

Evolution of shared mobility in Belgium and its potential contribution to sustainable mobility

Joris Beckers

Universiteit Antwerpen

Shared mobility

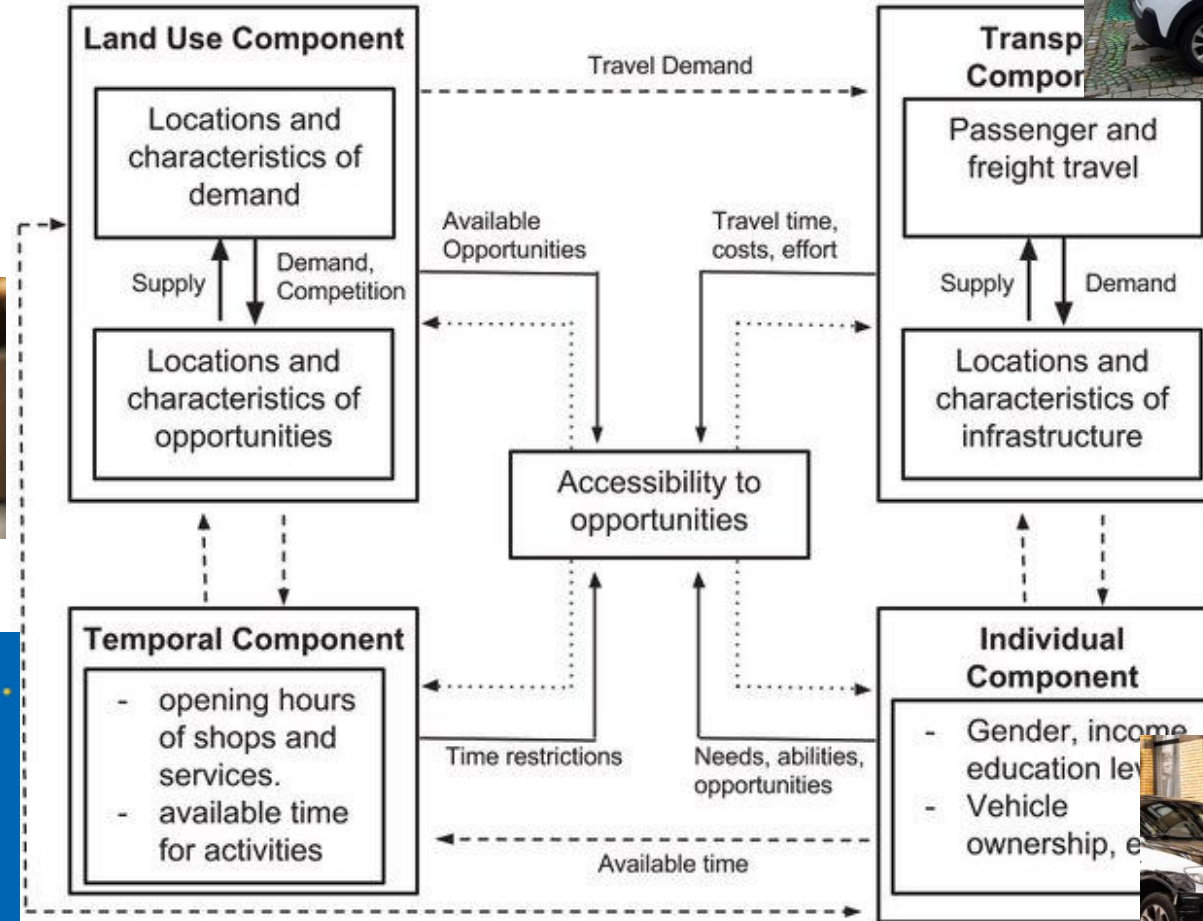
Has the potential to:

- improve the flexibility of our transport system and, hence, accessibility
- increase the efficiency and utilisation of the transport system
- support the shift towards sustainable modes of transportation

And as such

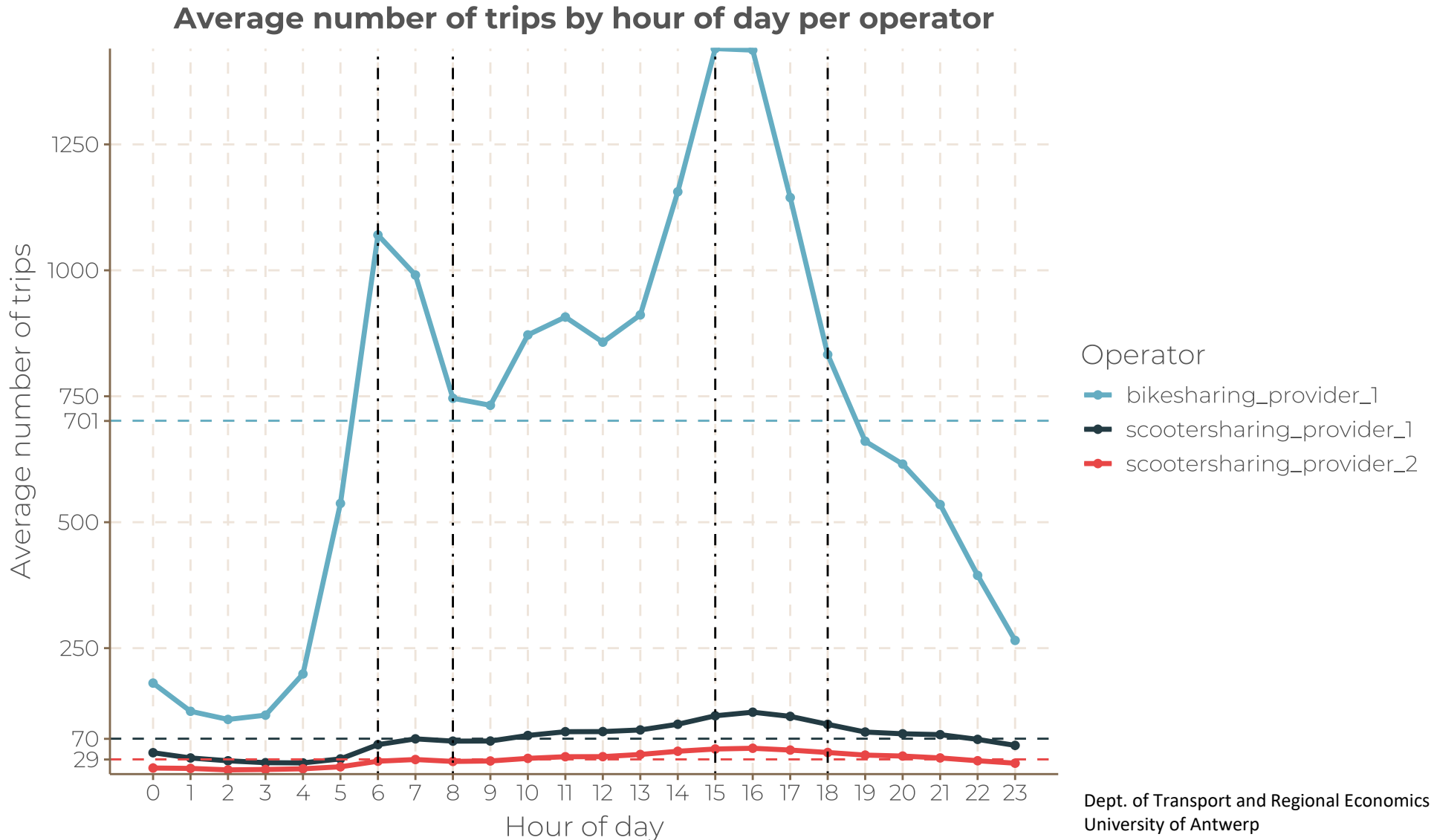
- reduce car-dependency.
- strengthen the public transport system.

Flexibility and accessibility



Geur & Van Wee, 2004

Flexibility and accessibility



Shift to sustainable mobility

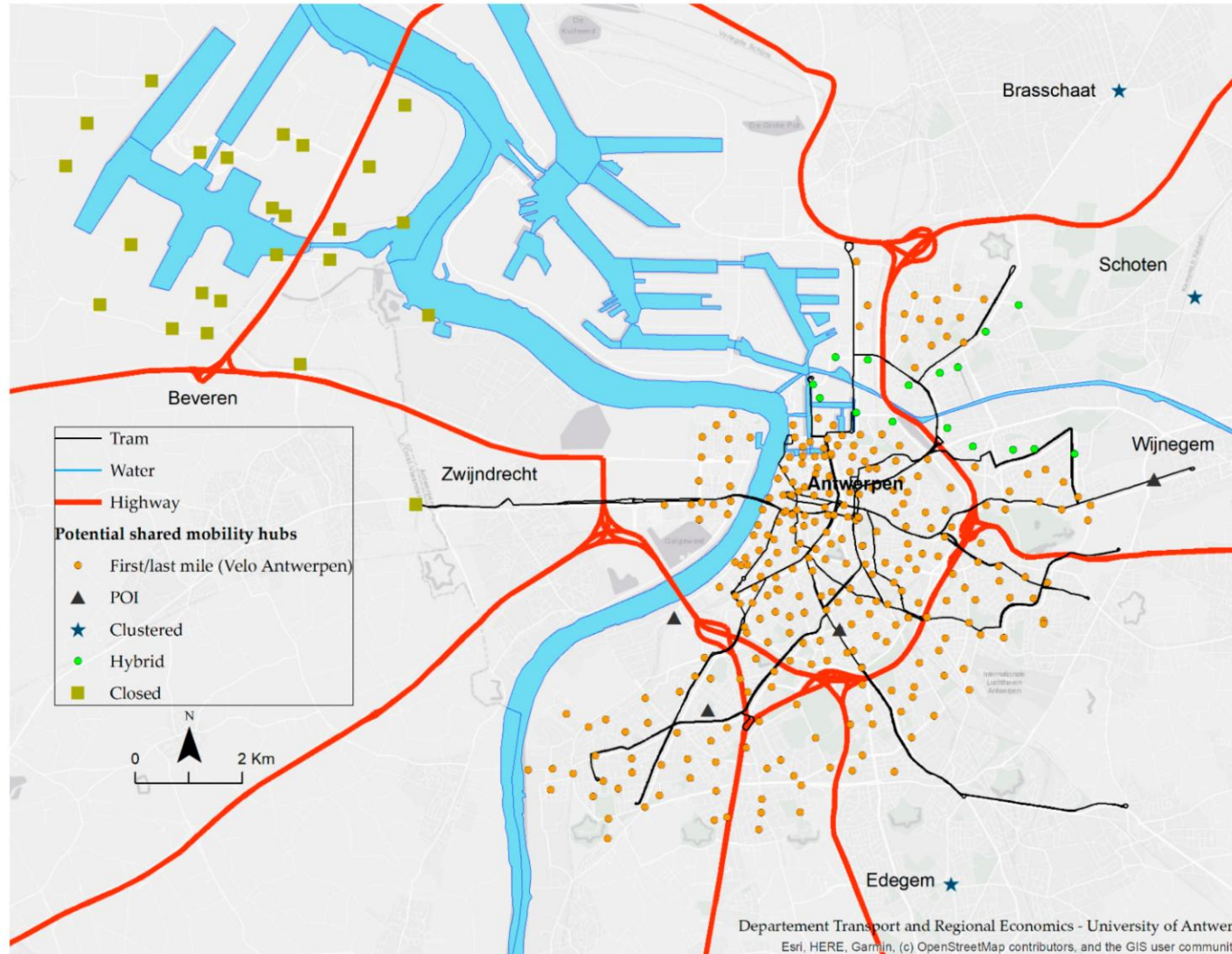
- **Visibility**



- **Test**



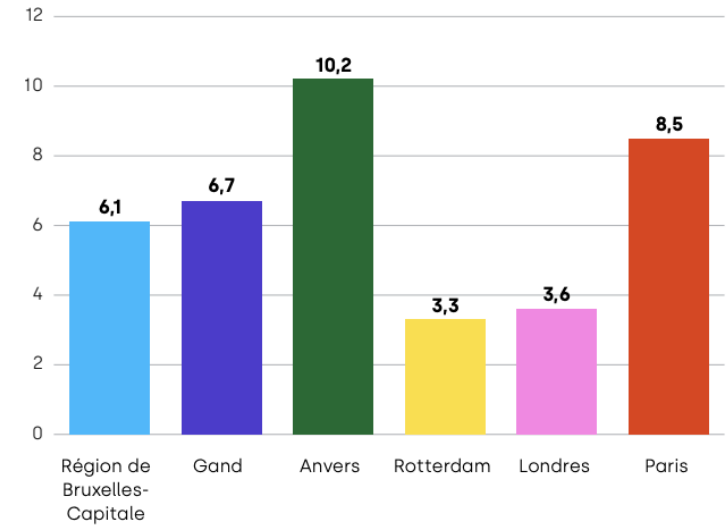
Need for infrastructure



International good practice

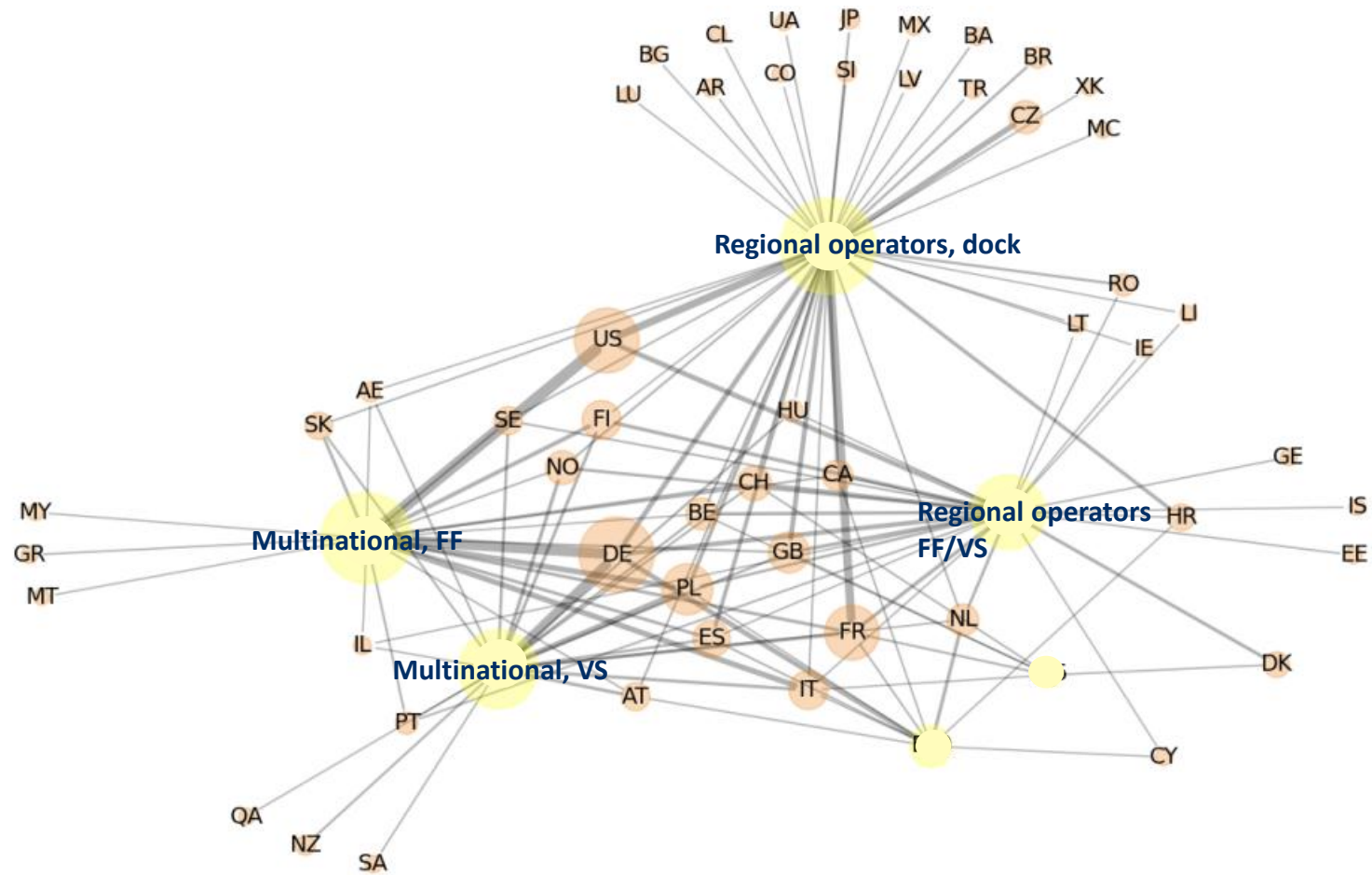


Nombre de vélos partagés pour 1 000 habitants en Région bruxelloise et dans cinq autres villes européennes

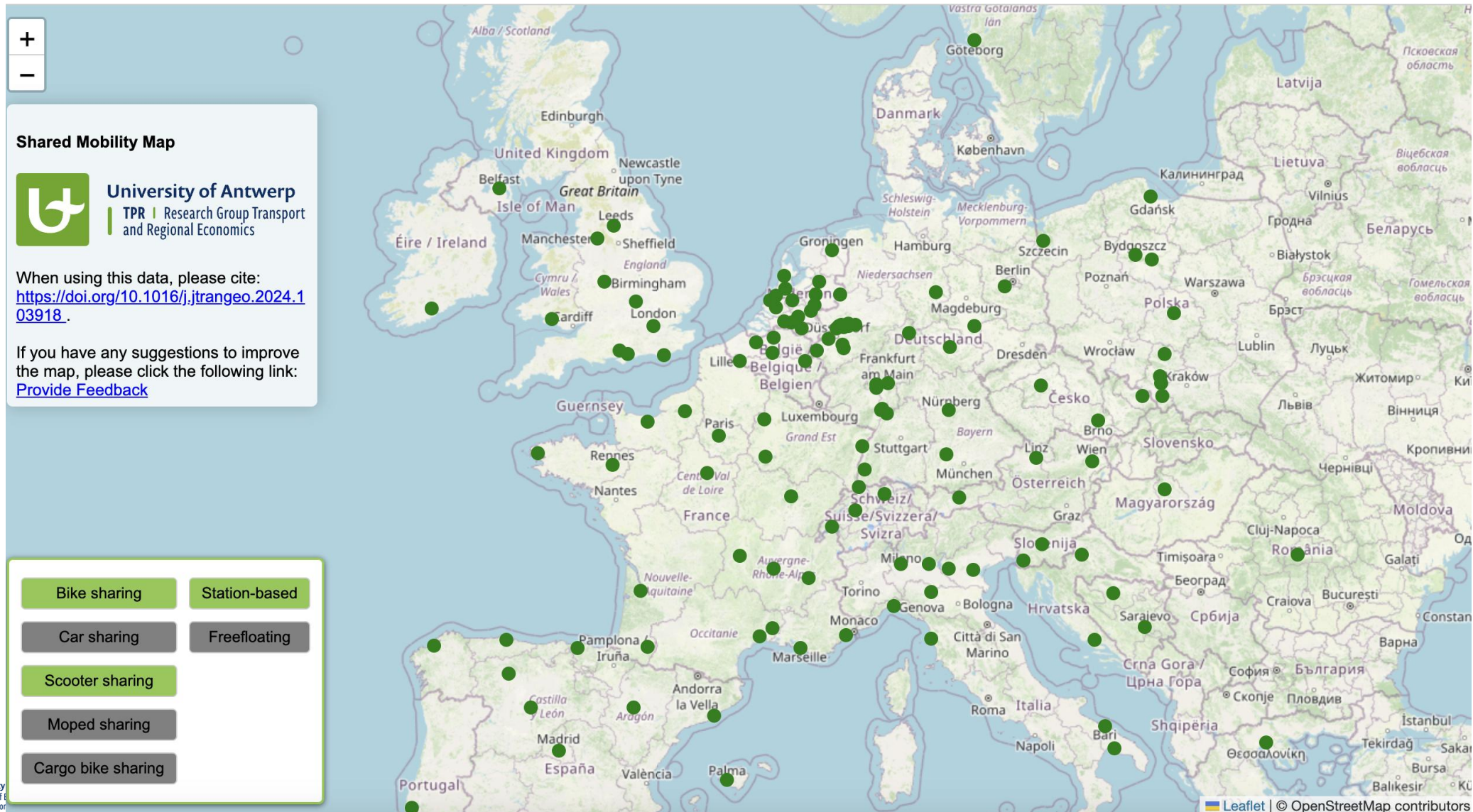


Fluctuo, 2024

International good practice



<https://sharedmobilitymap.uantwerpen.be/>



Challenges

- **A place in the city?**

Micromobility: Geofencing: from *freefloating* to virtual drop zones and speed limitations;

Carsharing: diverse policies, even at city level! Not efficient in such a connected country

Public vs Private systems: supporting systems or competition?

Challenges

A complex connection between shared (micro)mobility and public transport

7.168.640 velo trips by 50.000+ users in 2024

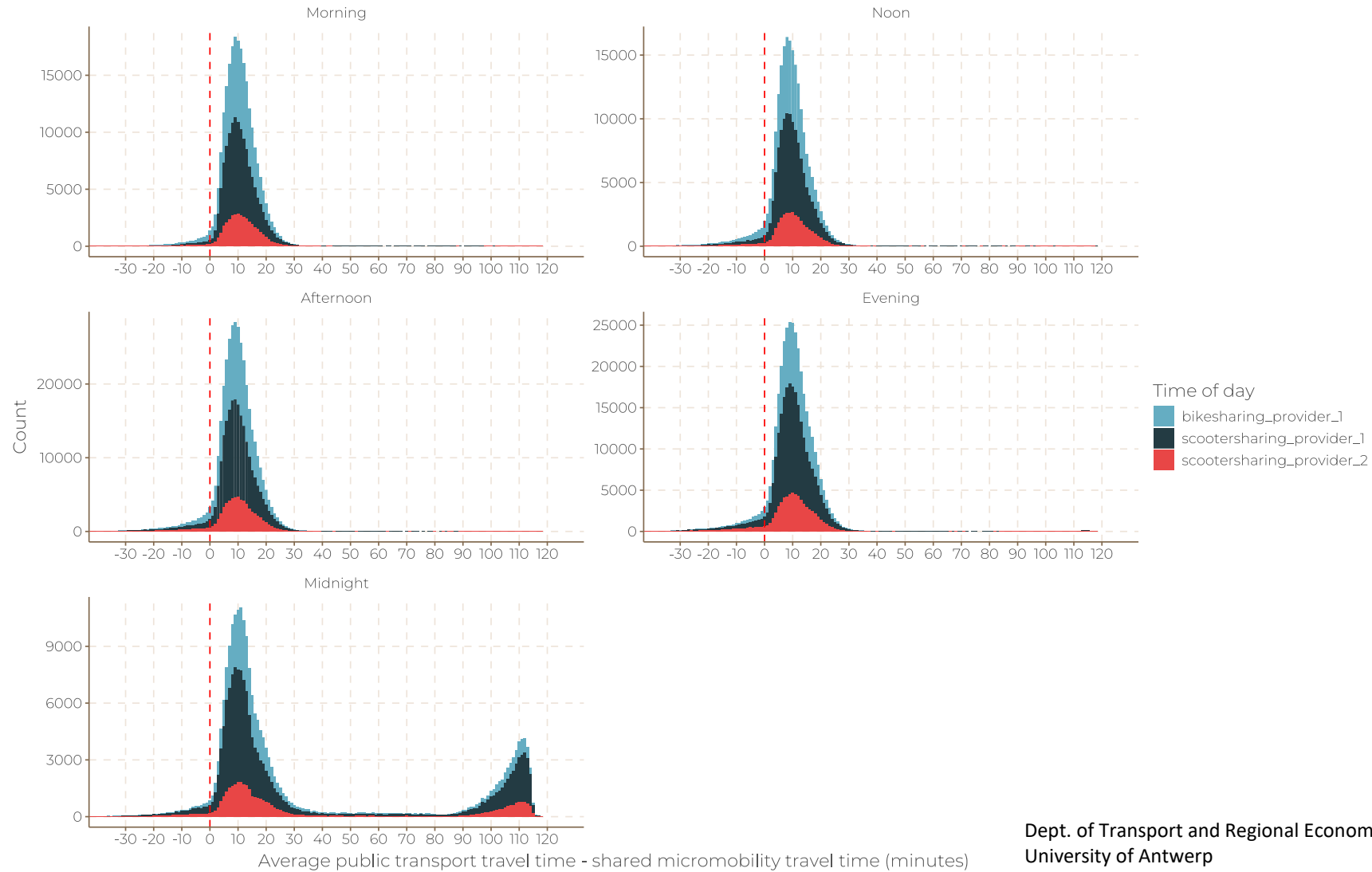
~10 busses, 12h per day, entire year

Without the first/last mile, no bus or train

Without this scooter/bike, a bus or tram

Challenges

Histogram of travel time difference between shared micromobility and PT trip, by different times of day





Email: joris.beckers@uantwerpen.be