Ischa Lambrechts – Mobility Advisor BECI

Vision on carpooling and carpoollanes

Context

32 million

number of hours lost in traffic annually

€8,25

Cost of one hour lost in traffic jams for a private car

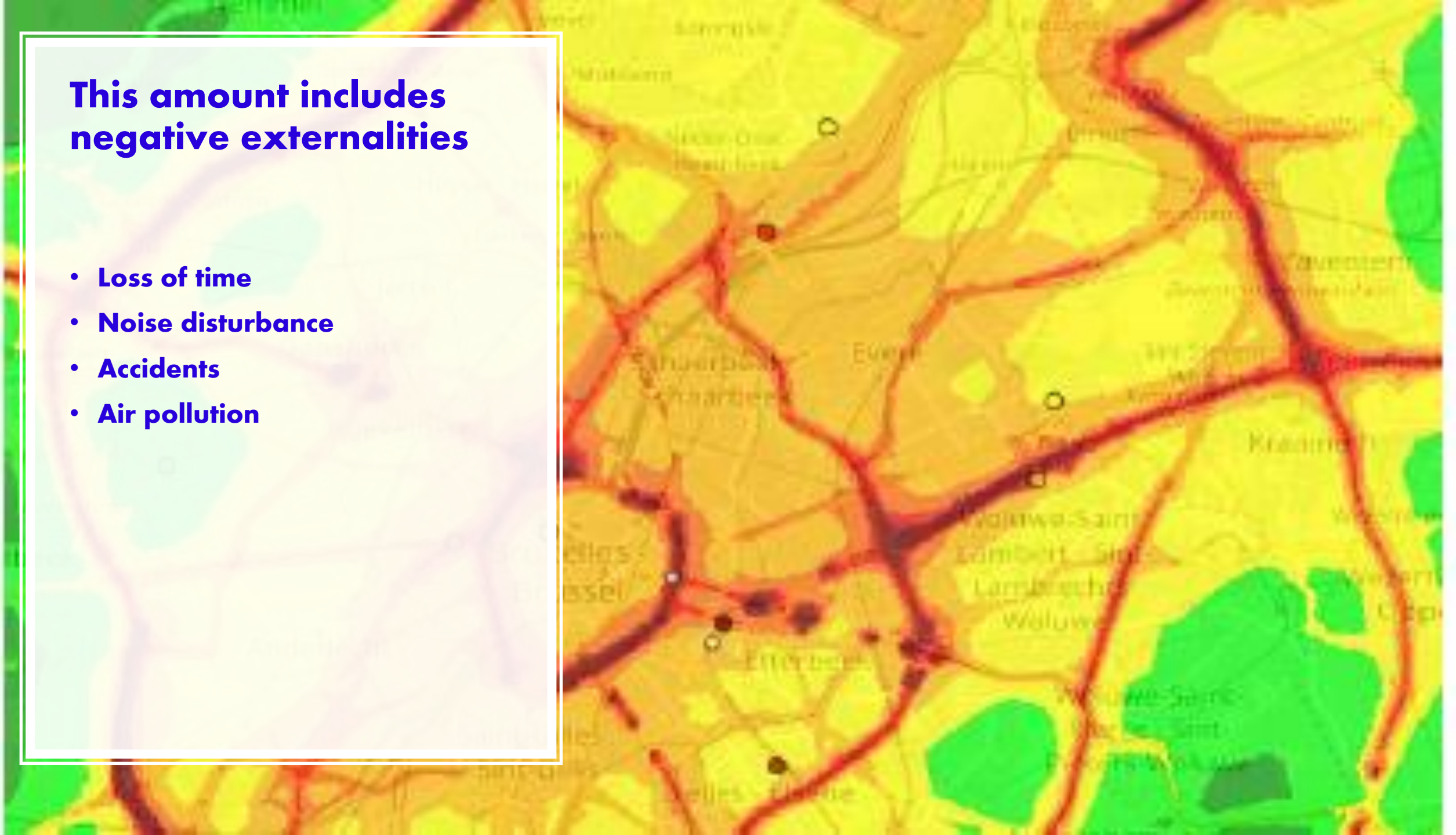
€50- €80

Cost of one hour lost in traffic jams for freight transport

Context

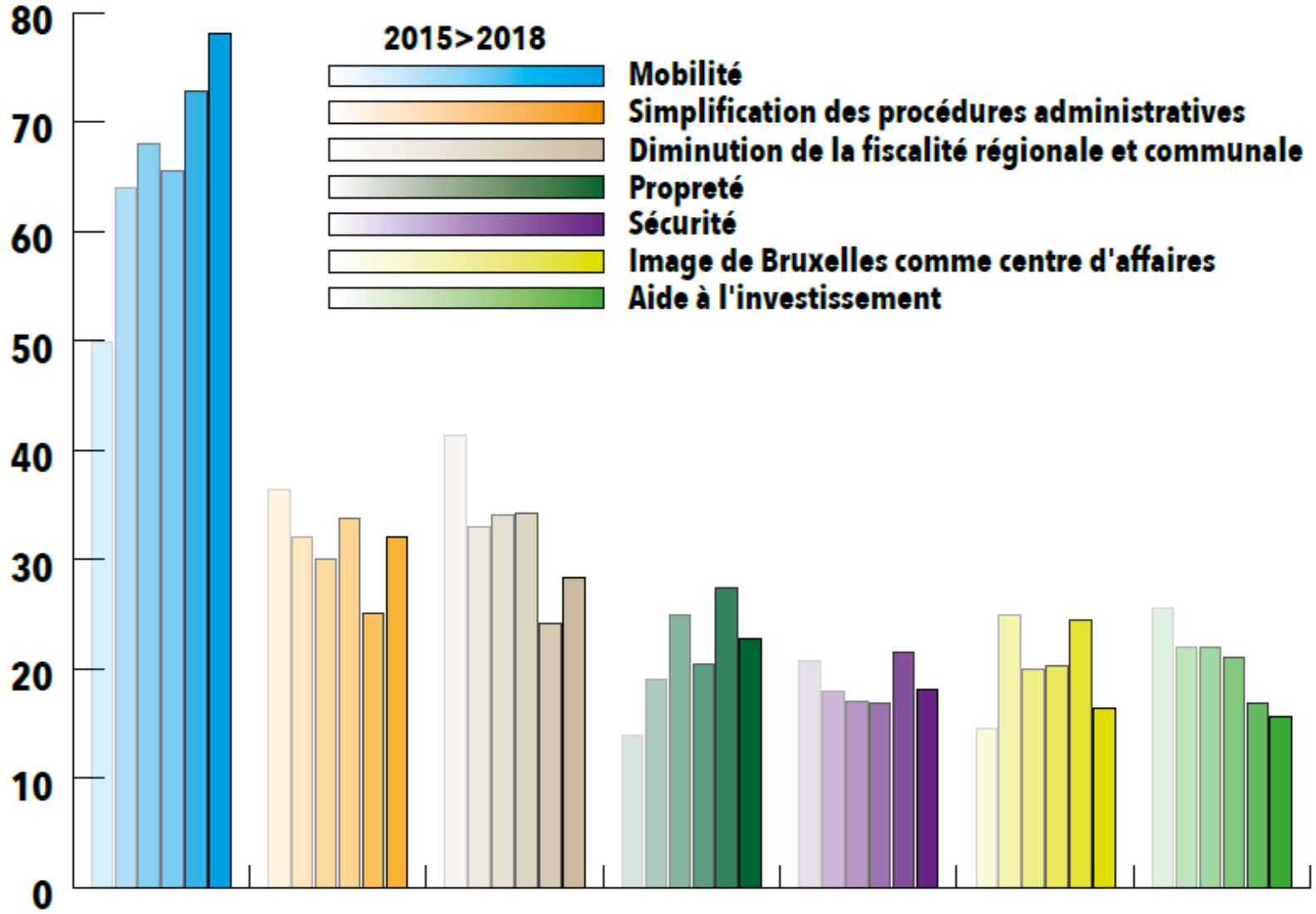
1 - 2 %

GDP



This amount includes negative externalities

- Loss of time
- Noise disturbance
- Accidents
- Air pollution


80
70
60
50
40
30
20
10
0
2015>2018
Mobilité
Simplification des procédures administratives
Diminution de la fiscalité régionale et communale
Propreté
Sécurité
Image de Bruxelles comme centre d'affaires
Aide à l'investissement

Challenge

Accessibility:

Transport networks are saturated

Create extra capacity?

Environment:

Air quality

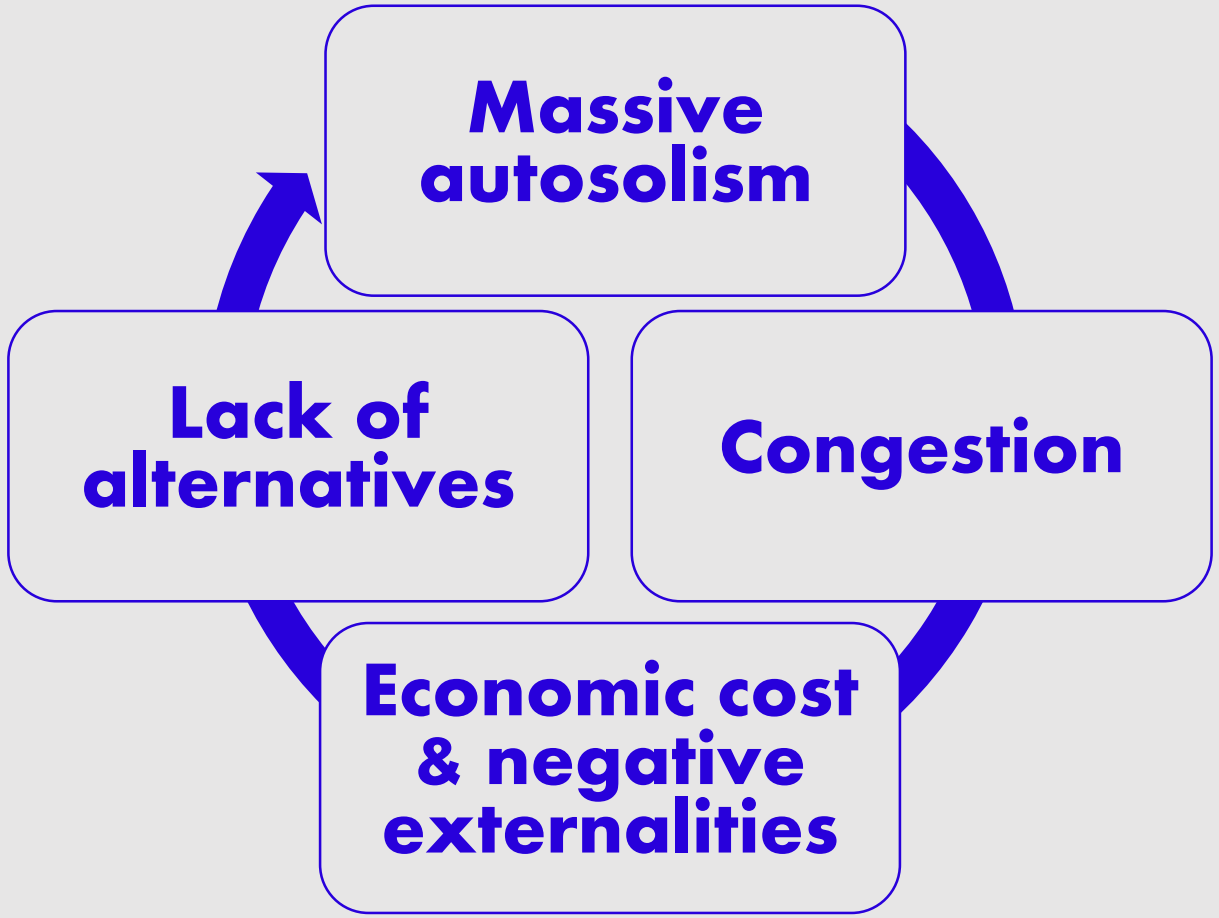
Solutions

Promote fluid mobility

Reduce traffic jams

Promote sustainable ways of transportation

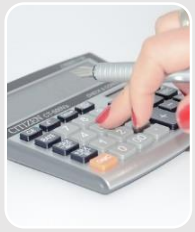
The vicious circle



The vicious circle - Solutions

Carpooling

Infrastructure



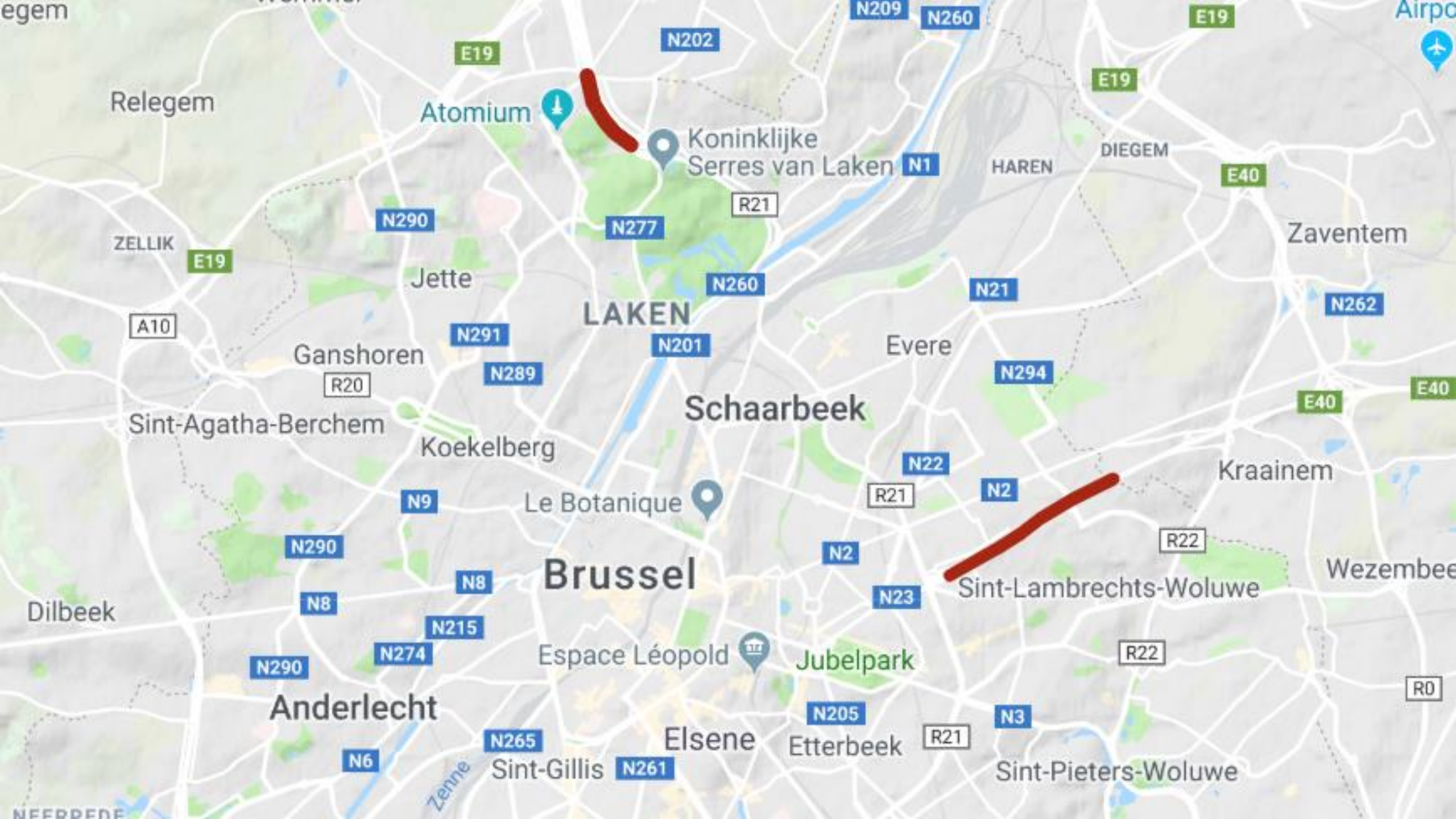
Mobility & Taxation

The vicious circle

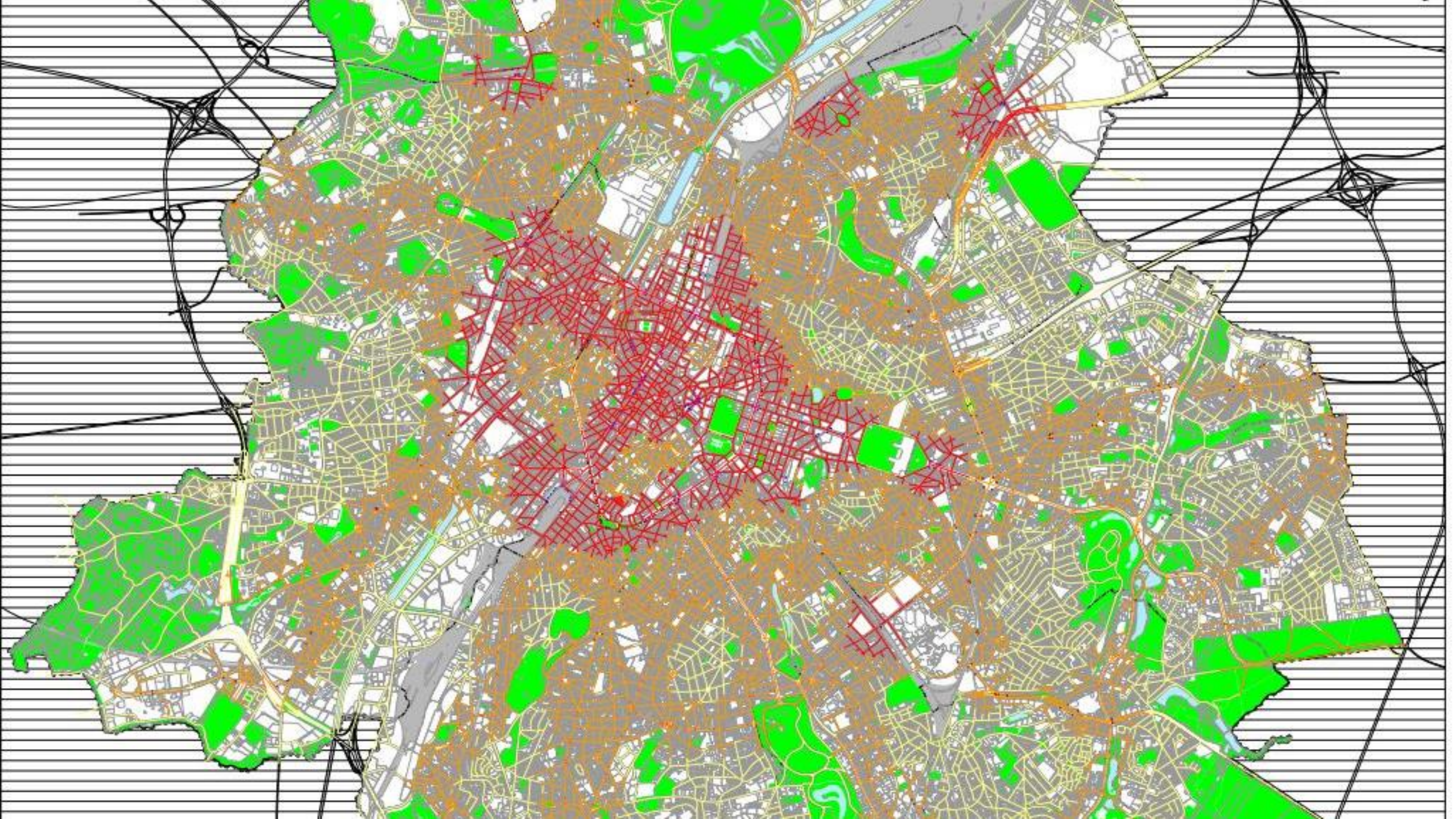
3/4 of the cars during rush hours only have one driver in the car

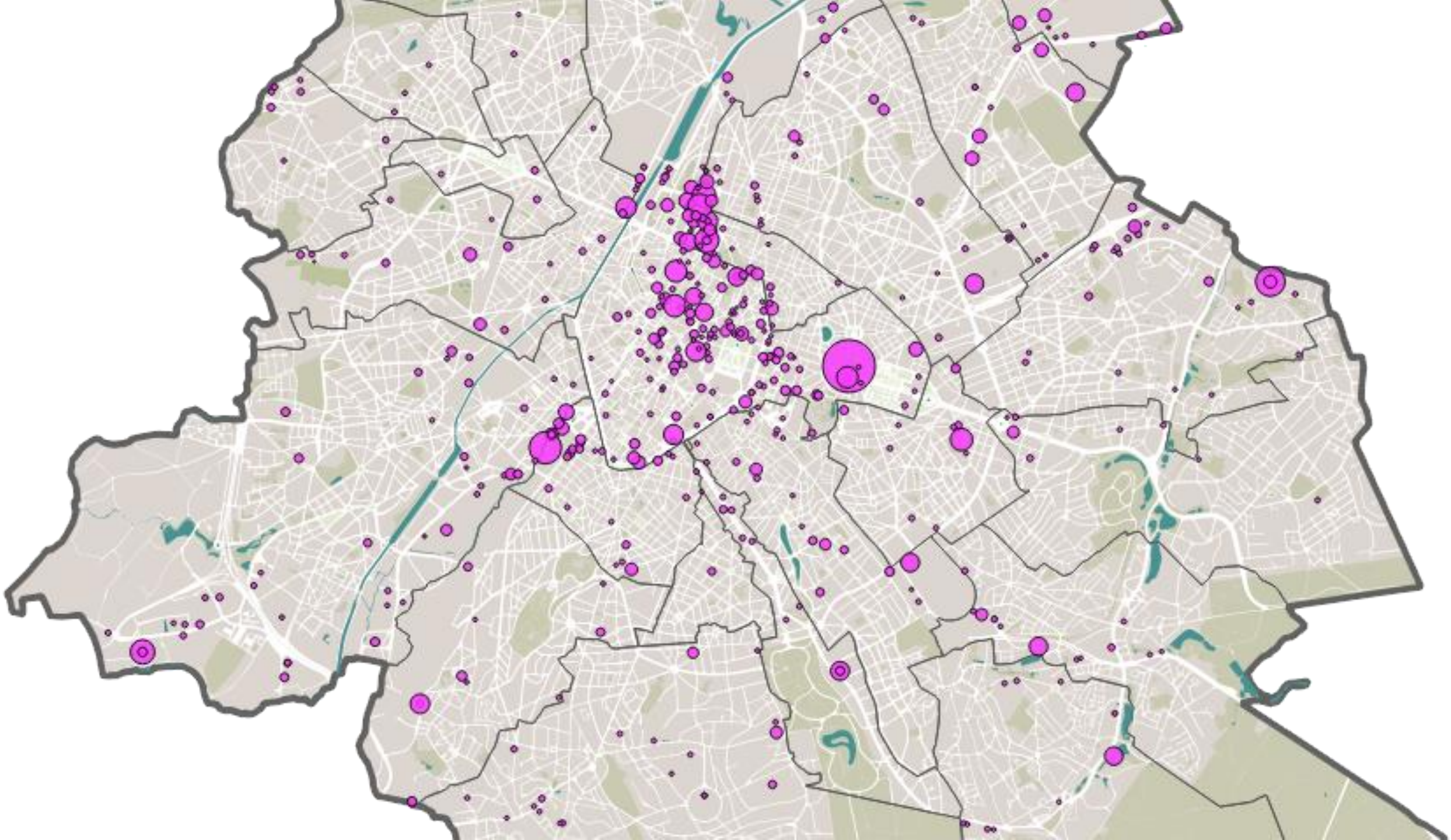
10% lesser cars would decrease traffic jams by 40%

25% lesser cars would decrease traffic jams by 100%



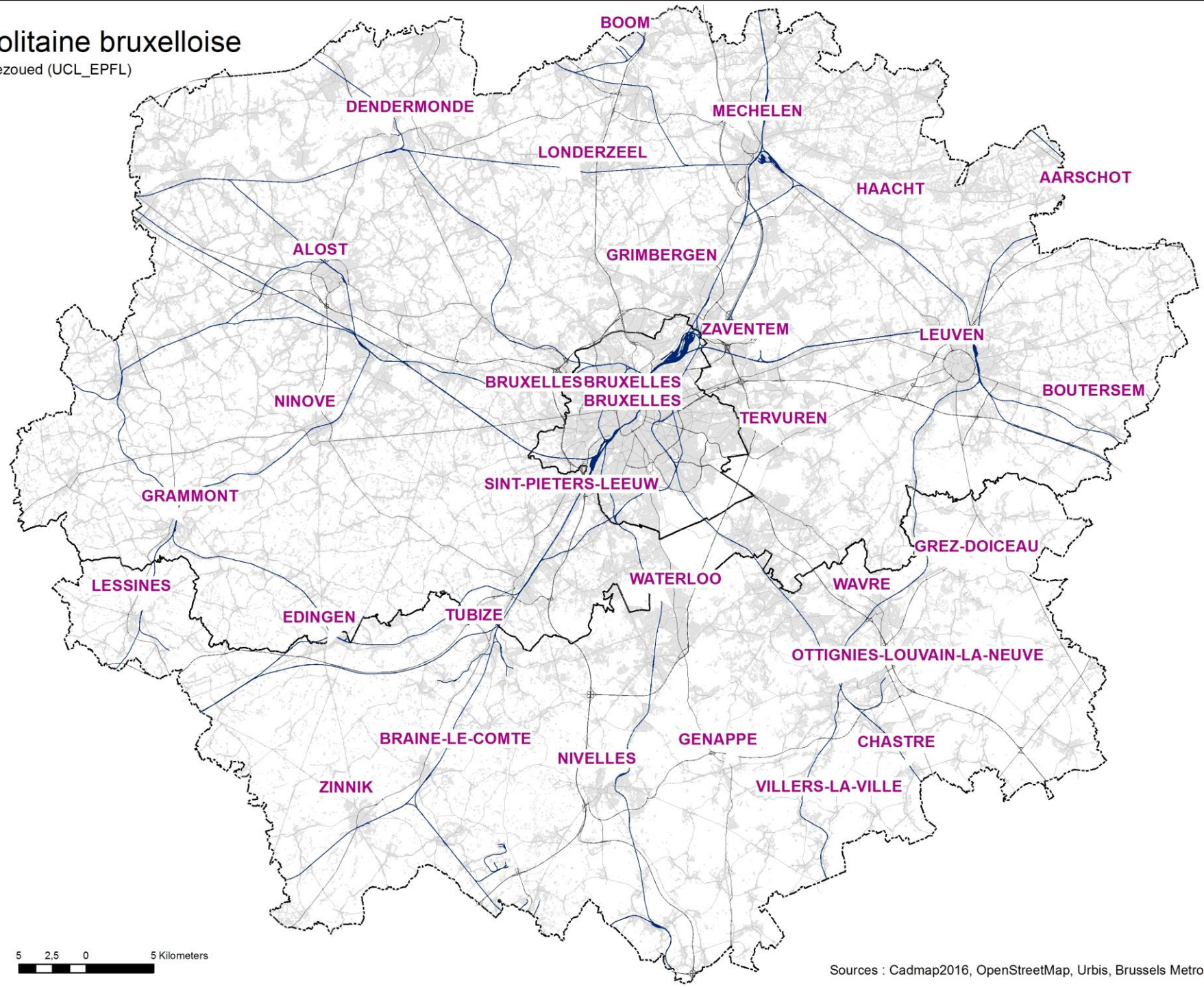
Relegem
Atomium
Koninklijke
Serres van Laken
HAREN
DIEGEM
Zaventem
ZELLIK
Jette
LAKEN
Evere
Ganshoren
Schaarbeek
Sint-Agatha-Berchem
Koekelberg
Kraainem
Le Botanique
Brussel
Sint-Lambrechts-Woluwe
Dilbeek
Espace Léopold
Jubelpark
Anderlecht
Elsene
Etterbeek
Sint-Gillis
Sint-Pieters-Woluwe
Zenne
E19
N202
N209
N260
N1
E40
R21
N290
N277
N21
N262
A10
N291
N201
N289
N294
R20
N22
N2
N9
R22
N8
N23
N215
N274
R0
N205
N3
N265
N6
N261





Carte des parkings de l'aire métropolitaine bruxelloise

Auteurs : Brussels Metropolitan / Frans De Keyser (BSCI) / Aniss M. Mezoued (UCL_EPFL)



Légende

Type de parkings

- Station S-net
- P+R
- Privé parking
- Carpool
- Gares RER
- Chemin de fer
- Autoroutes
- Routes principales
- Limites régions
- Taches urbaines
- Aire metropolitaine

Sources : Cadmap2016, OpenStreetMap, Urbis, Brussels Metropolitan.

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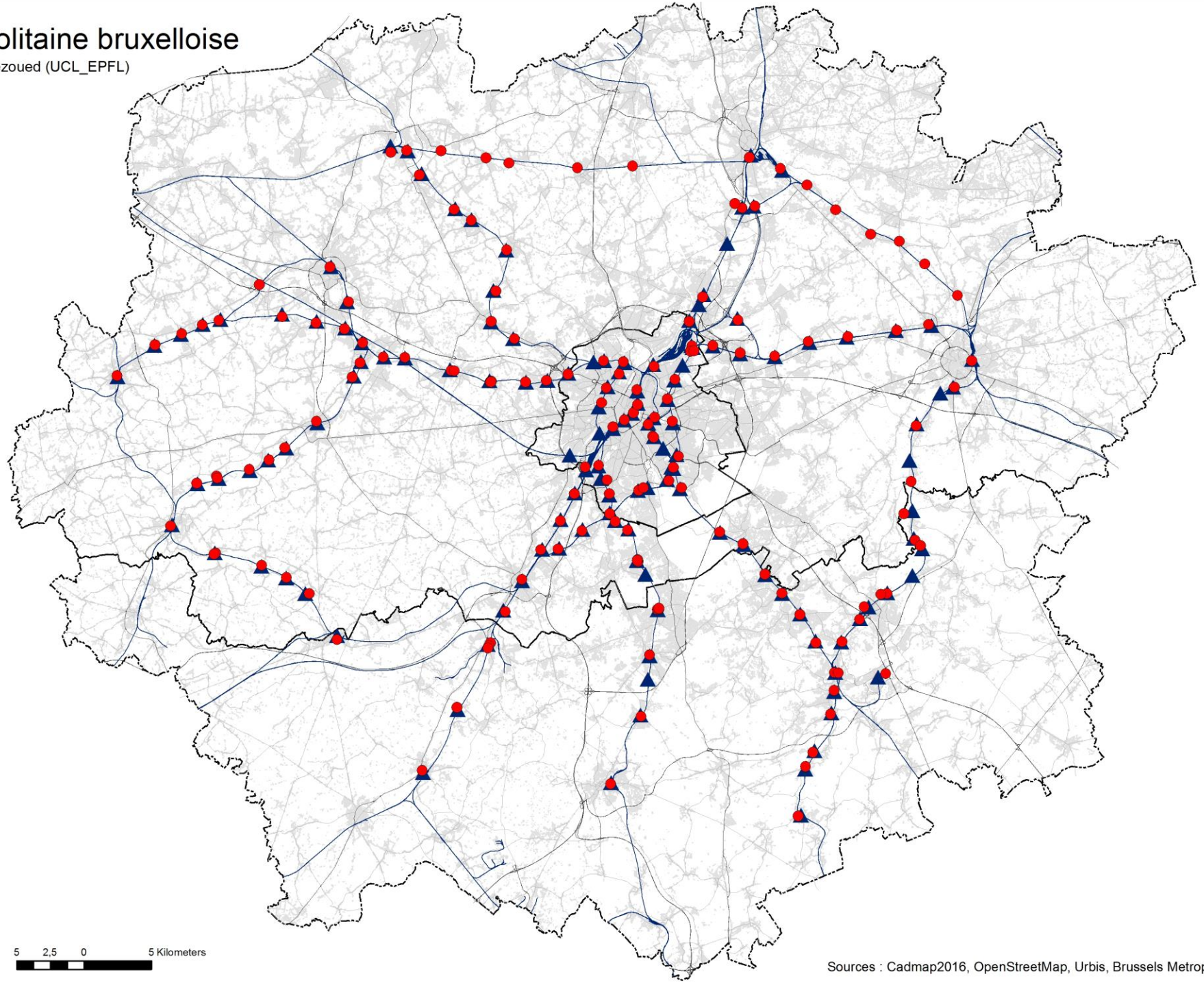

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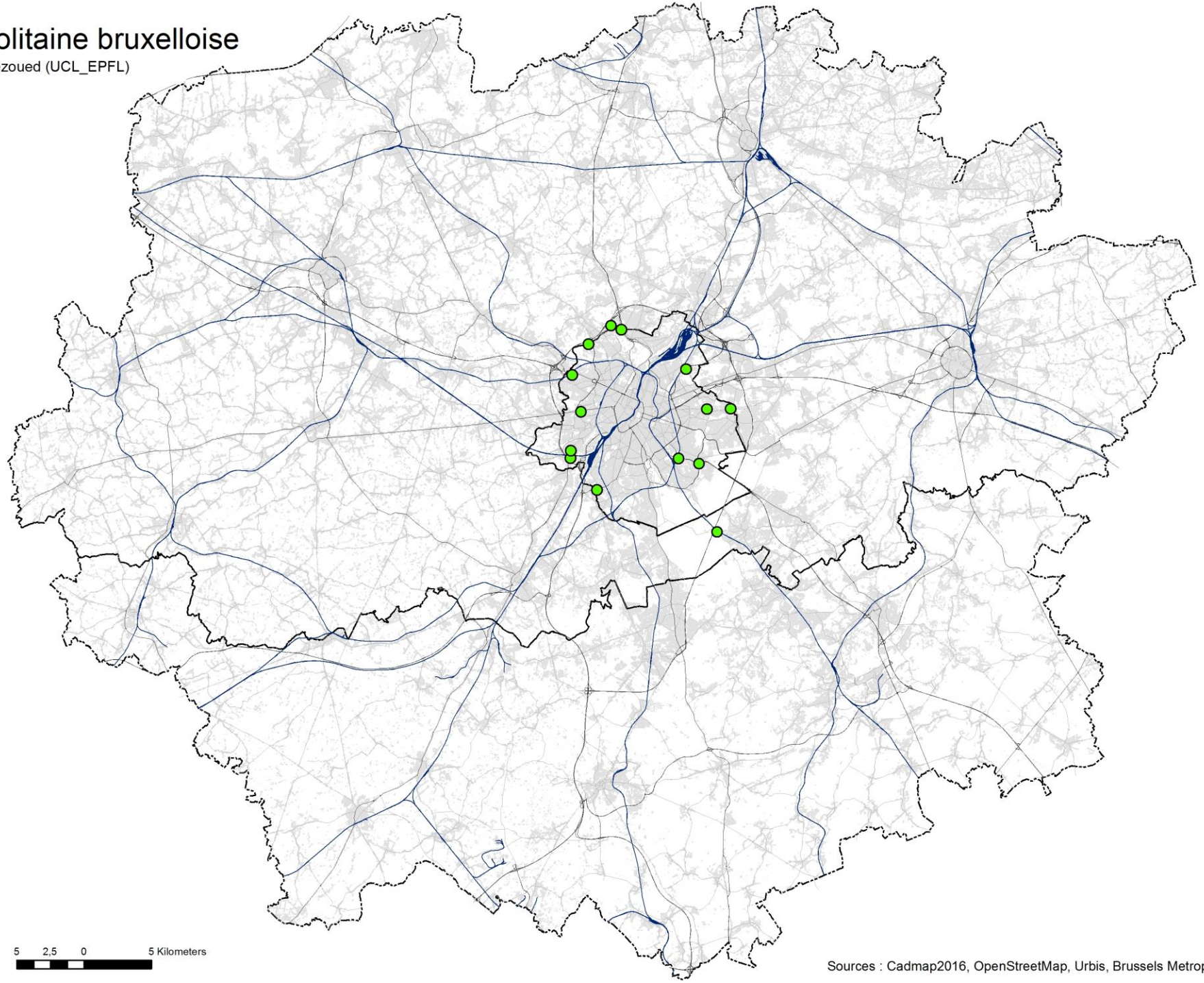

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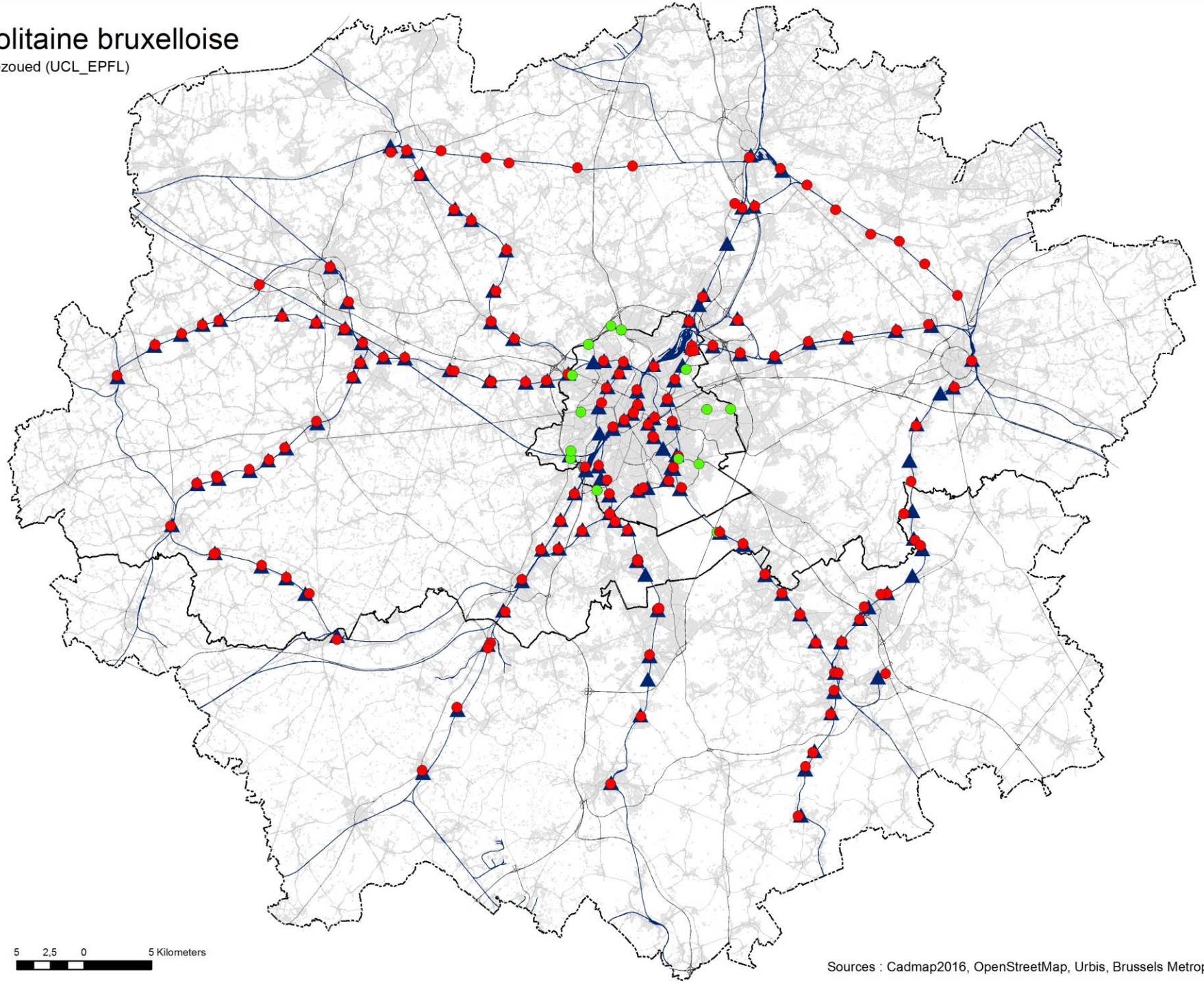

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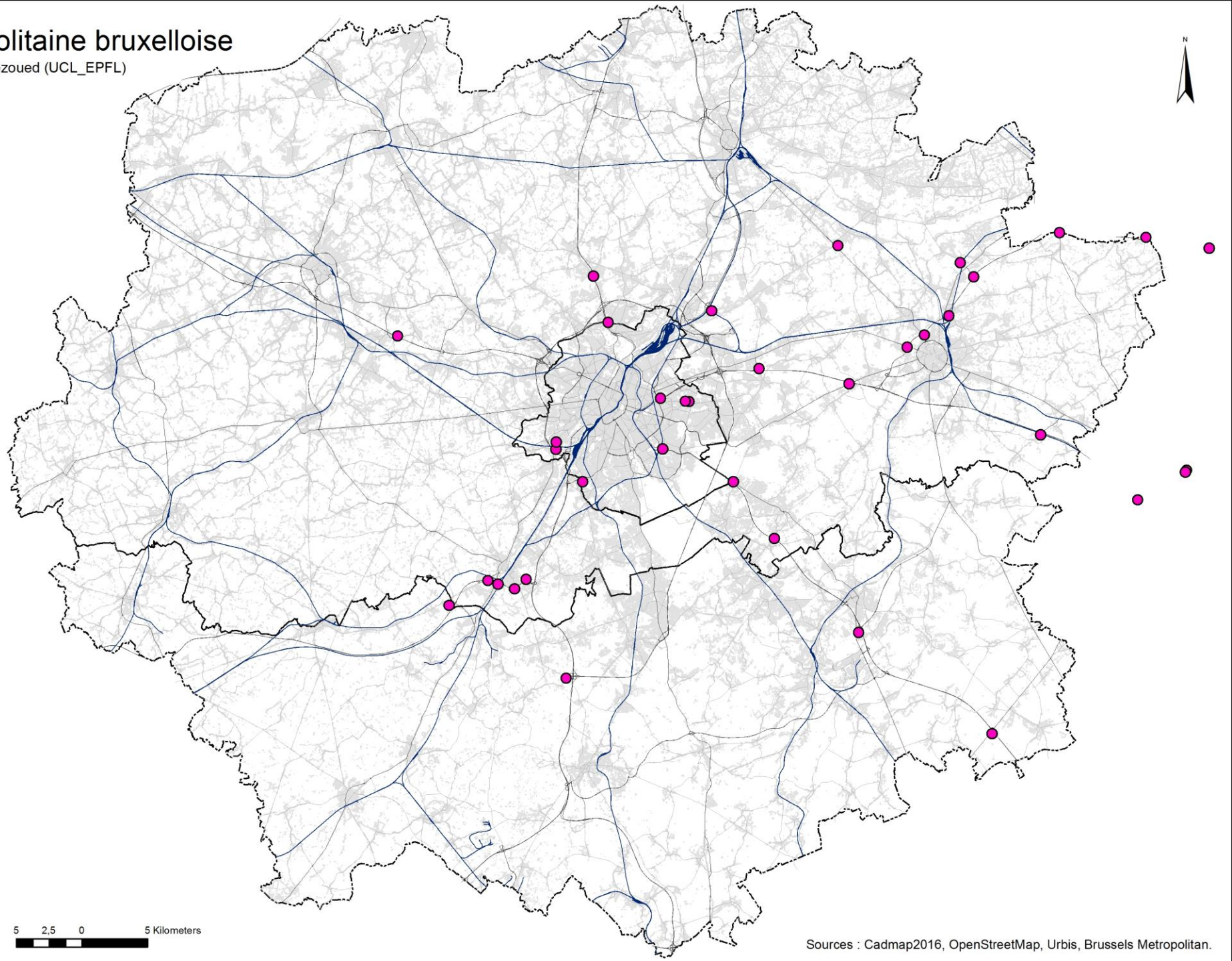

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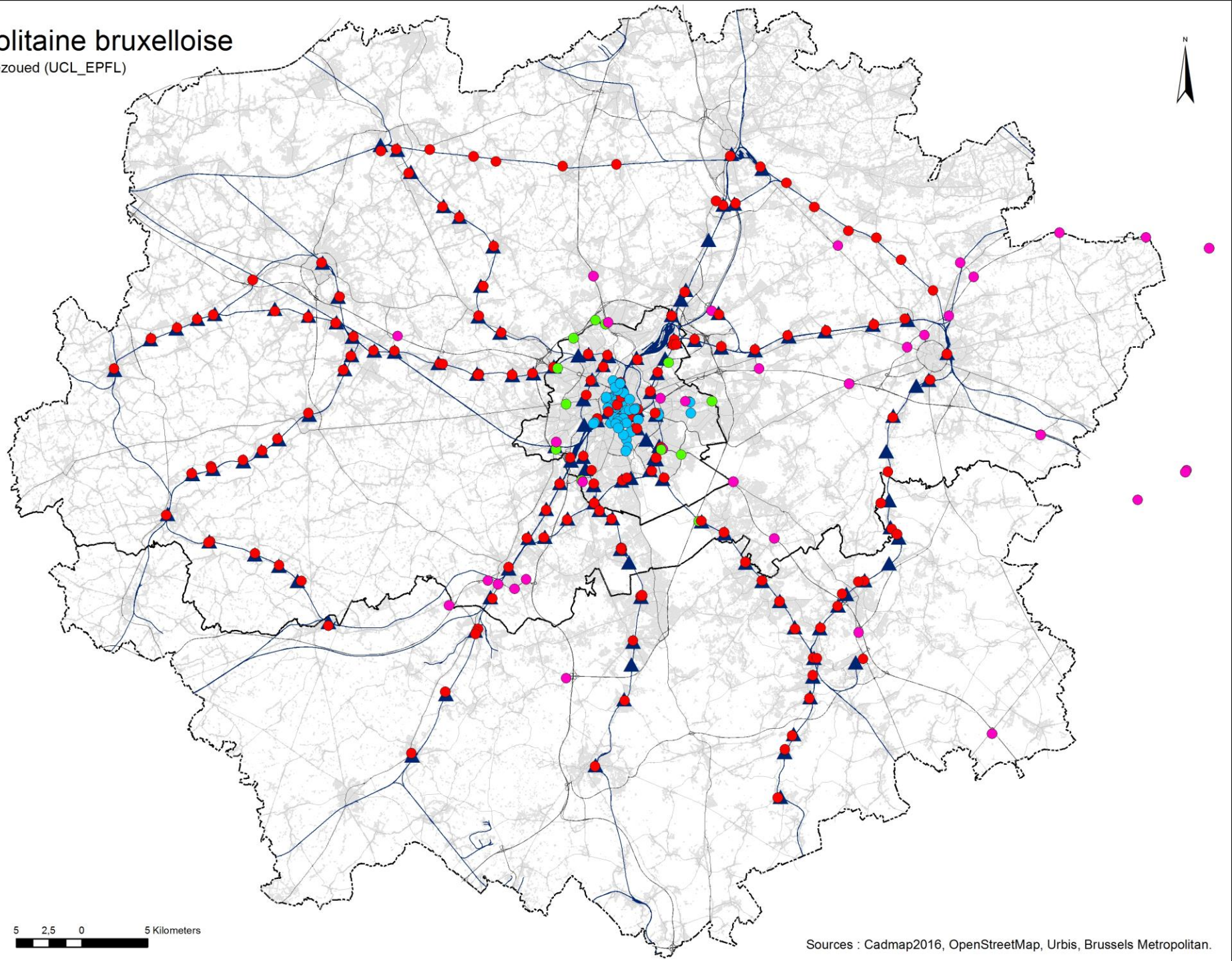

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Intelligent Kilometer Charge

Tax shift:
The intelligent kilometre charge will replace the annual circulation tax as well as the registration tax.

Interfederal dimension:
All three regions simultaneously introduce the system as well as tariff uniformity.

Support:
Part of the revenue generated should be allocated to investments and maintenance of the road infrastructure (e.g. carpool lanes).

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Conseiller Mobilité

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