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| Project name: | MaaS Belgium |
| Date: | 25/01/2018, 10.00-12.00 |
| Notes: | Kurt Marquet & Peter Van der Perre |
| Location: | Bluepoint building Brussels |

| Name | Organisation | Present |
|----------------------------|---------------------------|---------|
| Stéphane Jacobs | Be-Mobile | √ |
| Nicolas Cooman | VBO | √ |
| Sven Vlassenroot | Tractebel | √ |
| Filipe Fraga | Tractebel | √ |
| Jan Deman | BAAV | √ |
| Ralph De Jong | MaaS Global | √ |
| Bernard van der Lande | Worldline | √ |
| Jean-Pierre Deknop | Siemens | √ |
| Xavier Tackoen | Espaces-mobilité | √ |
| Eric Ibens | Proximus | √ |
| Sandra Vancolen | Bosch | √ |
| Michel Genot | STIB | √ |
| Pieter Glorieux | Optimile | √ |
| Luc Blockx | Athlon | √ |
| Frank Oudshoorn Spaargaren | Hertz | √ |
| Stijn Vernailen | City of Antwerp | √ |
| Christian Lambert | DriveNow | √ |
| Julien Vandichel | DriveNow | √ |
| Tom Sorgeloos | Orange Belgium | √ |
| Sven Maerivoet | TML | √ |
| Chris Tampère | KUL | √ |
| Stéphanie Vandendries | FOD Mobiliteit en Vervoer | √ |
| Nicole Van Doninck | AMS | √ |
| Tom Geerts | De Lijn | √ |
| Dominique Vanhomwegen | Europcar | √ |
| Pierre-Paul Bertiaux | BMC | √ |
| Filip Francois | BMC | √ |
| Joost Verdiesen | Uber Belgium | √ |
| Diégo Eggermont | STIB | √ |

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| Etienne Rigo | Modalizy | √ |
| Jens Verhiest | Lab-Box D'Ieteren | √ |
| Marian Lauwers | Arcadis Belgium | √ |
| Tias Guns | VUB | √ |
| Vincent Traen | Keolis | √ |
| Peter Van der Perre | ITS.be | √ |
| Kurt Marquet | ITS.be | √ |
| With apologies: Touring, Anyways, Nimer, ALD Automotive, UGent, EU MaaS Alliance, TEC, NMBS, Traxio, Departement MOW afd Beleid, NXP, Beci, Drivy. | | |
| Agenda | | |
| <ol style="list-style-type: none"> 0. Follow-up on previous meeting 1. Mobility budget, latest developments 2. Point of view public transport operators 3. Towards interoperable payment (BMC) 4. First draft position paper (incl proposed actions) 5. AOB & next steps <ol style="list-style-type: none"> a. Competence agenda | | |
| Notes & decisions | | |
| <p>0.</p> <p>The minutes of the previous (first) meeting are approved. The specific actions points were:</p> <ul style="list-style-type: none"> - Draft position paper on MaaS (by ITS.be) - Presentation by public transport operators (PTO's) - Rules of procedure for this MaaS community - next meeting - First steps toward competence agenda. <p>1.</p> <p>The “Centrale Raad voor Bedrijfsleven (CRB)/Conseil Central de l'Economie (CCE)” document (NL/FR) on the Belgian mobility budget is an advanced proposal for a legal basis for a real mobility budget. CRB/CCE is the highest consultation body grouping the social partners in Belgium. Nicolas Cooman of VBO/FEB summarises the content of this document and the current status: as published by Le Soir there is consensus amongst government partners to proceed¹.</p> <p>2.</p> <p>The PTO's were invited to present their view on MaaS and their next steps on the MaaS integration ladder. The NMBS and TEC were not yet able to present their views (and therefore preferred not to attend the meeting), but will do so in the future and provided short feedback (see slides). The STIB was present but could not give a specific timeframe yet; STIB is expected to be able to present in the coming months. Tom Geerts (De Lijn) gave a presentation on the strategy of De Lijn in Flanders “<i>De Lijn is open for partnerships</i>” (see attached slides). It is clear that via its active open data policy and open ticketing API De Lijn is already supporting third-party MaaS initiatives. Apart from this, an extensive consultation</p> | | |

¹ But in the mean while different partners have heard that its implementation has been pushed to 2019, i.e. after the next elections

allowing De Lijn to determine what further roles it can play (alone or in partnership) is being finalised (was open until 25/01).

3.

Belgian Mobility Card (BMC) is responsible for MOBIB, the transport smartcard in Belgium. BMC has the responsibility to design and implement a unique ticketing system for passenger's public transportation in Belgium. The four PTO's decided to have a common company, managing the transport card to assure the interoperability across Belgium for all public transport users (see attached slides). It is clear that apart from MOBIB other ticketing and payment schemes are arising.

Questions from the audience on presentations De Lijn and BMC:

- When will De Lijn release real-time data? In the second quarter of 2018 real-time will be accessible and viewed internally. Afterwards we evaluate this and disclose this publicly.
- In what way is BMC open for cooperation with MaaS-providers? Technical support is possible, but the question has to come from the PTO's so these are the first point of contact for MaaS providers.
- Is De Lijn's strategy fixed or are several options still open concerning MaaS? Answer: Only Retibo or only MOBIB is not enough. We need to foresee in the demand of the end-user. Some elements we will do ourselves, others will be outsourced. We strongly focus on MaaS, but you also have to take into account that 80% of the journey today are unimodal (PT). The overall goal of course is to create valuable solutions for the 80% of car-users. As a PTO you need to have a cost-efficient solution to cover the whole society.

4.

ITS.be prepared a first draft [position paper on MaaS](#). This document contains two big parts: seamless multimodality & intelligent vehicles. Only the first part is relevant for this group, and even then a separation can be made between MaaS and Mobility Management by regions and cities. There is a very close link to all, for that reason the document contains more than MaaS actions only.

Besides a definition on MaaS and the stakeholders, specific actions (in 2018) are discussed (p3 and further). These specific actions are translated into open workshops & high-level meetings. The agenda for 2018 was distributed during the meeting.

First responses from the audience:

- KUL: the definition should be extended. The individual needs (tailored transportation) is not included. Also the alternatives that exist today are maybe not enough or some existing modes are not enough linked with each other.
- Espaces-Mobilité: MaaS should be global, digital, but also human. People should be mentioned more specifically in the definition.
- Tractebel: an action plan also needs a research agenda. A first kick-off document was made by KUL, Tractebel, TML and UGent.
- STIB: there are two ways to get MaaS up and running. Or it is led by authorities or by private initiatives. PTO's are heavy machines. Everything has to be budgeted, planned, and discussed. This takes a lot of time. Don't count on us to be the leader, but if you take initiatives, the PTO's will be there to join the partnership.

5.

A first draft competence agenda was prepared by the KUL, UGent, Tractebel and TML (also input from VUB & PTV Group). Unfortunately there was not enough time left to discuss this topic. A special workshop will be organised and was added on the action plan: what are the long-vision, impact and implications behind MaaS, also in 'dependent' domains such as urban planning, and what relevant unknowns and research needs to be derived from this?

Next to the specific workshops and high-level meetings ITS.be is foreseeing general platform meeting 3 à 4 times a year. So the following dates are suggested:

- **29 May 10:00 – 12:00h** Bluepoint Building Brussels
- **4 December 10:00 – 12:00h** Bluepoint Building Brussels