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## MICRO-MOBILITY IN ANTWERP: A LICENSE MODEL FOR SHARED MOBILITY

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### **Short Description**

Shared mobility is becoming more popular. Shared electric scooters, mopeds, bikes, cargo bikes are making their entrance in the cities. In order to ensure the quality and keep the quantity (vehicles taking up public space) in control, Antwerp has set up a license model for shared mobility providers.

### **Main part**

Shared mobility is becoming more popular. Shared electric scooters, mopeds, bikes, cargo bikes are making their entrance in the cities. In order to ensure the quality of the systems and keep the quantity in control, Antwerp has set up a license model for shared mobility providers.

The license model targets private providers of free-floating mobility solutions in the following categories: (e-)bikes, (e-)cargo bikes, e-scooters, e-mopeds. It states that only providers that are given a permit can be active in Antwerp.

The license model was set up in order to stay in control of the amount of shared vehicles that are using public space, for capacity and safety reasons. It also ensures that the available systems are of a certain quality, since the permit is only given if the quality criteria are met. Furthermore, it allows steering and monitoring: only systems that are in line with the city policy are admitted. It also responds to new innovations and developments, by for example asking for integration with MaaS apps. And the overall goal is of course to have happy users.

The regulation has two aspects: criteria in terms of quantity and quality. In terms of quantity: the regulation states how many permits are available per category, meaning how many providers can maximum be active within that category (f.e. max. 4 providers of free-floating shared bikes). It also states the minimum and maximum amount of vehicles per permit and category.

The quality aspects consists of a set of criteria ensuring a good quality of the system, including the process of personal data, safety, the correct use and parking of the vehicles, tracking, guidelines for open data, standardisation, integration in MaaS apps, etc.

The license model is active for more than a year already, and some lessons learned were established in order to further improve this model. In fall 2019, Antwerp has reviewed the regulations and implemented some updates.

### **What is new?**

The license model is a good combination of stimulating the market and open the city for new solutions, but on the other hand stay in control of the quality and quantity of these shared systems. Furthermore, this gives the city the opportunity to stimulate the market to further develop, by including criteria such as standardisation, integration and open data.

### **What is transferable to other cities and regions?**

Many cities are seeing an increase in the offer of shared mobility vehicles and many cities struggle with the challenges that come with it. Such a license model and shared mobility permits is a possible solution for that and can be applied in any city.

**What are outcomes and conclusions?**

The license model works very well. Evaluation is however also an important aspect. The first year showed that providers gather data in different formats and with different definitions. There is in other words a need for standardization. This was included in the second version of the regulation.

**Who are the main target groups?**

governments, cities, mobility service providers

**And what now? - what will change? - what is the relevance for the future?**

The global COVID-19 crisis leads to new challenges in the world, also in the field of mobility. How will mobility look in this new social-distance society? In Antwerp, walking and cycling have become more popular as an option for safe travel, for essential trips and as a way of relaxation or leisure. How can we stimulate that in a safe way, in terms of behavioural change and nudging, but also with infrastructural modifications? Next to that, the car becomes more attractive since it provides a safe journey without any contact moments. And what about public transport and shared mobility, how will users deal with these options in the current situation? At the moment, it is difficult to predict how the mobility landscape in Antwerp will evolve the coming months.

Smart Ways to Antwerp wants to prevent that the modal split in the city will tilt back in favour of the car after the corona crisis. Therefore, the city wants to make alternative mobility solutions attractive again, provided that they can be used in a safe and healthy way. The focus will be on cycling and walking, but the city will also look for ways to stimulate public transport and shared mobility as well. Furthermore, Smart Ways to Antwerp will maximally support companies and organisations with the further development of teleworking, flexible working and working from home.

**Link to the project**

[www.slimnaarantwerpen.be/en/mobility-providers/permit-for-free-floating-sharing-systems](http://www.slimnaarantwerpen.be/en/mobility-providers/permit-for-free-floating-sharing-systems)