for extra services towards target groups (elderly, youngsters) via the third party system. 65+ have access to free regional public transport.

Since 2006 the Flemish government in cooperation with the PT operator De Lijn installed a trade. Drivers who turn in their licence plate obtain a free network-wide PT ticket, valid for one year.

On a national level season tickets for commuter traffic get 20% refunded when the employer refunds 80 %. In that case the employee gets free public transport offered.

Some 5 years ago the Flanders government supported the Cambio-initiative on car sharing. Meanwhile Cambio is active in the three regions.

Promotion & awareness

Flanders

The Flanders region has two big campaigns a year, one in September (linked to the EU Mobility Week) and one in May. The campaign initiators are NGO's.

Several NGO's have their own campaigns and offer educational, awareness raising programmes towards different target groups. Campaigns include walking, cycling, public transport and several target group actions.

Walloon Region

Wallonia has a Mobility Week Campaign. In 2011 it is called "Printemps du Mobilité" (Mobility Spring): schools can apply – in partnership with their municipality- for a free mobility project (out of a list of 5 projects).

Other actions contain the promotion of RAVel (cycle network), Company Travel Plans, School Travel Plans, Cambio, Carsharing.

Systematic data collection on school traffic for primary schools.

Multimodal accessibility map (tool for several traffic generating stakeholders).

Brussels-Capital Region

In Brussels several promotion and awareness raising actions are being implemented: public transport and additional services (collective taxi, night buses, night taxi), cycling (e.g. bike rental Villo, cycle networks, campaigns 'Friday bike day', 'Dring Dring', 'Bike Experience', Cycle Maps, Walking (Tap-Tap), Carpool plaza service, European Carfree Day (- to School, - to Work), Carfree Sunday,

2.3.3 Local

Policies

Mobility Plans and action programmes are being updated (2009). In Flanders 99% of all municipalities have an approved MP. This is a result of the continuing Flanders Covenant programme. The idea of responsible mobility (partnerships) is strongly integrated.

Action programmes

Municipalities can take actions in several MM related domains; parking management and traffic calming, cycling and walking, awareness raising for alternative transport modes. Cooperation with several traffic generators and citizens' organisations is stimulated.

Legislative measures (incl. taxes)

Actions include a wide range of legislative measures being implemented often on a local level e.g. grants, parking permits, regulatory frameworks of schemes for parking management & accessibility, building permits, ...

Promotion & awareness

See action programmes.

2.4 Are there any policies or legislative measures that (indirectly) counteract the promotion of MM?

Belgium's spread responsibilities certainly counteract the MM issue. One of the main characteristics of these 'spread' responsibilities is a difference in speed and orientation of the different regions and municipalities. Again, this stresses the need of more cooperation, registration and follow-up. The example that best illustrates this issue is the fact that on a federal level, there are fiscal regulations for the use of private cars to travel to work, whereas different sustainable transport actions aim to decrease car use. Even within the region's responsibilities there was/is a lack of interest and knowledge in the field of mobility 'management as a concept. Although mobility management actions appear in several action plans, and even on the field many measures are being implemented, there is not always political support. E.g. gasoline (diesel) is still much too cheap in Belgium, changing the fiscal measures in favour of company cars as an extra-legal benefit only move in the direction of 'good intentions'. Teleworking is still on a low level, also due lacking fiscal incentives and a 'controlling' culture amongst company managers..

The promotion of MM as a concept is taken on by only the 'happy few': N Go's, (Traffic) scientist with a broad, sustainable view, some contacts in the departments of transport and environment. Additional to these constraints there is the lacking of sufficient budget for 'soft' measures. Every Euro has to be turned twice. When there are other – mostly unforeseen – expenses, e.g. for urgent road maintenance after winter damage, there is no money left to invest in soft measures.

Critics also oppose the national "environmental subsidy" of new cars with low CO₂-emissions as a measure that promotes car ownership and car use rather than promoting more sustainable transport modes.

3 Implementation of Mobility Management

3.1 Overall, how advanced is your country in Mobility Management?

Please tick the right box

Level 1	No or hardly any activities, save some isolated initiatives	
Level 2	Some successes, some funding, several initiatives started	X
Level 3	Several successes, structural funding, but no standard practise	X
Level 4	Solid position, structural funding and standard practise	

3.2 How advanced is your country in the following fields of Mobility Management?

	Level 1	Level 2	Level 3	Level 4
Mobility centres		X		
Intermodal & multimodal mobility			X	
MM in companies (mobility consultancy, travel plans)			X	
MM in public administrations			X	
MM in schools			X	
MM for events & in tourism		X		
Awareness campaigns			X	
Carsharing & Carpooling		Carpooling	Carsharing	
MM and land use planning		X		
Other, please specify				

3.3 On which ground/criteria do you base your assessment? Why do you think your country is at level 1, 2, 3 or 4?

The assessment is being cross-checked with the data of the 'state of the art of mobility management' that were presented by several key partners during the first Mobility Management Network event, 19th October 2010. BEPOMM partners were able to update the information of 2011.

3.4 Are MM concerns integrated into hard measures?

Flemish Region

The mobility Covenant programme and a renewed Flanders Mobility Plan is the overall steering framework for integrated actions. Environmental objectives and land use planning are directly related. MM measures (put together under the umbrella of 'supportive action – the so called 'Module 15') are part of the wide spectrum of measures aiming at 'more sustainable transport'. The STOP principle (priority ranking given to walking, cycling, and public transport and - only in last case – private transport) is always applied. A recently launched investment programme for cycle infrastructure foresees in a budget of 100 million per year between 2011 and

2014. This will be good for building 1750 km of new cycle paths. Investments in regional road infrastructure are limited to missing links. Today there are hardly any road pricing schemes, and the ones that do exist, are installed to recycle building cost in new infrastructure, instead of mobility management reasons. A road pricing system for freight traffic is planned for 2013. Cooperation on policy level with all regions is being prepared.

Brussels- Capital Region

Under influence of the 'social democrats' (till 2009) and 'green' (2009) delegation in the Brussels governance much more attention is paid to soft transport policies, in favor of walking and biking and public transport (the finalization of GEN). Accessibility, comfort and safety are key indicators for an integrated policy. In its vision for the future, Brussels aims to be: *greener* (parking policy, road pricing, transport networks, waterway logistics), *safer* (EU directive Traffic safety infrastructure) and *smarter* (IT-applications in PT and accident reduction in tunnels, integrated mobility services). Brussels also aims to implement low emission zones (access restrictions for heavy pollutant motorized traffic) and variable car taxes. The main challenge for Brussels will be: how to stop the growth of car kilometers. The Brussels-Capital Region is the only Belgian region where car traffic is still increasing, mainly caused by the growth of private (non-commuter) traffic.

Walloon Region

The new governance declaration is promising. Carpooling becomes a bigger issue; land use planning becomes more in favor of soft modes and accessibility. Green traffic taxes and restrictions (a controversial proposal to forbid freight transport on Sundays) are important signs.. Public transport share has to increase significantly. The TEC network and supply offer will get better, the national railway operator aims to double its share in the Walloon region. Waterways will become more important in logistics.

All public transport companies experiment with new integrated ITS applications that combine board computer platforms and smart card ticketing. Traffic & signal control as well as monitoring (e.g.; safety) will become more efficient in that way.

3.5 How far is MM an objective or an outcome of the land use planning system?

In the Flanders Region the MOBER (Mobility Effect Report) for larger developments and the Mobility Check (Mobiliteitstoets) for smaller developments are steering planning instruments for strategic developments that expect to generate big amounts of traffic; e.g. high schools or universities, site plans for companies, railway station developments, shopping area or housing developments (250 units).

In some forerunner cities experiments are ongoing; trying to cooperate with property owners and private buyers, providing direct marketing packages (accessibility maps, free PT trials, and seasonal tickets instead of private parking place....) Mobiel 21 implemented a case study in the city of Hasselt.

For the Brussels-Capital Region, the GDPO (Regional Plan for Sustainable Development) 2020-2040 prepares regulations for lever districts.

The Walloon Region aims at a better long-term integrated planning within a 15 years perspective.

3.6 Please provide an example of best practice from three different fields of MM.

If there are external evaluation reports of these best practice examples, please provide us with the reports

1	Field: MM in schools	Is this example already available in the ELTIS/EPOMM format? Yes
	<p>Flanders</p> <p>Under the umbrella of the Covenant Programme, municipalities and schools work together to set up measures, including walking buses & bike pooling, accessibility maps, mobility education programme (available)</p> <p><i>Traffic Snake Game</i></p>	

	<p>What started as a small campaign to promote walking and cycling to school, has recently become an (almost) European wide campaign. Within the CONNECT project, which ended in September 2010, The Traffic Snake Game for primary schools was practised in 9 European countries. In Flanders, over 1000 schools are participating.</p> <p>www.verkeersslang.be</p> <p>http://www.wegenenverkeer.be/nl/verkeer-en-mobiliteit/verkeersveiligheid/werkboek-schoolomgeving.html</p> <p>www.fietspoolen.be</p> <p>www.schoolway.net (CONNECT website)</p> <p><i>Sustainable to school funding programme</i></p> <p>In 2007 the Flemish Ministry of Education (in cooperation with the Ministry of Transport) launched a new funding scheme for municipalities. Municipalities get subsidised for 'sustainable to school' actions for all primary schools on their premises. The local government is encouraged to develop an integrated plan. This forces schools and the municipality to cooperate in finding solutions for a common problem. Unfortunately, this programme has ended in June 2010.</p> <p>Brussels</p> <p><i>Accessibility maps</i></p> <p>Since 2006, special attention is given to the creation of accessibility maps in the Brussels region. Two NGO's subsidised by the Brussels Government, are responsible for the creation of accessibility maps for schools. Each year, schools have to make a mobility scan for the Brussels government. After that, they may, but do not have to, develop an accessibility map and action plan with guidance of the department of Transport and Mobility. Schools can apply for financial support for the realisation of actions within the action plan.</p> <p>Wallonia</p> <p><i>Printemps de la mobilité (Mobility Spring)</i></p> <p>Also the Walloon region has increased its effort in Mobility education and awareness raising activities in schools during the last years (2008-2010). In September 2010, during the Mobility Week, the Walloon Regional Government has launched a call for applications to the Mobility Spring Initiative. Schools should partner up with their municipality and jointly apply for one of five ready-made projects, conceived and delivered by various experienced NGO's. The projects include safe cycle routes to schools, walking buses, carpooling to school, an exchange week on mobility between two classes, and a buddy project where primary school children are accompanied on their route to school by a secondary school student.</p> <p>http://semaine.mobilite.wallonie.be/opencms/opencms/fr/</p>	
2	<p>Field: Awareness campaigns</p>	<p>Is this example already available in the ELTIS/EPOMM format? Yes</p>
	<p>Flanders has a nice tradition in initiating different formats of campaigns, from large scale campaigns to cooperating on a smaller project basis, giving responsibility and appeal to private organisations, NGO's, municipalities or even neighborhood associations. These campaigns raise awareness on different mobility issues, stimulate towards a 'sustainable and more safe driving' behaviour. Last years' campaigns have been focussing on cycling to work (2007- 2011), public transport or target special audiences, and e.g. senior citizens, women, commuters, children... Meanwhile, the Ringing your bike (Eltis), targeting daily shopping trips, is often transformed to other countries. The 'My short trips' campaign (reducing short distance car trips by walking and cycling is also a format that is known in many varieties.</p> <p>Since 2008 more resources are invested into professionalising campaigns.</p> <p>www.biketowork.be</p> <p>www.komimo.be</p>	

	www.belgerinkel.be www.mijnkorteritten.be www.heen-en-weer-week.be www.aardig-op-weg-week.be www.bikeexperience.be	
3	Field: Carsharing and carpooling	Is this example already available in the ELTIS/EPOMM format? Yes
	<p>Cambio car sharing becomes more and more known as a feasible alternative for private car ownership. Cambio is now operating in 18 Belgian cities, spread over the three regions. Cambio is also used by companies to reduce fleet procurement costs and meet green/climate company objectives, sometimes when part of company travel plan. www.cambio.be</p> <p>Carpooling is another measure that often appears in company travel plans in Belgium. Because of bad historical land use traditions and lacking legislation, lots of companies are still located near motorways, that is, not accessible by public transport. In this case commuters get advised and stimulated (company incentives) to carpooling initiatives. Belgium has an official carpool site. After registration commuters get matched information.</p> <p>www.carpoolplaza.be</p>	

3.7 If you have any quantitative indicators on MM measures or activities implemented, please note them here.

As a result of growing quality management awareness there are more and more attempts to include monitoring and evaluation into MM processes. Many data are available (see key documents and stakeholders'/project websites). The used methodology however, still differs from case to case. BEPOMM will plan to have some MAX Sumo trainings in the near future. The network will also promote the MAX Eva database.

3.8 Are the European Structural Funds used to fund MM measures in your country?

For Belgium 2.26 bio Euro is foreseen for the social en economic programmes between 2009 and 2013. 60% is already been granted. Some of them are important transport related investments: harbor of Liege, Brussels channel zone, multimodal logistics, brownfield areas and multimodal accessibility, railway station developments or sustainable mobility in general.

Most projects use either 'European Fund for Regional Development' or 'Interreg' money.

3.9 Which other European funding programmes are used in your country to fund MM? Who is using them?

Do not have an overview of the Brussels Capital Region nor of the Walloon Region, or of all Life and Interreg projects.

	National Authorities	Regional Authorities	Local Authorities	NGOs or NPOs	Other: (please specify)
CIVITAS			Ghent	Mobiel 21	Mostra

				POLIS Eurocities	
IEE		Flanders Region	Province Oost- Vl. Westtoer Leuven Turnhout Ghent	Mobiel 21 ECF AGE ETRA Eurocities BBL	Traject nv-sa VITO nv TIMENCO De Lijn FIA De Post
LIFE +					
INTERREG		Flanders Region	Turnhout, Lier, Kortrijk, Diest, Sint-Truiden, Hasselt	POLIS	
Other: (please specify)	TEN-T	Flanders Region	Kortrijk, Turnhout, Hasselt	Mobiel 21 Fietsersbond EFC POLIS Eurocities	Traject nv-sa VITO nv IMOB TIMENCO

- Advance (IEE): Traject nv
- Aeneas (IEE): Age
- BAMBINI (IEE): Mobiel 21
- Civitas Vanguard: Mobiel 21, Polis, Eurocities
- Civitas Elan: Ghent
- Connect (IEE): Mobiel 21
- eAtomium (IEE): Mobiel 21
- Ecomobility Shift (IEE): Mobiel 21, Tunhout
- Ecodriven (IEE): BBL
- Ecowill (IEE): FIA
- Epomm-Plus (IEE): Mobiel 21, Eurocities
- Fleat (IEE): Vito, Mobiel 21
- Green Post (IEE): De Post
- Interreg IV A (interchanges at railway stations): Turnhout, Lier,
- ISEMOA (IEE): Mobiel 21, Leuven
- Mediate (FP7): Timenco
- MERCK (IEE): Traject nv
- MIDAS (FP7): Polis
- MOMO (IEE): BBL, Taxistop
- NICHES+ (FP7): Polis

- PRESTO (FP7): EFC, ETRA, Polis, Timenco
- STREAM (IEE): Westtoer, Traject nv
- Treatise (IEE): Vito

No projects older than 3 years (finishing date)

3.10 How do you think financing of MM could be improved at all levels?

By developing a supportive framework based on the subsidiarity principle; whereby local or regional funding conditions and transparent criteria are a prerequisite for additional European funding.

3.11 What is public opinion of, and reaction to MM in your country? What challenges does this present when implementing MM measures?

Often mobility management policies or measures are still negatively perceived as 'reduction of the individual freedom to use a car'. That's why policy messages should focus more on the Dutch/UK approach of 'smarter choices'. From recent mobility research in Flanders (data 2010) we notice that 70% of all daily movements is beneath 10 km distance. This offers potential to the bike when offering a better infrastructure, more services like bike sharing and promotion of e.g. e-bikes. Last years most attempts focussed on workplace travel but MM is not yet being recognised by managers as a surplus tool to their company. Linking MM to business gains will become a main challenge. This is also the case for introducing more flexible working patters and the concept of mobility budget. Regarding the mobility budgets there will be a demonstration project in Flanders in 2011, however the (still national) fiscal system for workplace mobility is outdated, some regulations (e.g. company car as part of the salary) counteract the introduction of new mobility solutions.

3.12 What other challenges or problems can you identify with regards to MM in your country?

The lack of current data (modal split analysis), the 'cultural differences' but also diverse geographical indicators in the three regions hamper the comparison and transfer of possible measures, even within the country. E.g. In home-school traffic we notice a clear modal shift in favour of the bike in the northern region of Belgium (32 % of all Flemish pupils cycled to school in 2010, whereas in the Walloon region this is only 2%...) However the results of the national Mobility census BELDAM (expected by the end of 2011) could bring new insights as to what should be the priorities for the future.

Belgium is a decisive phase of the state reform. Several policy domains will be involved, until now it is still unclear how all this will affect 'mobility policies'.

3.13 Other comments

4 Trends and further developments

4.1 What is effective in your country in the field of MM? Why?

Mobility management measures and actions are introduced almost everywhere. The subsidiary principle is funding municipalities and stakeholders for actions towards sustainable mobility. It is working pretty well and can be seen as an example for SUTP-spreading within the EU action programme on sustainable mobility.

4.2 Describe MM measures that are successful and will be continued in the future.

Bike sharing

Since the beginning of 2011 also Antwerp has its own bike sharing system. At the moment, Antwerp is the second city (Brussels was the first) providing a bike sharing system in Belgium. In Brussels, Villo! has already 180 stations (one every 450 metres) and 22.000 subscribers.

Since May 2011, also the National Railway Company has installed a bike sharing system. The Blue bikes are available in 40 railway stations in Belgium, also in provincial towns with less frequent public transport.

Car sharing

Cambio has become a solid player in Belgium. In Brussels-Capital Region, Cambio has doubled the number of subscribers over the last three years (6800 customers). This is also the case in Flanders, where more than 3500 people make use of Cambio. Also in the Walloon Region the number of Cambio users has grown over the years but not as steep as in the other two regions,

MM for events

The construction of mobility plans for events is becoming more popular. Some cities, big ones like Brussels, but also small ones like Boom, force event organisers to make a mobility plan. Since 2011 VSV offers free mobility management guidance to local governments and organisers of recreational events. .

Small scale targeted campaigns

Targeted awareness raising campaigns work better at a small level (e.g. cooperation with municipalities and stakeholders) In the three regions Belgium has good practises.

4.3 What are the future policies that are being drafted or considered in your country currently?

At the moment, the climate for MM in the diverse Belgian regions seems brighter than it has been for several years. The new governments put more emphasis on 'soft measures' and give priority to alternative modes. Sustainable mobility is a strategic objective. MM benefits from the integrated approach.

At the national level the ongoing reflection on a LT Vision for sustainable development (2011) is an opportunity for better cooperation between different levels and sectors.

The 2010 EU-White Book on Transport and Mobility is the most important policy guidance instrument however. As a matter of fact, the EU guidelines on CO2 emissions, climate change, and air quality force to take action. These directives help to spread awareness on the need to change people's transport attitudes and behaviour. There is also a new directive for better observation and analysis of mobility data. To measure is to know!

However, the benefits of Belgium's strategic geographical position have to be secured in the future. That is what all governments agree on. Economic accessibility is of mayor importance. The main challenge will be how to balance sustainable growth in a country that already has the most dense traffic network in Europe?

If we want a certain degree of modal shift and greater intermodality, several MM related actions are at stake: road pricing, traffic calming in cities, smart logistics, introduction of smart cards, green taxes, mobility budget (instead of company car) policy, alternative fuels, e-mobility, e-government, e-commerce...

In Flanders a second generation of Mobility Plans is presenting itself at a local level. The new term 'co-mobility' recently (2009) is introduced. It is stated that – even integrated - measures that influence travel behaviour (in terms of modal shift) have not the expected results (the volume of motorised traffic – in terms of kms - still increases!). There is a need for a more flexible approach: co modality is the Flemish answer to intermodality. What's in a name?

However, at this very moment Belgium is in a decisive phase of the state reform. Several policy domains will be involved, until now it is still unclear how this all will affect 'mobility policies'.

4.4 Which example(s) – in term of policy, strategy or implementation – from other European countries would you like to see transferred in your country?

Belgium could certainly learn a lot from its neighbouring countries, the Netherlands and France. The economical no-nonsense 'Slim Mobiel' approach in the Netherlands is an example of how to sell MM. The French policy on 'mobility plans' is also one of the most advanced in Europe.

On the other hand, some specific themes can be paid more attention to: public transport & seamless travelling, evaluation of MM, mobility centres...

5 Knowledge infrastructure of MM

Networks, organisations & associations active in MM	Key MM experts and policy makers (with contact details)	Key websites	Key documents
Mobiel 21(NGO – European partner in EPOMM)	Patrick Auwerx - Mobiel 21 & Epomm consortium - patrick.auwerx@mobiel21.be	http://www.mobiel21.be	
Traject nv-sa	Vincent Meerschaert - projectleader mobility management - vme@traject.be		
Flanders Region – MORA - official advisory institute of transport stakeholders	Frank Van Thillo - managing director MORA – Advisory board - fvthillo@serv.be	http://www.serv.be	
Department of Transport	Dirk Verhoeven - Vice director Department of Transport - dirk.verhoeven@mow.vlaanderen.be Wilfried Goosens - MOW - wilfried.goosens@mow.vlaanderen.be Peter Hofman - Mobilty Covenant expert - peter.hofman@mow.vlaanderen.be		
(Flanders Region – NGO Environmental and Mobility Network	Miguel Vertriest - NGO network organization - miguel@komimo.be	http://www.komimo.be	
Flemish Institute Traffic Science - Education	Eddy Klijnen – eddy.klijnen@verkeerskunde.be	http://www.verkeerskunde.be	
Association of Flemish municipalities	Erwin Debryne - Erwin.debruyne@vvsq.be		
Network of Mobility Advisors in the Brussels Region	Pierre-Jean Bertrand - pjbertrand@mrbc.irisnet.be		
Service Public de Wallonie	Dominique Van Duyse - dominique.vanduyse@spw.wallonie.be		

Federal Department of Transport	Bart Thys - FPS Mobility and Transport – Federal Diagnosis Home-to-Work travel - bart.thys@mobiliteit.fgov.be	http://www.mobiliteit.fgov.be	http://www.mobiliteit.fgov.be/nl/mobil/mobil.htm http://www.mobiliteit.fgov.be/fr/mobil/mobil.htm
Platform Ecologisch vlootbeheer (Flanders Platform on Sustainable Fleet management – NGO)	Roel Vanderbeuren - roel.vanderbeuren@mobimix.be	http://www.mobimix.be	
Green Belgium (Environmental NGO)	Olivier Debrulle - o.debrulle@greenbelgium.org		
De Lijn (Flemish PT operator)	Marc Nuytermans - marc.nuytermans@delijn.be		
University of Hasselt	Isabel Thys - Isabel.thys@uhasselt.be		
Brussel Capital Region – Department of Transport		http://www.mobielbrussel.irisnet.be	
(Flanders Region – Department of Transport)		http://www.mobielvlaanderen.be	http://www.mobielvlaanderen.be/mobiliteitsplan (Regional Mobility Plan – Policy document) http://www.mobielvlaanderen.be/convenants (policy document Flemish Covenant) http://www.mobielvlaanderen.be/docs/beleidsplannen/pendelplan.doc (Flemish Commuterplan- policy document)
Flanders Region – helpdesk Sustainable Mobility and best practises		http://www.duurzamemobiliteit.be/duurzamemobiliteit	
(Walloon Region – NGO Environmental and Mobility network)		http://www.iewonline.be	
			http://www.lne.be/themas/klimaatverandering/klimaatconferentie (Flemish Climate Plan - Policy document)

			http://www.mineco.fgov.be/energy/climate_change/home_nl.htm (Federal Climate Plan - policy document) http://www.mineco.fgov.be/energy/sustainable_development/sustainable_development_nl_001.htm (Federal Action Plan on Sustainable Development – PLAN 2009 – Policy document)
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There is no real network of MM in Belgium. The three Belgian Regions however have small institutionalized networks of local mobility public servants and stakeholders (e.g. PT operators) that operate under different umbrellas; e.g. the association of municipalities in Flanders, or under the Transport Department in the other two regions.

In Flanders several NGO's (Komimo, Mobimix, Mobiel 21) ,and some consultants (Traject nv) take the lead. The Flemish Institute of Traffic Science has a solid position when it comes to education in the (broad) field of Transport and Mobility.

Mobiel 21, as a network initiator for EPOMM-PLUS, will be responsible for realising a network within the next years. Thanks to recent contacts with key actors from the Walloon and Brussels Region, a nationwide network will be built, even in times of community difficulties. The network has the name of BEPOMM, Belgian Platform on Mobility Management.

6 Next steps for the Mobility Management Monitors

6.1 Suggestions on the use of MMMs for further dissemination

Analyse best practises and innovative approches.

6.2 Improvement of this template for next years

The MMM is written by Mobiel 21 and after the first National Network meeting being crosschecked by key actors from the regions. The 2011 version is a draft version that includes already some – however not 100 % complete - additional information. BEPOMM board members had the opportunity to check the document.