

Project name:	Workshop license models shared mobility / MaaS	
Date:	12/09/2019, 13.00-16.00	
Notes:	Kurt Marquet & Peter Van der Perre	
Location:	EY Antwerp	
Name		
Organisation		Present
Participants list via link		
Agenda		
<ol style="list-style-type: none"> 1. Alignment of current license models in Belgium & new criteria (<i>Brussels Mobility & city of Antwerp</i>) 2. The 4 PTO's view on a common license model for shared mobility (<i>NMBS/SNCB</i>) 3. Towards a common data standard for shared mobility (<i>Informatie Vlaanderen</i>) 4. First steps for cities / regions based on recent experiences in City of Leuven (<i>The New Drive</i>) 5. Discussion 		
Notes & decisions		
<p>0.</p> <p>Simon Neyt (EY) & Peter Van der Perre (ITS.be) welcome all participants and highlight the importance of this workshop. Goal of this workshop is to align the existing license models for shared mobility/MaaS and to discuss the (new) criteria with cities (who are also starting with license models) and with the private mobility -and MaaS providers.</p> <p>1.</p> <p>Martin Lefrancq (Brussels Mobility) highlights the MaaS/mobility vision of the Brussels region and outlines their current partnerships and wish for harmonized license models (see presentation).</p> <p>Stijn Vernailen (city of Antwerp) continues this overview by mentioning the partners of the city of Antwerp and by signaling the common criteria (and differences with the Brussels region) – see below (& presentation).</p>		

4. Differences and common grounds



License constraints

Max # Providers (not used)

Max. # Vehicles (not used)

Location constraints

- drop-off zones
- operational zones
- no parking zones
- concentration zones

Term of license

Approach plan (vehicle life expectancy, recycling, operational methods, pricing,...)

Average usage



Operational demands

Quality towards users

- Service desk
- Web/app
- Insurance
- GDPR
- Green electricity for charging
- 3 languages (FR, NL, EN)
- No ads on vehicle

Quality of Vehicles

- Replacement
- Maintenance
- Compliancy to Traffic Regulations

Quality of operations

- No hindrance
- Spread
- Max 5 day vehicle unavailability



Data exchange

MaaS integration

Usage/Trip data

Average usage

Green: only in Brussels
Orange only in Antwerp

Q&A:

- How do you score fixed based carsharing? The bigger area you cover, the higher your score;
- Which insights does a city need on the use of shared mobility? Real-time, post-trip, once a month? No need for a new dashboard, but indeed a monthly report is the minimum;
- Do you have already rules concerning mobility hubs, minimum offer of shared mobility? Antwerp: No fixed rules yet, but we are discussing this. Brussels: without any doubt we already have plenty of mobility hubs, but we just have to put a few layers together to see where we still need new hubs.

2.

Arnaud Wattiez (NMBS/SNCB) gives insight in the vision of the 4 PTO's regarding license models for shared mobility. Next to a strong willingness to collaborate he expressed same genuine concerns (see [presentation](#)).

Q&A:

- General remark made by several participants: it is very positive that the 4 PTO's are aligned about this topic;
- In practice it is however not yet possible to co-operate with all 4 PTO's regarding reselling digital tickets. This is not the scope of this meeting, but it is a big concern.

3.

Raf Buyle (Informatie Vlaanderen) explains how Informatie Vlaanderen (with the support of Departement MOW) will start a project to develop a standard for the exchange of information on the full range of passenger transport and mobility modes operational in the Flemish Region (public transport, road network, bicycle routes...) (see [presentation](#)).

Through this initiative, the Flemish government wishes to standardize the data together with the various public and private stakeholders. The vocabulary will be brought into line with current (international) standards and will be enriched where relevant. The objective is to be able to exchange the mobility data smoothly, building on the principles of Linked Data.

The kick-off is foreseen on Monday 16 September and via several workshops this standard will be completed by end March 2020.

4.

Sven Huysmans & Maarten Venselaar (The New Drive) support the city of Antwerp and the city of Leuven (within a consortium with several cities & communes) to establish a MaaS vision and roadmap. They share their insights and explain how cities could start (see [presentation](#)).

5.

The bigger group has been divided into 3 smaller groups to discuss 3 major questions. A summary of this discussion can be found below:

1. What are general concerns/considerations about the license models discussed today?
 - Time it takes to integrate (you have to install this or that app)
 - Getting to the right people (decision maker)
 - We want to scale up asap – but offer has to be digital/mobile
 - If you have a packet (bike-rail-step) – who is responsible?
 - Operators want to keep the relation with the customer (don't go towards a Booking.com system)
 - As an authority we want to have a stable guaranteed offer (some providers come & go)
 - Flexibility in license model needed to try new things
 - Need for basic digital infrastructure
 - Enforcement & controlling the rules – how to do this?
 - Too much regulation can make it too costly for private players (and end-users)

- Balance needed between different type of cities and the integration between them
 - Who will take the lead (cities? Regions?)
 - Careful not to scare market players with too many criteria
 - It has to be inclusive for all and everyone
 - ➔ Need for policy framework – appropriate flexibility (areas, timing)
 - ➔ Should be at regional level – finetuned at traffic regions; role of the regional mobility departments is limited - associations such as VVSG can play a crucial supporting role
2. First feedback on the specific components/criteria in the license models
- Transactions key
 - What is the potential escape plan (if people/parties are not happy)
 - Avoid situations like happening in the taxi sector
 - Other criteria should exist for urban & rural areas
 - Need for call center, PT in contact with shared mobility, pay as you go, third payment system
 - ➔ Starting point – identify new inputs (big cities – vs rural)
 - ➔ How to apply, keeping in mind that it is a fragile market
3. Feedback on data sharing aspects
- Sharing data has a cost (often custom made) and not directly clear what the benefit is for providers
 - Who is the owner of the data?
 - Finnish model very interesting – share all data without imposing a specific format
 - Should be stepwise (first gbfs+ (where are the vehicles located), mds (extra data information)... Giving the private market time to develop and comply
 - Unclear which data has to be shared and what authorities will do with this data (don't hide behind GDPR). Big difference in sharing data with authority and sharing data with all end-users
 - Define which type of data to be shared (not sensitive data)
 - ➔ Right sensitivity – Finnish model is brave, but they don't apply a format. Need for common specification in Belgium

Conclusions & next steps:

- 3/10 ITS congress – summary of this workshop & broader picture of MaaS in Belgium
- 8/10 shared mobility rocks – 13.30-15u continuing this discussion with some specific content related questions
- VVSG/UVCW/Brulocalis key partners in this discussion – they have the needed regional link and local sensitivity. They have a key role to gather all license models.

Other upcoming events ITS.be:

- Thursday 3 Oct Belgian [ITS congress](#) Brussels @Bluepoint Brussels
- Tuesday 8 Oct [Shared mobility rocks](#)
- 18-23 Oct Busworld Europe (Brussels) – 21 Oct [MaaS-session](#)
- Thursday 14 November (10.00-12.00): workshop - solutions cut-through-traffic
- Wednesday 20 November (10.00-12.00): workshop - need for competence centre
- Tuesday 3 December (13.00-16:00): BE MaaS alliance all-hands meeting @FOD Mobility & Transport
- Wednesday 11 December (10.00-12.00): workshop - state-of-the-art road charging