

The Flemish Mobility central



1. Background
2. Core accessibility ('basisbereikbaarheid')
3. Mobility central ('Mobiliteitscentrale')
4. RFI/Market consultation (deadline 28 November)

Background



- www.basisbereikbaarheid.be
- Government agreement 2014-2019
- ...
- Concept note 27 October 2017
- Draft decree “Core accessibility” of 20 July 2018
 - » Note to the Flemish government
 - » Explanatory note (“memorie van toelichting”)

Core accessibility (“basisbereikbaarheid”)



1. Train network ('treinnet')
2. Core network ('kernnet') - main public transport (bus/tram) axes
3. Complementing network ('aanvullend net') - open/regular public transport (bus/tram) offer, but geared towards specific demand (mainly work and school-related)
4. Mobility on demand ('vervoer op maat') - 'buses on call' ('belbussen'), special (dedicated) school transport.



Level	Who decides - <i>role of policy maker (setting Level of Service (LOS) and subsidies)</i>	Who carries out
1. train network	Flemish mobility and federal policy departments (MOW)	NMBS/SNCB
2. core network - main public transport (bus/tram) axes	Flemish mobility policy department	De Lijn as internal operator
3. complementing network - open/regular public transport (bus/tram) offer, but geared towards specific demand (mainly work and school-related)	Mobility region council (“vervoerregioraad”)	De Lijn as internal operator
4. mobility on demand - ‘buses on call’ (‘belbussen’) (*), special (dedicated) school transport	Mobility region council	Mobility Central To be tendered

Mobility central / Mobiliteitscentrale



- The newly defined Mobility Central will be responsible for the overall planning, booking and payment of level 4. Mobility on demand (offering all mobility solutions for all users).
- Budget > 30 M€ (up to 112 M€)
- Tender < end 2019

Tasks



- collecting information and advice for all supply of public transport (regular public transport, taxis, bike sharing, car sharing, minibus, ...)
- analyse demand and the mobility offer, and refer where necessary
- acceptance of trip requests of 'open users' or target groups, efficient planning of trips and dispatching the trips to the mobility providers or provide a solution via collectively offered means
- handle payments to mobility providers and handle invoicing to travellers
- manage complaints of users
- use a software system that relies on 'mobility on demand' principles, that makes interaction with external Maas-providers possible, and that take sfuture ticket integration into account
- advise the mobility region on mobility on demand based on practical experience
- check quality, execution of transport vervoer and budgetting of transport

Market consultation - goal



- Gather insights in operations and organisation of mobility central
- Stakeholder mapping
- Descriptions of existing products and services
- Check existence “off the shelf” solutions
- Innovative and creative ideas
- Group tender elements
- Check proposed organisation model (using a separate mobility central)
- **Critical success factors mobility central and Flemish MAAS strategy**