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ITS.be and its members - and in particular its member-associations - are ready to join forces with the various public authorities to arrive at ambitious and impactful policies, as well as to support public-private cooperation where necessary.

ITS.be is a public-private partnership that joins the forces striving for multimodal mobility management, MaaS, autonomous, cooperative and electric driving, and intelligent road pricing:

AGES, Agoria, Allianz Global Assistance, Anyways, ARCADIS, Attentia, Athlon, Axa Assistance, BAAV, Beheersmaatschappij Antwerpen Mobiel, Be-Mobile, BMC, Bosch, Cegeka, Circ, Corona Direct, Departement MOW, De Lijn, D'Ieteren, Deloitte, Dynniq, Emixis, Espaces-Mobilité, Ethias, Eurofins, Europ Assistance, Europcar Mobility group, EY, FBAA, Febiac, FLIR Intelligent Transportation Systems, Flixbus, FOD Mobiliteit en Vervoer / SPF Mobilité et Transports, Geosparc, HERE, ICB, Icoms Detections, IMA Benelux, IMEC, Informatie Vlaanderen, Infrasoft, Ingestic, Kapsch, Katholieke Universiteit Leuven (KUL), LabBox, Logistics in Wallonia, Localyse, MaaS Global, Macq, Maes Energy & Mobility, Mastercard, Mobly, Mobiliteitsbedrijf Gent, Modalizy, Monotch, Namahn, NEDAP, NMBS-SNCB, NRB, Olympus Mobility, Optimile, Orange, PriceWaterhouseCoopers (PWC), Proximus, PTV group, Pulsar Consulting, Q2C, Rauwers Controle, Renta, Région de Bruxelles-Capitale / Brussels Hoofdstedelijk Gewest, Satellic nv, Securitas, Service Public de Wallonie (SPW), Siemens, Sigmax, Skipr, SOFICO, Spie, Stad Antwerpen, Stad Hasselt, Suivo, Tein Technology, The New Drive, TomTom, Touring, Tractebel, Trafineo, Transport & Mobility Leuven (TML), Traxio, Universiteit Antwerpen, Universiteit Hasselt, Universiteit Gent, VAB, Ville de Namur, Worldline, XXimo.

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Policy recommendations 2019-2024

As explained in the brochure "An innovation-driven vision of sustainable mobility" (www.its.be), mobility can become sustainable by investing in multimodality and by using the latest developments in the industry.

In this respect, ITS.be distinguishes four priority areas:

▶ Multimodality
   ▶ Mobility as a Service (MaaS) -
   creating a market for public and private providers of multimodal services
   ▶ Multimodal Mobility Management (MMM) -
   (digitalised) policies as the foundation for a flourishing MaaS market
▶ Automobile
   ▶ Autonomous, Cooperative and Electric vehicles (ACE) -
   supporting the deployment of the latest developments in the industry
   ▶ Road User Charging (RUC) -
   a necessary policy instrument to balance supply and demand.

At federal, regional and at local level, there is a need for appropriate policies in each of these areas. These policies either focus on providing a suitable regulatory framework, on market development, on informing and educating end users, on harmonising technical interfaces or on putting in place supporting infrastructure. Below is a brief overview of the main measures.

Policy support for Mobility as a Service (MaaS)

From the perspective of regulation, the mobility budget is an important lever. When evaluating the mobility budget, improvements such as adding Park & Ride facilities and coaching services delivered by recognised mobility advisers should be considered.

Similarly, the harmonisation of licences used by public authorities to create an open market for shared mobility is important. Apart from access to services (via access to ticketing and payment systems), access to data is best organised in a harmonised way. The same is true for how compliance monitoring is organised.

To support end-users, brochures and websites developed as (joint projects) of employers' federations and (co-operations of) local authorities are useful. The same is true for the organisation of MaaS experiences (such as the "Critical Maas" or "Mobility passport" experiences in Brussels and Antwerp).

To support the further development of the market, third party payment systems adapted to MaaS are important. Launching smart mobility calls for businesses via so-called "marketplaces for mobility" (such as the calls within "Slim naar Antwerpen", by the Werkvennootschap and by Logistics in Wallonia") are very useful, for instance to set-up the necessary public-private co-operation.

Technological harmonisation and standardisation should be supported, for instance via a competence centre acting as harmonisation manager.

Policy support for Multimodal Mobility Management (MMM)

"Best practices" in multimodal mobility management by public authorities (based on TMaaS or "Traffic Management as a Service" with the help of urban "dashboards" and real-time open multimodal data) need to be shared more quickly, with attention for:
- pedestrians
- (shared) bicycles and scooters
- public transport
- pooled) cars and
- (management of) infrastructure.

The same is true for experiences gained in setting up innovative multimodal hubs (small, medium-sized and large mobility hubs) - success factors for these hubs include:
- hygiene and health & safety
- high-quality links to public transport, shared mobility and electromobility
- appropriate information, ticketing and payment support in apps and navigation systems

as well as in setting up innovative traffic lanes open to shared mobility users - success factors for these lanes include:
- their visibility and "legibility"
- green waves at intersections (linked to intelligent traffic lights).

Policy support for Autonomous, Cooperative and Electric vehicles (ACE)
Policy support for autonomous (and automated) vehicles

The statutory framework for the roll-out of autonomous vehicles needs to be prepared in consultation with all stakeholders. All relevant legislation (e.g. road signs) needs to be digitalised.

The physical infrastructure also needs to be subjected to quality inspections to ensure the correct operation of autonomous vehicles - for instance, in terms of visibility of road signs and markings.

Policy support for the roll-out of Cooperative vehicles (C-ITS)

For cooperative vehicles and C-ITS, the regions should catch up with The Netherlands (roll-out of priority for public transport, police and emergency services, … at junctions) and Germany (roll-out of support for mobile roadworks).

The best way forward is by involving industry on a test bed.

Joint procurement and tendering frameworks need to be prepared, and the technical capacity to distinguish bids that meet the local C-ITS profiles need to be developed.

Policy support for electromobility

Appropriate user support such as real-time information on available charging points and streamlined payment and booking mechanisms are needed.

The same is true for smart charging solutions that support simultaneous charging.

A suitable tax policy and aligned mobility and energy policies should provide long-term stability.

Policy support for Road User Charging (RUC)

Consensus on the modalities for the introduction of road pricing needs to be rebuilt between all stakeholders:
- as a tool to balance supply and demand
- to replace the current taxation that is becoming outdated because of the progress made in the areas of electromobility and increased fuel efficiency.

The legal and tendering framework need to be developed.

Flanking measures and alternatives such as a sufficiently broad offer in public transport, shared mobility and multimodal hubs needs to be developed.

ITS.be also recommends public authorities to establish specific links between their policy objectives, KPIs and ITS solutions, and to align these amongst each other. It is equally important that actual progress is assessed at regular intervals.