DEPARTEMENT MOBILITEIT & OPENBARE WERKEN

MaaS in Flanders (conceptnota Mobiliteitscentrale)

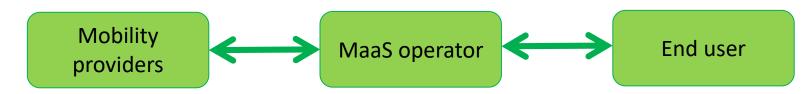
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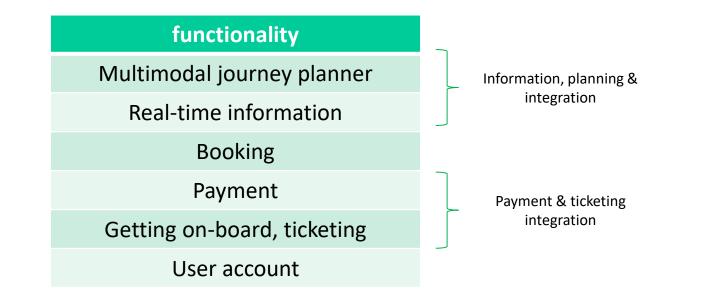


Knowledge sheet on MaaS (MoW)

What - MaaS functionality







Source: - UITP - Kennisfiche MaaS, MOW

Levels of integration



Level	Integration	
0	No integration Unimodal services	
1	Integration of information Multimodal routeplanner, price-info	ELYMPUS mobility CLYMPUS Mobility Eucline Eucline Eucline Eucline Eucline Eucline
2	Integration of booking and payment Single trip – plan, book and pay	
3	Integration of service offer Subscriptions, contracts	
4	Integration of policies Local, regional, federal	

Source: - Sochor et al., 2017 - Kennisfiche MaaS, MOW

MaaS market models



1. Commercial operators

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- 2. Public transport operator
- 3. Public-private cooperation
- 4. Publicly-financed integrator (mobility central)



Flanders will have a mixed model

Business models challenge



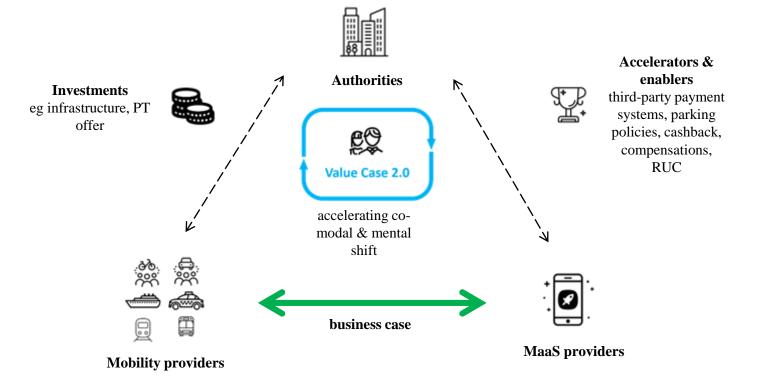
- Agency model (discounts buying in bulk)
- Merchant model (commissions for selling mobility services)
- Transaction model (fee per click by mobility providers)
- Service fee to end-user or company
- Selling of data



• Subscription fee for mobility

Value case vs business case





Source: - Tom Geerts, De Lijn - Kennisfiche MaaS, MOW

MaaS recommendations MOW



- Create fair and level-playing field via "quality framework" (soft regulation), key elements are:
 - » data
 - sharing of data (access to own APIs -> standardisation > (complete) National/Regional Access Point NAP/RAP)
 - + bringing together **usage data** for mobility system optimalisation
 - » interoperability of ticketing- and payment systems
 - » access for MaaS providers to (all) mobility services
 - » avoiding unwanted side effects (eg bias in promotion of modes)
- Policy actions needed at local regional federal -European level

Conceptnote 10.05.2019



- Launch tender for Mobility Central
- Develop quality framework for data & integrated ticketing for flourishing MaaS market