

# The Belgian experience

## An actual view on mobility policy towards workplaces in Flanders (Belgium)

### Technical Conferences

“Plans for Transportation to Workplaces.  
Experiences and Good Practices”

Madrid, May 19-20, 2009



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senior mobility consultant

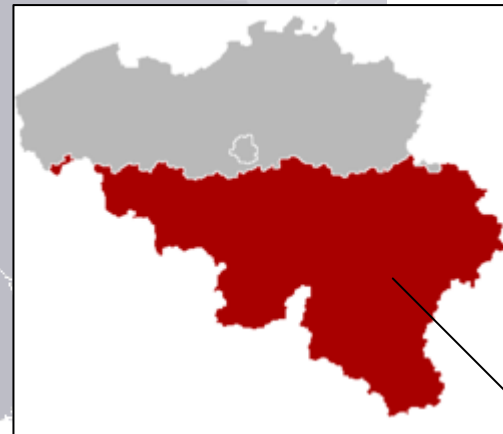
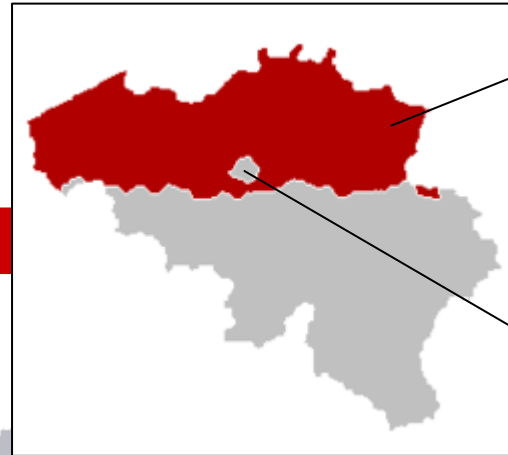


# Belgium

**Flanders**  
**6 mill.**

**Brussels**  
**1 mill.**

**Wallonia**  
**4 mill.**



# Competences for mobility matters

- Federal Government:
  - legal framework (taxation, insurance)
  - railways
- Regions: public transportation (cities, region) (monopolies)
- Regions and municipalities:
  - land use planning
  - road infrastructure
  - mobility policy (regional – municipal)
- Provinces: coordination on mobility management

# Policy / legislation to promote green commuter plans

- Legislation on green commuter plans
  - Federal level: Obligation to transfer mobility data for companies with > 100 employees (every 3 years, 2005 – 2008 – 2011 –...).
  - Brussels Region: Obligation to develop a green commuter plan for all companies with > 200 employees (started in 2005).
- Fiscal regime for home – work trips
  - **tax free bicycle allowance** (0,15€/km (since '97) → **0,20€/km** (april '09)
  - employers are obliged to refund 60% → **75% (april '09) of public transport expenses for home – work trips**
  - favourable fiscal treatment for carpoolers

# Policy / legislation to promote green commuter plans

- Deductibility of costs made for sustainable mobility
  - **120% deductibility of investments in bicycle infrastructure** (bicycle sheds, lockers, bicycle leasing,...) (**april '09**)
  - 120% deductibility of cost for collective transport (shuttle buses,...)
- Attractive seasonal tickets for public transport (211€/y for all buses/trams in Flanders (De Lijn))
- Free carpool database for companies / employees.



# Some actual themes/policy on company's mobility in Flanders

- Public transport: from “guaranteed mobility” to “netmanagement”



**supply side:** minimum number of buses and minimal distance to public transport for residential areas (*industrial areas not included*)

	On weekdays peak hours (6-9/16-18)	On weekdays off peak	Weekend 8 - 23h	Maximum distance to stop
Metropolitan area	5 trips/hour	4 trips/hour	3 trips/hour	500 meter
Urban area	4 trips/hour	3 trips/hour	2 trips/hour	500 meter
Suburban area	3 trips/hour	2 trips/hour	1 trip/hour	650 meter
Rural area	2 trips/hour	1 trip/hour	1 trip/2hours	750 meter



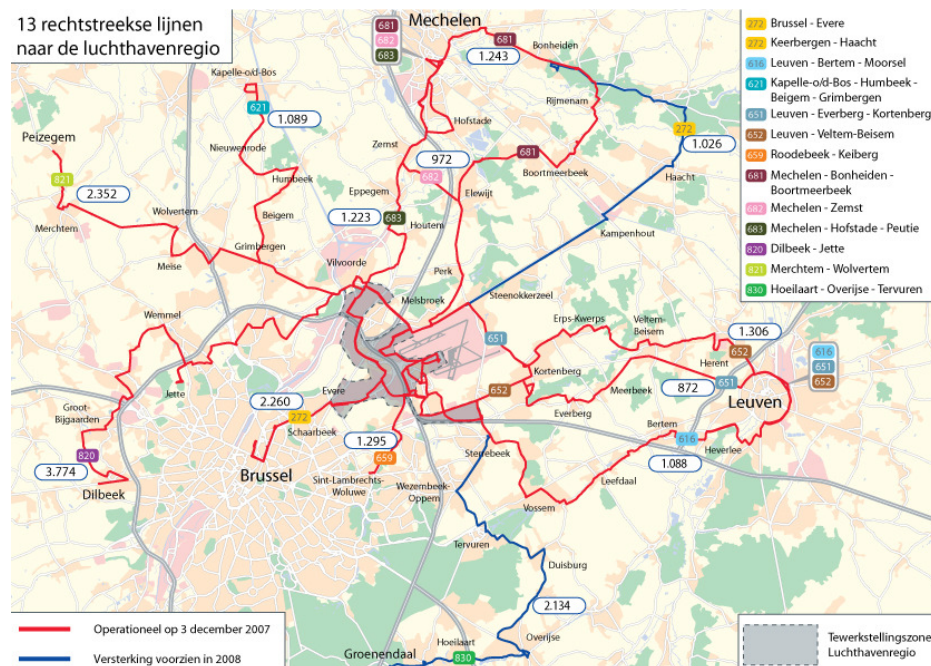


# Some actual themes/policy on company's mobility in Flanders

- Public transport: from “guaranteed mobility” to “netmanagement”



**demand side:** optimisation of public transport network. Based on objective data (feasability studies). example: START-network airport region



# Some actual themes/policy on company's mobility in Flanders

- Public transport: from “guaranteed mobility” to “netmanagement”
- Discussion on mobility impact reports

## **in the past:**

planning / development of industrial areas did not take into account planning of (sustainable) mobility

mobility management is only remediating problems





# Some actual themes/policy on company's mobility in Flanders

- Public transport: from “guaranteed mobility” to “netmanagement”
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## in the future ?

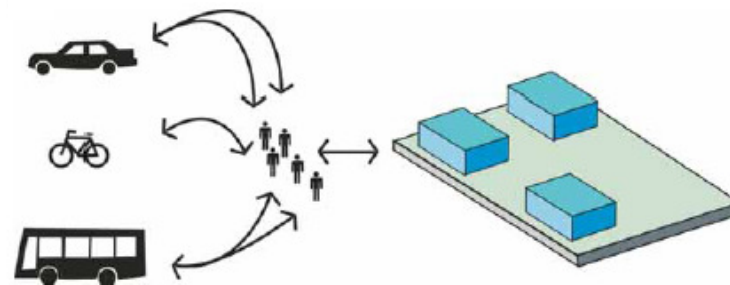
obligation to take into account sustainable mobility (bicycle lanes, walking tracks, public transport accommodation,...) when planning/developing new industrial areas

towards a more sustainable urban planning & a more directive mobility management policy?



# Some actual themes/policy on company's mobility in Flanders

- Public transport: from “guaranteed mobility” to “netmanagement”
- Discussion on mobility impact reports
- Park management for industrial areas  
the arrangement and management of both built and unbuilt spaces in industrial areas  
waste management, security, cleaning services, signposting, mobility management → carpooling, campaigns, combined transport facilities,...



# Some actual themes/policy on company's mobility in Flanders

- Public transport: from “guaranteed mobility” to “netmanagement”
- Discussion on mobility impact reports
- Park management for industrial areas
- Bicycle fund Flemish Authority and Provinces
  - focus on functional bicycle network: home-work, home-school cycling (*next to recreational cycling network*)
  - 80%-subsidizing local government investments in bicycle infrastructure if on regional bicycle network



## Some actual themes/policy on company's mobility in Flanders

- Public transport: from “guaranteed mobility” to “netmanagement”
- Discussion on mobility impact reports
- Park management for industrial areas
- Bicycle fund Flemish Authority and Provinces
- Provincial Mobility Points for companies
  - contact point for companies on mobility issues
  - advise and sensibilisations
  - initiation and assistance in implementing mobility projects
  - evaluation and follow up of Commuter Fund projects
  - one in every Province, in collaboration with public transport company De Lijn and Flemish authority

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- Public transport: from “guaranteed mobility” to “netmanagement”
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- Provincial Mobility Points for companies
- Commuter plan & Commuter Fund (*Pendelfonds*)

# Commuter plan & Commuter Fund

## Why a Commuter plan and Fund?

- Economical reasons:
  - 5,4 million hours a year are lost due to congestion (car = 7 à 12€/h ; truck = 45€)
- Accessibility to labour market
  - 1/5 families do not have a car
- Road safety:
  - 80 casualties / year during home-work trips
- Environmental reasons:
  - reduce CO2-emissions,...

# Commuter plan & Commuter Fund

## Ambition

- Change modal split home-work traffic in 2010:
  - Car: 70%  $\Rightarrow$  60%
  - Bicycle: 15%  $\Rightarrow$  20%
  - Public Transport: 15%  $\Rightarrow$  20%



# Commuter Fund



## Basic principles

- Shared responsibility: public authorities, companies, trade unions,...
- Action on the field: generate commitment from employers and employees
- Integrated approach: on organisational level, regulations, set of tools and services, knowledge
- Innovation and improvement: apart from (improving) existing tools and services focus on innovative approaches

# Commuter Fund



## Policy on subsidies

- Shared responsibility  $\Rightarrow$  principle of co-financing (1 euro for 1 euro)
- Facilitating start up of projects  $\Rightarrow$  subsidy for maximum 4 years
- Only implementation of actions is subsidized (no study or research)

## For who?

- individual companies, group of companies
- local authorities if in collaboration with private partner

## Budget?

- 7,3 million € in 2008, (+) 2,7 million € in 2009
- 2 calls a year

# Commuter Fund

Het Pendelfonds  
subsidieert duurzaam  
woon-werkverkeer



## Some examples

- Bike to work Colruyt (supermarket)
  - free bicycles for home-work travel
  - in a broader sustainability commitment
  - >1000 participants
  - bicycle 8 → 14% in modal split



# Commuter Fund



## Some examples

- Max Mobiel
  - since 2007: shuttle buses between public transport junctions and industrial areas
  - since 2008: also bicycle service for companies (bike lease incl maintenance, folding bikes, guarded bicycle shed near station, ...)
  - characteristics:
    - tailor made solution (at door of company)
    - help in employment of vulnerable workers
    - growing number of users (after slow start...)



# Commuter Fund

Het Pendelfonds  
subsidieert duurzaam  
woon-werkverkeer



## Some examples

- South-West-Flanders: vanpool and carpool in an area with (very) low unemployment level
- University Hospital Leuven: free bicycles for staff (in exchange for parking allowance)
- Gent: communication campaigns in industrial areas



## Conclusions

- Last decade **evolution** towards favourable fiscal treatment of sustainable transport modes
  - No obligation for green commuter plans in Flanders, but “**supportive policy**” (free carpool database, mobility points for companies,...)
  - Important investments in bicycle infrastructure and public transport (but only recently focus on industrial areas)
  - New impulses via **Commuter Fund** ?
- **SUSTAINABLE URBAN PLANNING IS NECESSARY PRECONDITION !**

# Thanks for your attention!

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