

Antwerp's micromobility policy

A regulatory framework for shared and new mobility services

Jelle De Keyser

Jelle.dekeyser@antwerpen.be



To scooter or not to scooter?



- 2018: first regulations
 - Restraining growth
 - Dumping without service
 - Tool to control and interfere



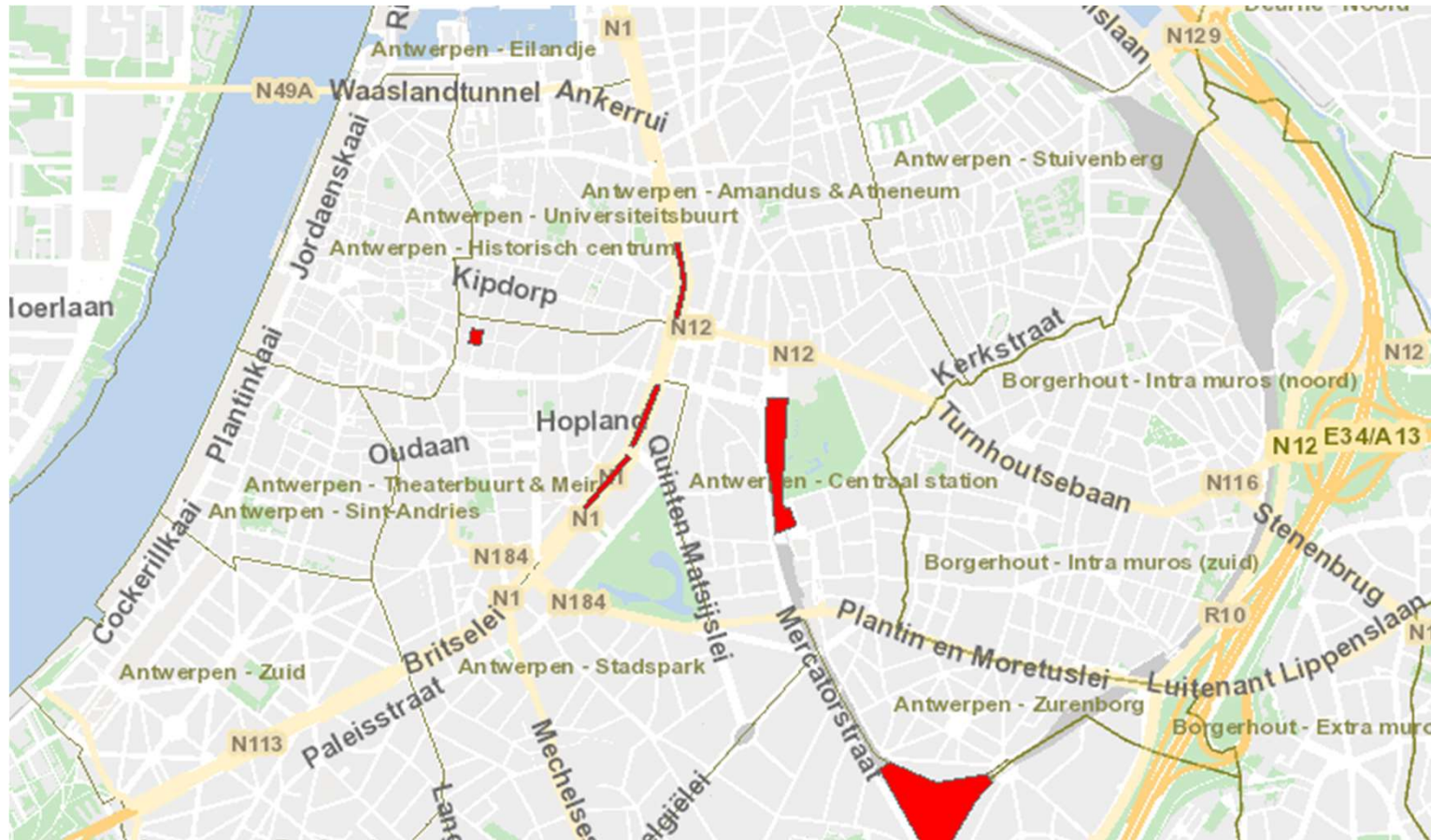
To scooter!



- 2021: 2nd revision of the regulations
 - Data driven policy and evaluation
 - Finding the right balance

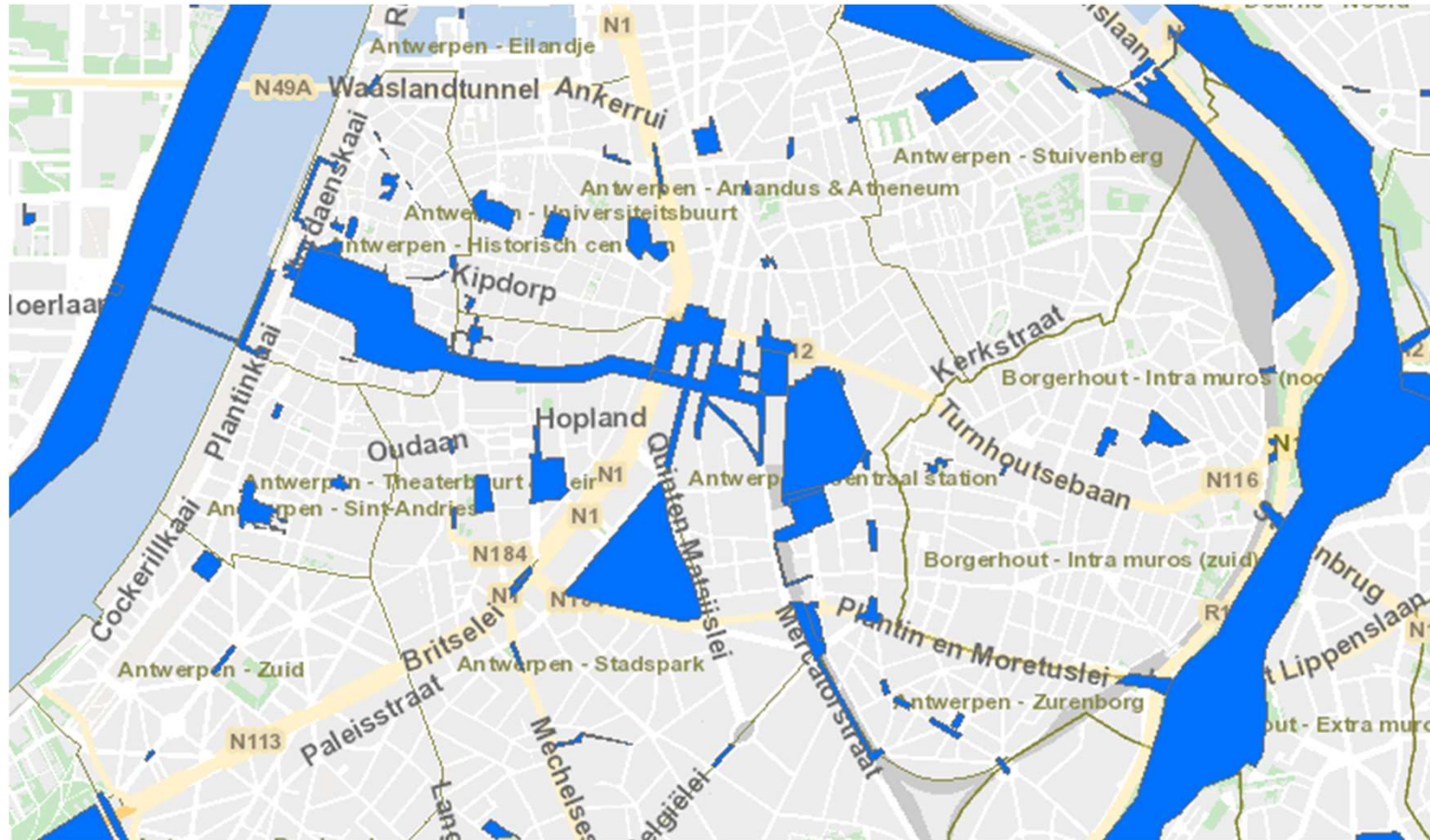


No go zones





No Park zones





Dropzones





Regulation scheme

Regulations

- **Admission requirements**
- **Exploitation requirements**

Evaluation framework

- Violations lead to penalty points
- Quarterly evaluations

Sanctions

- Partial suspension of the fleet during the next quarter
- Withdrawal of the license



Regulation scheme

Regulations

- Admission requirements
- Exploitation requirements

Evaluation framework

- **Violations lead to penalty points**
- **Quarterly evaluations**

Sanctions

- Partial suspension of the fleet during the next quarter
- Withdrawal of the license



Regulation scheme

Regulations

- Admission requirements
- Exploitation requirements

Evaluation framework

- Violations lead to penalty points
- Quarterly evaluations

Sanctions

- **Partial suspension of the fleet during the next quarter**
- **Withdrawal of the license**



Evaluation framework

Condition	Breaches definition	Number of penalty points
Respecting the number of licenses	The number of operational vehicles shall not exceed this maximum. Hourly counting. Each vehicle too many is 1 breach	≥ 50 breaches per month = 1 penalty point
		≥ 250 breaches per month = 5 penalty points
		≥ 500 breaches per month = 10 penalty points
Max. number of vehicles per zone	The number of operational vehicles shall not exceed this maximum. Hourly count calculated using daily average. Exceedances are recorded in report	Repeated exceeding after reminder = 5 penalty points

Important requirements can be given a higher 'weight' by giving more penalty points



Sanctions

- Legally not possible to impose fines in combination with licenses

# penalty points	Suggested penalty
30	Partial suspension of 10% of the fleet for 1 quarter
60	Partial suspension of 50% of the fleet for 1 quarter
90	Partial suspension of 100% of the fleet for 1 quarter
120	Permanent withdrawal of the license



Monitoring

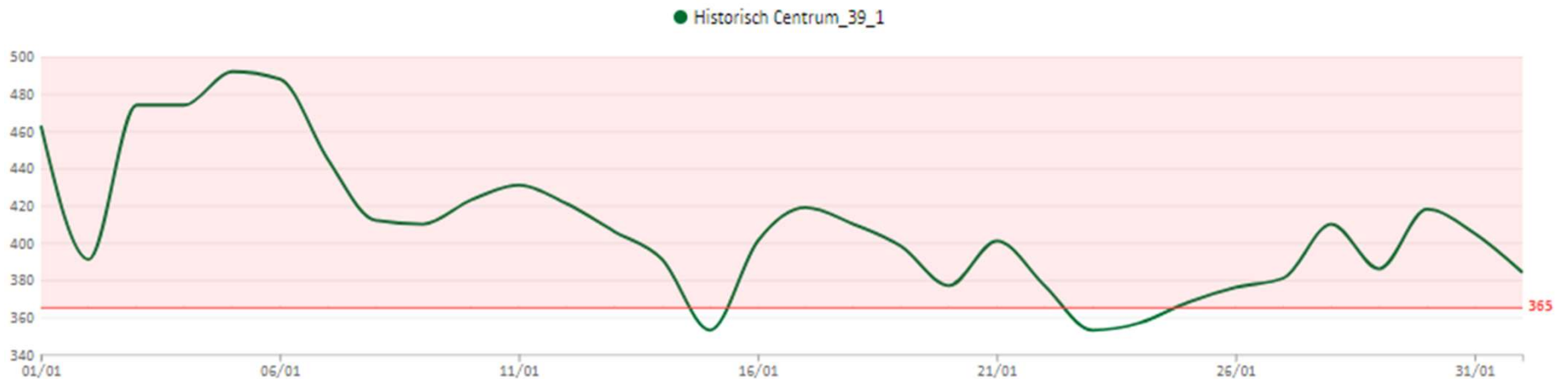


Multimodal
Mobility Manager
(M4)



Monitoring ... and evaluation

Provider specific KPI's are added to the charts for easy visualisation of the breaches





Results

Better adherence to the rules

1 shared bike provider left the city because of the costs to conform (development API)



Results

Higher acceptance of negative evaluations

Sanctions are difficult to contest, because the city uses the automated data the provider itself shares



Results

Faster detection of problems and thus solutions

All of the providers gathered penalty points last year, but most of the time sanctions could be avoided by quickly addressing the problem



Results

Objective base for sanctioning

Before, the city council was reluctant to give negative evaluations or sanctions.

Today, there is an objective, data driven base for the evaluation.

Because the evaluation can be requested or even published, there is more political pressure to carry out the sanction



Next steps

- Finishing the development of M4
- From free floating e-scooters to hub based system in the inner city
- The automatic integration of the geographic zones provided by the city into the systems of the provider
 - Ex.: events, road works, ...



For information:

Jelle.dekeyser@antwerpen.be

 [@POLISnetwork](https://twitter.com/POLISnetwork)

 [POLIS Network](https://www.linkedin.com/company/POLIS-Network)

 [polis.network](https://www.instagram.com/polis.network)

 [@polisvideo](https://www.youtube.com/@polisvideo)