Project name:	Workshop P+R
Date:	19/02/2019, 10.00-12.00
Notes:	Kurt Marquet & Peter Van der Perre
Location:	Bluepoint building Brussels

Name	Organisation	Present
Steffen Briers	AWV	√
Dorian de Broqueville	Bepark	√
Peter Vermeulen	Mobit	√
Martijn Duynstee	Cegeka	√
Tim Hemeleers	City of Hasselt	√
David Neys	Cegeka	√
Dimitri Casteleyn	De Lijn	√
Stijn Vandeweyer	Deloitte	√
Julien Vandichel	Drivenow	√
Stéphanie Vandendries	FOD Mobility & Transport	√
Rob Versmissen	MACQ	√
Pierre-Paul Bertiaux	BMC	√
Xavier Girard	Ingestic	√
Sam Janssens	Mobiliteitsbegeleider vvregio Aalst	√
Ine Wouters	Mobly	√
Annelies De Ridder	Regiomanager Antwerpen AWV	√
Stefan Van den Abbeele	Regiomanager Antwerpen De Lijn	√
Anke Schelfaut	Regiomanager Gent De Lijn	√
Jean-Pierre Deknop	Siemens mobility	√
Seppe Santens	Stad Gent	√
Angelo Meuleman	Taxistop	√
Caroline Ariën	The New Drive	√
Bram Bruggeman	Traject	√
Kristof Devriendt	Traject	√
Steven Roeland	Voka	√
Bernard van der Lande	Worldline	√
Louise-Marie Platteau	Optimile	√
Kimberley Vandamme	Dep MOW	√
Vincent Goossens	Pulsar	√
Michel Genot	MIVB	√
Peter Van der Perre	ITS.be	√
Kurt Marquet	ITS.be	√

Agenda

1. Introduction (ITS.be)
2. Combined parking/public transport ticketing (city of Ghent)
3. Future carpools & P+R's in Flanders (AWV)
4. Mobihubs in Belgium - future services (Taxistop)
5. From Mobihubs towards "slimme schakels" (The New Drive)

Notes & decisions

1.

Peter Van der Perre (ITS.be) welcomes all participants and highlights the importance of park & rides (P+R) for Mobility-as-a-Service (MaaS). Just like in other countries P+R's could become *happy hubs* where changing transport can be as easy as possible in a safe and seamless manner (see presentation).

2.

Seppe Santens, project manager at the city of Ghent describes 2 potential P+R schemes (see presentation). Linking the parking ticket with the public transport (or other mode) is the most important challenge.

Remarks/Q&A:

- How can you be sure the m-ticket is consumed? The condition is to receive the m-ticket, not to use it. It is also challenging because one parking ticket could want several PTO-tickets for all car-passengers;

- What is the reduction that you suggest? This is not part of the topic today. We are collecting the building blocks. Several we already have, others are still fictive. Very important to have the requirements for the use case right before implementing. Ideally the same in every city – should be harmonized as much as possible;

- Is there a forum to discuss this? ITS.be made a first start by aligning between the city of Ghent, Antwerp, De Lijn and NMBS/SNCB;

- BMC has already studied on different use cases (see link). The link between parking and public transport is also not new. Cities like Kortrijk and Leuven have this for many years (not digital yet);

- A transition from card to digital has started. The future however will be hybrid since the card is still a very reliable alternative (back-up), e.g when in parking garage connectivity is low.

- Additional challenge is how to share IDs & profiles;

- In Antwerp it is a challenge to combine/integrate all mobility services. Data standards are often missing (or unknown). By 2030 the traffic region Antwerp wants to have data standards for all services.

3.

Steffen Briers (expert traffic safety) of the Agency for Roads and Traffic presents the roadmap on how they see carpools evolving in the near future (see presentation). In the past the focus was stimulating carpooling, in the future is will also be about combining modes and transferring together (goals by 2030: 40% via collective transport).

Remarks/Q&A:
- It would be very interesting to share the vision note (when ready and if possible), because

discussion is needed with concession -and potential partners on what services will be offered (by whom). The note is expected before summer;

-   In Wallonia they already did this exercise (see link);
-   Also interesting to know is that SPW has an on-going project on enforcement for carpool lanes using roadside equipment (feasibility study);
-   Access to carpool lanes could also be managed via the (certified) platforms of MaaS-providers;
-   It is important to differentiate between locations (highway, city center, industrial site…). Yes, this is part of the study.

4.

Angelo Meuleman (expert shared and connected mobilty) of Taxistop gives a current status of the Mobipunten in Flanders / Mobipôles in Wallonia (see presentation). The goal for Taxistop is to have 1000 Mobihubs in Belgium (potential 2600). The Flemish department just launched their vision on Mobihubs in Flanders (see study).

Remarks/Q&A:
-   Big difference between cities and suburban communes. Sometimes mobility providers really want to be present at Mobihubs, at other locations cities need to pay to have them present;
-   Possible scenario to create a last mile tax at city level to increase the use of P+R (also for e-commerce);
-   Every mobility provider making use of public space should be obliged to share data, this way cities can make work of city dashboards.

5.

Caroline Ariën (project manager) of The New Drive gives insight in the Routeplan 2030 for the traffic region Antwerp (see presentation). The New Drive also worked on the Flemish policy vision Mobipunten. Mobility hubs will exist on 4 levels in 32 variations (international, supra-regional, regional, local). Quality rules have been defined based on 4 criteria. The starting point for every Mobility hub will be the end-users perspective and needs.

Remarks/Q&A:
-   Need for branding – recognizing Mobility hubs. Part of the Flemish policy vision;
-   Also governance (who is responsible) is an important element. Outsourcing can be a solution.

6.

General conclusions:

-   Importance of sharing available information/studies (see links above);
-   Shape Mobility hubs together - the real issue is interoperable seamless information, ticketing and payment;
-   The open call in Antwerp can be an opportunity to submit a proposal to make use of the

existing P+R and technical match them with MaaS-providers and mobility providers;
- Key policy element, also for next elections.

Other upcoming workshops ITS.be:

Tuesday 26 February (9.00-13.00): BE MaaS alliance all-hands meeting
~~Tuesday 19 March (10.00-12.00): workshop - need for competence centre~~ – POSTPONED (tbd)
Tuesday 26 March (PM): General Assembly ITS.be members
Tuesday 2 April (10.00-12.00): workshop - "roadmap for access to data and ticketing"
Thursday 25 April (10.00-12.00): workshop - ITS benefits cyclists and pedestrians
Tuesday 21 May (9.00-13.00): BE MaaS alliance all-hands meeting
3-6 June European ITS congress - Eindhoven
Tuesday 18 June (10.00-12.00): workshop - carpooling
Thursday 3 Oct Belgian ITS congress Brussels
18-23 Oct Busworld Europe – 21 Oct MaaS-session
21-25 Oct ITS World congress Singapore
Thursday 14 November (10.00-12.00): workshop - solutions cut-through-traffic
Tuesday 3 December (9.00-13.00): BE MaaS alliance all-hands meeting