

REPORT **2024**

SHARED MOBILITY IN BELGIUM

INTRODUCTION

For the first time, Way To Go – formerly Autodelen.net – has put together a complete overview of shared mobility in Belgium. With almost 50,000 shared vehicles – 21,721 shared bicycles, 18,764 shared scooters and 8,976 shared cars – shared transport is an essential component of our mobility. Way To Go has been collating car sharing figures for years and is now proud to present a complete picture of all forms of shared mobility (excluding car-pooling). This report not only shows where we stand today, but also confirms the fact that shared mobility is still growing and is here to stay.

In 2024, as many as 24 million trips were made by shared bicycles and scooters, car sharers increased by 22%, and it became clear that more supply leads to more use. This report also provides a host of other insights, such as the average number of users per vehicle, the number of shared vehicles available per 1,000 inhabitants and a detailed breakdown by region.

Shared mobility is continuing to grow and gain in importance. But to take the next step towards a fully fledged and reliable mobility option, a framework for recognition and an ambitious roadmap are needed. Local and regional authorities should structurally embed shared mobility in their vision of mobility. What role does it play within a sustainable and inclusive transport system? How do we ensure stability and continuity without depending on the whims of the market?

Municipalities should obtain guarantees from providers that want to operate in their territories. At the same time, providers need the certainty that cities will give them the scope to develop a stable and high-quality offer over the long term. The disappearance of players such as GreenMobility (car sharing) and Cargoroo (cargo bikes), or the sudden withdrawal of providers from certain cities leaving no solutions for their customers, underlines the importance of a robust and predictable system. Without clear agreements, both users and providers can be left in limbo, while cities see their efforts towards sustainable mobility undermined.

This is why I welcome the policy note issued by the new Flemish Minister for Mobility, Annick De Ridder, in which she explicitly calls for a recognition framework and a roadmap for shared mobility. Here at Way To Go we are determined to take up the challenge of shaping this together. The figures in this report leave no room for doubt: now is the time to invest and fully commit to shared mobility. Let's take the next step together and establish shared mobility as a reliable, fully fledged and sustainable mobility choice.

Happy reading!

Jeffrey Matthijs
Director Way To Go



SUMMARY



Flanders dominates bicycle use with 76.7% of all trips, while 63.6% of shared scooter trips take place in Brussels

SHARED BICYCLES AND SCOOTERS ACCOUNTED FOR ALMOST 24 MILLION TRIPS IN 2024

For the first time, we have comprehensive figures on the supply and use of shared mobility in Belgium. At the end of 2024 a total of almost 50,000 shared vehicles were available: 21,721 shared bicycles, 18,764 shared scooters and 8,976 shared cars.

At 64%, the majority of the 21,721 shared bicycles are in Flanders. In Brussels and Wallonia, the figures stand at 35% and 1% respectively. In the case of shared scooters, the centre of gravity is in Brussels, where more than half (52%) of all these 18,764 vehicles are located.

■ 24 million trips using shared scooters and bicycles in 2024

Not only is the number of shared vehicles impressive, but so too is their use. Taken together, shared bicycles and scooters accounted for almost 24 million trips in 2024. Flanders dominates bicycle use with 76.7% of all trips, while 63.6% of shared scooter trips take place in Brussels.



**More shared bicycles
and scooters generally
lead to more use**

Almost two million active users

In 2024 there were 722,997 active users of shared bicycles and 1,237,280 shared scooter users. Interestingly, shared bicycle users in Flanders choose different types from those in Brussels.

In **Flanders**, almost 80% of all trips are made using back-to-many systems with fixed stations, such as the red Velo bicycles in Antwerp, which users can leave at any Velo station. However, only four in 10 shared bicycles in Flanders are of that type. In Brussels, two-thirds of all trips use back-to-many shared bicycles without fixed stations: these include the vehicles offered by Dott and Bolt, which users can leave at drop zones as indicated in the app. However, such bicycles account for less than half of the supply in the Brussels-Capital Region.

Supply and use are mutually reinforcing

More shared bicycles and scooters generally lead to more use. 'That is an important conclusion,' says Way To Go director Jeffrey Matthijs. 'Outliers in terms of use are the back-to-many electric bicycles without fixed stations in Brussels and those with fixed stations in Flanders, with 4.1 and 2.9 trips per day compared with 2.7 and 0.9 bicycles per 1,000 inhabitants, respectively. Shared scooters are also performing extremely well. Brussels scores exceptionally high with 7.8 scooters and 16.6 trips per day per 1,000 inhabitants.

Brussels-Capital Region leads the way in shared mobility per inhabitant

With 6.1 shared bicycles and 7.8 shared scooters per 1,000 inhabitants, Brussels has the highest density of shared vehicles. Flanders follows with 2.0 and 1.0 vehicles per 1,000 inhabitants respectively, while Wallonia has a modest supply (0.1 shared bicycle and 0.6 shared scooters per 1,000 inhabitants). 'Internationally, the Brussels-Capital Region scores better than cities such as London and Rotterdam, but lags behind leaders such as Paris,' adds Jeffrey Matthijs.

22% more car sharers than the previous year

In Flanders, the number of active car sharers continues to rise sharply: 22% growth brings the total for 2024 to 46,599 users of round-trip and private shared cars. Free floating car sharing users are not included in these figures because Way To Go received no data from the free-floating car sharing providers. So the actual number of active car sharers is somewhat higher still.

The most complete overview of shared mobility ever

The figures are taken from the annual report from Way To Go, formerly Autodelen.net. The organisation releases annual figures on car sharing, but now, for the first time, it has also brought bicycle and scooter sharing into the picture.

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WHAT IS SHARED MOBILITY & WHAT TYPES EXIST?

Shared mobility refers to the concept of **mobility services provided in a shared manner**, allowing individuals to use vehicles together or sequentially. The aim of shared mobility is to optimise the use of resources, reduce traffic congestion and generally make our transport system more efficient. This report focuses on the sharing of cars, cargo bikes/ bicycles and scooters.

In 2024, there were 30 shared mobility providers operating¹ in Belgium. This section explains the most common types of car, bicycle and scooter sharing. These categories are used throughout the report to explain the figures.

CAR SHARING

With car sharing, several families and/or legal entities take turns to use one or more vehicles. They use the vehicle only when they need it. If the vehicle is free, another family or legal entity can use it.

Car sharing generates major social and economic benefits. It reduces vehicle numbers, CO₂ emissions, parking congestion

and the individual costs of using a vehicle, and leads to a sustainable modal shift. Car sharing is a fully fledged, sustainable and flexible alternative to owning a private car.

Historically speaking, there have been two main types: car sharing providers with their own fleet, and car sharing providers that facilitate the sharing of private vehicles.

PROVIDERS WITH THEIR OWN FLEET OF SHARED CARS

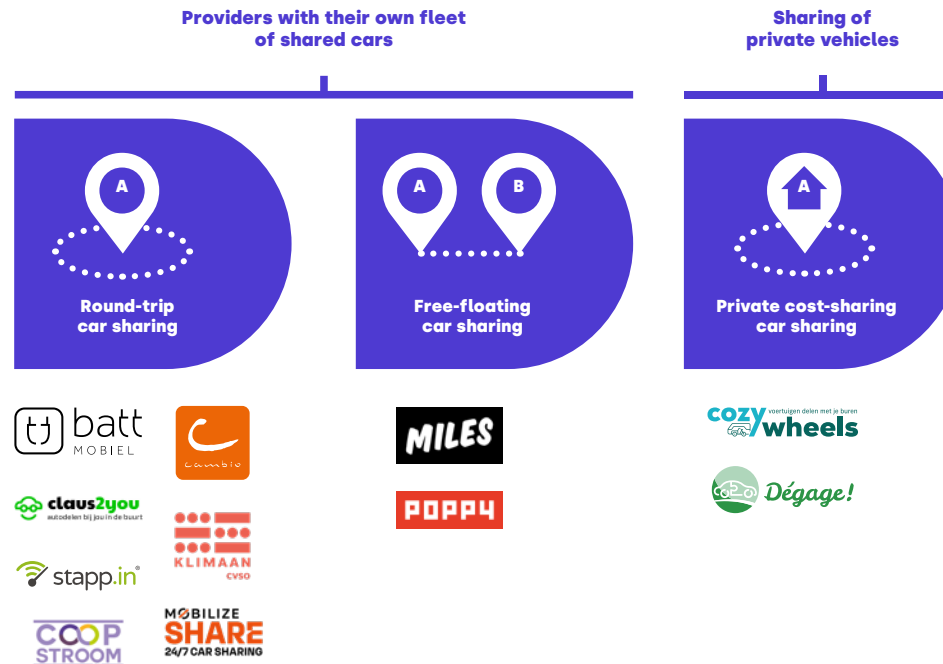
These providers make a vehicle fleet available to their customers. The fleet varies for each provider and can consist of various models. The user pays the organisation for the use of a vehicle by mileage, time, and/or use. Sometimes there is a one-off joining fee and/or subscription fee. Depending on the place at which you collect and return a shared car, there are two different systems

Round-trip car sharing

In round-trip car sharing, the car sharer returns the shared car to the same location or zone (neighbourhood or district) after use. Systems that use permanent locations are known as 'station-based', and those that use a specific zone to which the vehicle must be returned are 'home zone-based'.

Free-floating car sharing

Free-floating car sharing allows the user to leave the shared vehicle in another place (in some cases even in another city). A further distinction is made between systems that use permanent locations ('pool stations') and systems that use a specific zone within which the car may be parked anywhere ('operational area'). Users must have a smartphone to locate the shared car.



In this chart, we have only included providers with more than 10 vehicles.

¹ Excluding carpool providers

SHARING OF PRIVATE VEHICLES

Round-trip private cost-sharing car sharing

In this form of car sharing, private cars are used by different households or organisations in a centralised (one large, open group) or decentralised system (several small, closed groups). The vehicle is always returned to the owner's neighbourhood after use (round trip), and is the property of one member of the car sharing group or can be bought in joint ownership by several group members. A significant feature is the cost-sharing principle. The owner of the vehicle does not make a profit, but is reimbursed for the actual cost price of the vehicle for each shared kilometre. This type of car sharing involves a great deal of self-organisation and social interaction, with individual arrangements and rules. However, this does not mean that centrally provided services cannot be significantly professionalised by, for example, a group of individuals or a non-profit organisation.

Private car rental

There are also online hire platforms where users can rent a private car. This is called peer-to-peer car sharing or private car rental, and works in the same way as AirBnB. Owners register their car on the platform. Users hire a car on the platform for a consideration determined by the owner (price per unit of time, often at least a half-day; supplemented in some cases by a price per kilometre). Fuel is not included within this charge. As a user, you have to fill up the car again after use, so you do not know in advance exactly how much your trip will cost.

Each time you use it, you as the hirer enter into a contract with the owner of the car. We therefore refer to this as car rental rather than car sharing. With car sharing, you only need to sign a membership contract, after which you have access to all the vehicles. Data on private car rental are not included in this report.

SHARED (CARGO) BICYCLES AND SCOOTERS

Shared (cargo) bicycles and scooters can be classified by their operational characteristics, which are very similar to those of car sharing. We distinguish three different categories: back-to-one, back-to-many and free-floating.



BACK-TO-ONE SHARED BICYCLES AND SCOOTERS

In back-to-one systems, the user returns the vehicle to the same location after use. These include the current systems for shared cargo bikes in Belgium.

- 1 Back-to-one shared bicycles
- 2 Back-to-many shared bicycles with fixed stations
- 3 Back-to-many shared bicycles without fixed stations



BACK-TO-MANY SHARED BICYCLES AND SCOOTERS

In back-to-many systems, vehicles do not have to be returned to the starting point. Within this category, we distinguish **back-to-many systems with fixed stations** where users bring the vehicle to a fixed physical station (e.g. Velo in Antwerp) and **back-to-many systems without fixed stations** allowing users to leave the vehicle in physical or digital drop zones.

FREE-FLOATING SHARED BICYCLES AND SCOOTERS

In free-floating systems, users need not return the vehicles to the point of departure after a trip, nor do they have to leave them in a designated parking or drop zone. In other words, these vehicles can be picked up and dropped off by users anywhere in the city or operational zone.

Shared bicycle providers



Shared scooter providers



In this chart, we have only included providers with more than 10 vehicles..

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METHODOLOGY

APPROACH TO COLLECTING DATA ON SHARED MOBILITY IN BELGIUM

The data for this report were requested in December 2024 from car, bicycle, cargo bike and scooter sharing organisations operating in Belgium¹. The figures relate to the period from 1 December 2023 to 1 December 2024. The data analysis is always performed at an aggregated level by operational type of shared mobility. This report therefore makes no reference to individual providers' data.

It only takes account of **active shared mobility users** and not of registered users. These last are simply customers or members of a shared mobility organisation, whether or not by paying an entry fee and/or a periodic subscription fee. Membership gives the user access to the organisation's shared cars. Active users, on the other hand, are registered users who have made at least one trip using a shared car, bicycle or scooter in the last year.

Individuals using multiple sharing systems **also appear multiple times in the figures**. Unfortunately, this cannot be avoided without violating GDPR legislation.



Active users are registered users who have made at least one trip using a shared car, bicycle or scooter in the last year

CAR SHARING

The information on car sharing in this report relates to **round-trip car sharing providers with their own fleet, free-floating car sharing, and private cost-sharing car sharing in Belgium**¹. Private car rental (see 'What is shared mobility and what types exist?') is not included in this edition, just as was the case in previous years.

Data for the **number of shared cars** relate to round-trip car sharing providers with their own fleet, free-floating car sharing, and private cost-sharing car sharing. These data relate to Flanders, Brussels and Wallonia².

Data for the **number of active car sharers** relate to round-trip car sharing providers with their own fleet, and private cost-sharing car sharing, **in Flanders only**. Why is there no information on free-floating car sharers? We didn't get this info from the free-floating car sharing providers. Due to the limited number of market players, that information is commercially sensitive. And why only for Flanders? Unfortunately we have no information from cambio in Brussels and Wallonia.

For the number of trips, we only provide information on round-trip car sharing in Flanders. Why is there no information on private cost-sharing car sharing? Because the providers themselves have presented no conclusive figures on the number of trips

and their characteristics. This is because of the specific features of this form of car sharing. As in the case of active car sharers, we received no information on trip numbers from free-floating providers, nor from cambio Brussels and Wallonia.

SHARED BICYCLES AND SCOOTERS

The actual number of (trips using) shared bicycles in Brussels and Wallonia and (trips using) shared bicycles in Wallonia is higher than reported as we received no information from Bolt on the use of their shared bicycles and scooters in Brussels and their shared bicycles in Wallonia.

¹ We received data from the following shared mobility providers and would like to thank them: BattlMobility, Bird, Blue-bike, Bolt, cambio Vlaanderen, Cargoroo, Cleus2you, CoopStroom, Cozywheels, Dégage!, Donkey Republic, Dott, Hoppy, Klimaan, Li Bia Vélo, Lime, MILES, Mobilize Share, Monkey Donkey, Poppy, Stapp.in, Velo, Villo!, Voi.

² Data on the number of cambio shared cars in Brussels and Wallonia come from a press release issued by cambio. Unfortunately we have no further information from cambio in Brussels and Wallonia.

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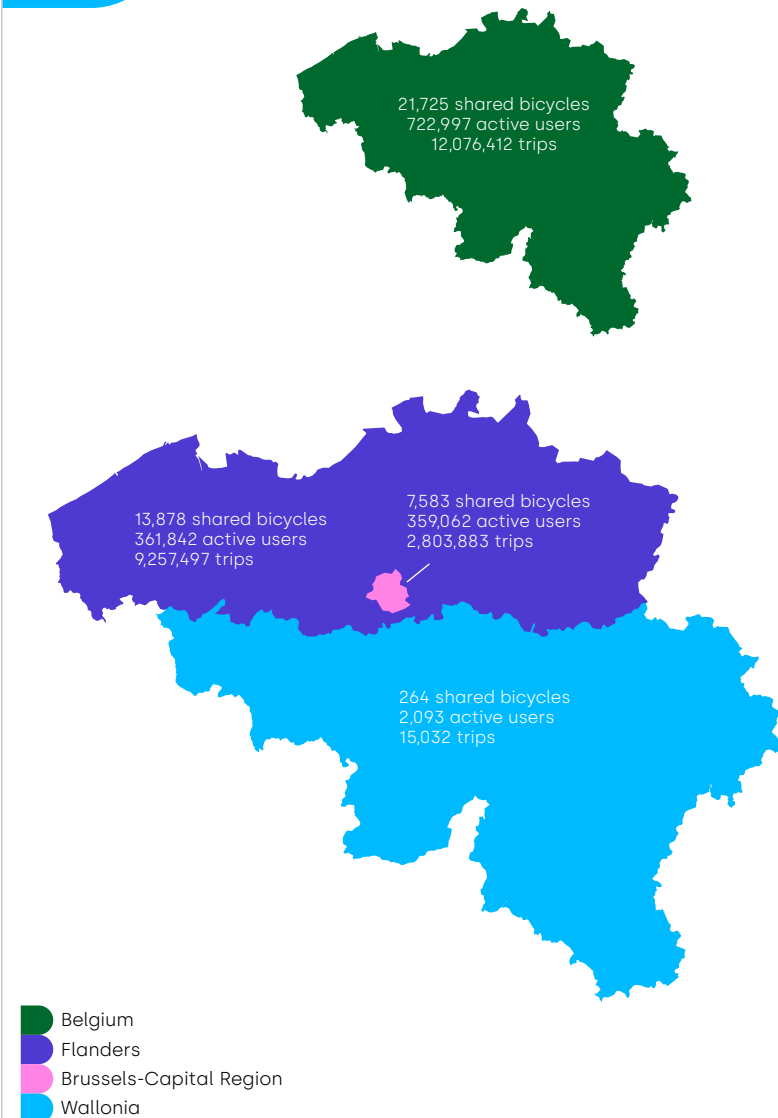
SHARED BICYCLES AND SCOOTERS

STATE OF PLAY

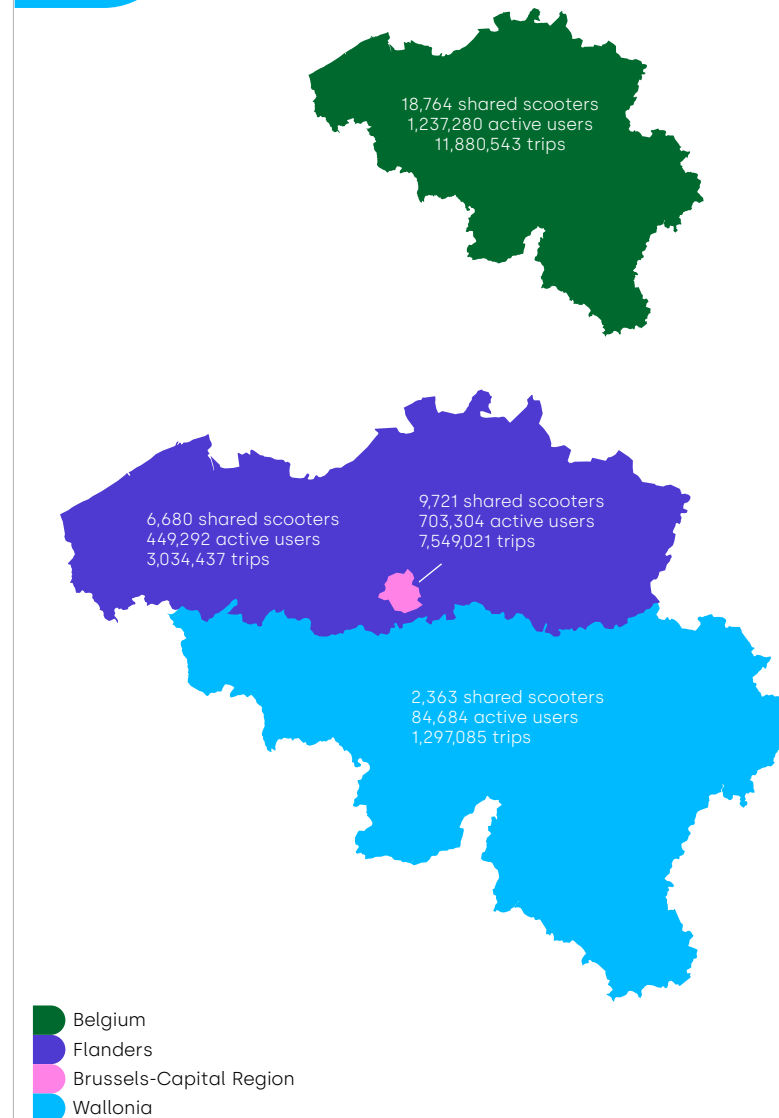
How many shared bicycles and scooters does Belgium have in

2024? How many active users are there, and how many trips do they cover collectively? How do those figures differ by operational type of bike sharing? (See 'What is shared mobility, and what types exist?') All these figures can be found in this section.

For the first time, this report allows us to paint a complete picture of the presence and use of shared bicycles and scooters in Belgium. In doing so, we not only take account of the big international operators, but also highlight the local players who have often been around for a long time. We have data from 20 operators of shared cargo bikes and bicycles and/or scooters.



Numbers of shared bicycles, active users and trips in Belgium and the three regions



Numbers of shared scooters, active users and trips in Belgium and the three regions

NUMBERS OF VEHICLES AND ACTIVE USERS IN BELGIUM

MORE THAN 21,000 SHARED BICYCLES AND 18,000 SHARED SCOOTERS IN BELGIUM

At the end of 2024, **Belgium had 21,720 shared bicycles**. Just under half of all shared bicycles (47%) are offered within a back-to-many system with fixed stations, 42% operate on a back-to-many basis without a fixed station and 11% are back-to-one shared bicycles. More than six in 10 shared bicycles are located in Flanders (64%). About a third of the supply is in Brussels (35%) and just 1% in Wallonia.

Of the 13,878 shared bicycles in **Flanders**, 42% operate as back-to-many bicycles with fixed stations, 42% are back-to-many bicycles without fixed stations and 16% are back-to-one bicycles. In **Brussels**, 55% of the 7,583 shared bicycles operate as back-to-many bicycles with fixed stations, 44% are back-to-many bicycles without fixed stations and 1% are back-to-one bicycles. **Wallonia** has just 264 shared bicycles of which 83% operate in a back-to-many system with fixed stations and 17% in a back-to-one system. The actual number of shared bicycles in Wallonia is in fact higher, as we received no information from Bolt on the use of their shared bikes in that region (see Methodology).

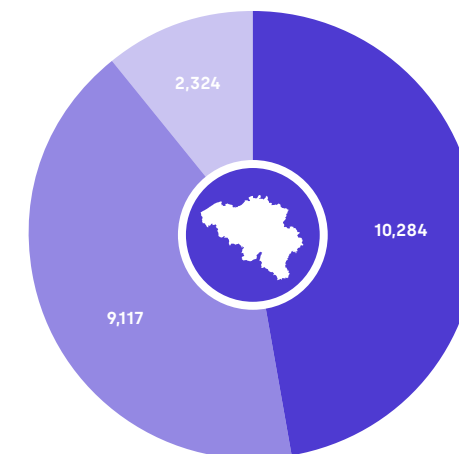
Flanders has a more extensive supply than Brussels, though there are the same number of active bicycle-sharers in both regions (see below). This means that the number of active users per vehicle in Brussels is a lot higher than in Flanders, 47 compared with 26.

Of the nearly 22,000 shared bicycles in **Belgium**, 42% (9,061) are **electrically assisted**, meaning that the majority are still traditional. The extent of electrification varies widely by segment: 76% of back-to-many shared bicycles without fixed stations are electric, while for back-to-one shared bicycles the proportion is only 10%; 18% of back-to-many shared bicycles with fixed stations are electrically assisted. There are also significant differences between regions. In **Flanders**, 63% of the back-to-many shared bicycles without fixed stations are electric, compared with 10% of back-to-one shared bicycles and just 4% of back-to-many vehicles with fixed stations. **Brussels** is the region with the highest electrification rate at 66%. In the capital, all back-to-many shared bicycles without fixed stations are electric, compared with 39% of back-to-many shared bicycles with fixed stations and 26% of back-to-one shared bicycles. In **Wallonia**, apart from Bolt's vehicles for which no data are available, no shared bicycles are electrically assisted.

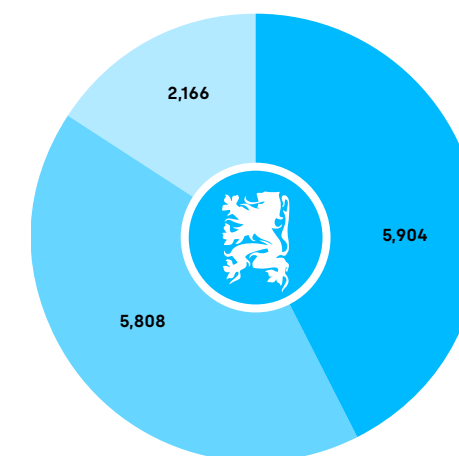
By the end of 2024, **18,764 shared scooters** were available. A little over half of all shared scooters are in Brussels (52%). About a third of the supply is in Flanders (36%) and 12% in Wallonia.

Number of shared bicycles by sharing type

- Back-to-one
- Back-to-many without fixed stations
- Back-to-many with fixed stations

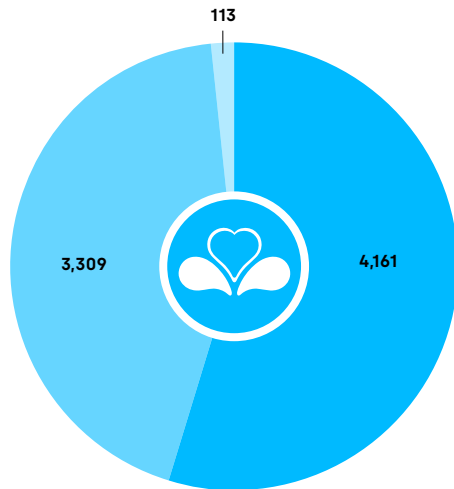


in Belgium



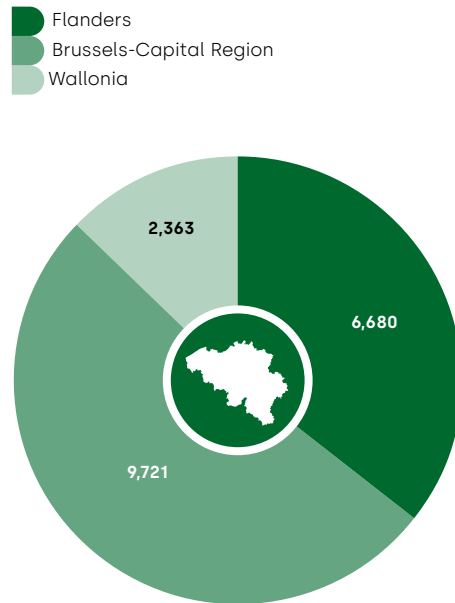
in Flanders

- Back-to-one
- Back-to-many without fixed stations
- Back-to-many with fixed stations

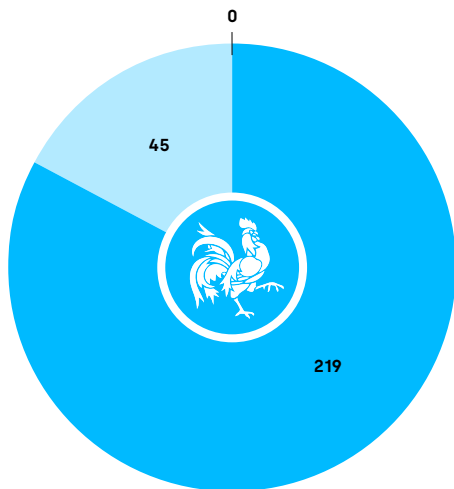


in Brussels-Capital Region

Number of shared scooters in Belgium and the three regions



in Belgium



in Wallonia

A little over half of all shared scooters are in Brussels

THE NUMBER OF SHARED SCOOTERS AND BICYCLES PER 1,000 INHABITANTS IS HIGHEST IN BRUSSELS

The number of shared vehicles per 1,000 inhabitants offers an indication of the relative availability of vehicles, taking into account population size. This allows us to better compare the provision of shared mobility in regions with varying populations. This indicator is calculated for shared scooters, for all shared bicycles collectively and by region.

In Belgium, there are 1.9 shared bicycles and 1.6 shared scooters per 1,000 inhabitants.

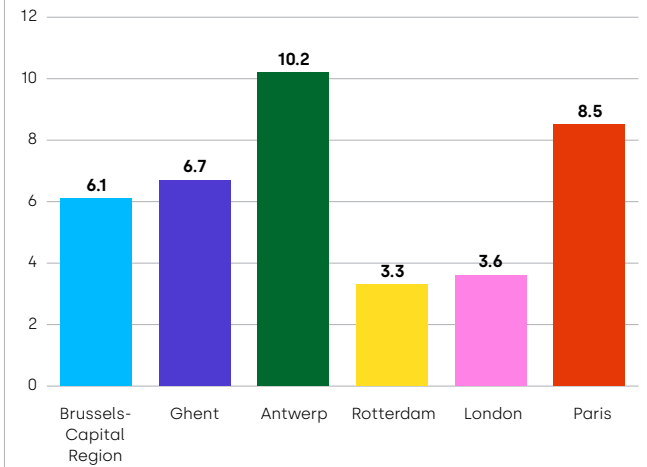
In the Brussels-Capital Region, the number of vehicles per 1,000 inhabitants is the highest of the three regions, both for shared bicycles (6.1 per 1,000 inhabitants) and for shared scooters (7.8 per 1,000 inhabitants). Flanders follows, with 2.0 shared bicycles and 1.0 shared scooter per 1,000 inhabitants. Wallonia brings up the rear, with 0.1 shared bicycles and 0.6 shared scooters per 1,000 inhabitants.

In Brussels, there are over three times as many shared bicycles per 1,000 inhabitants than in Flanders, and almost eight times the number of shared scooters. This is because shared mobility offers can be found in almost the entire Brussels region, while in Flanders, shared bicycles and scooters are mainly located in the larger cities.

In terms of the relative availability of vehicles, we can also make comparisons with some **other European cities**. With 6.1 shared bicycles per 1,000 inhabitants, the Brussels-Capital Region outperforms Rotterdam (3.3) and London (3.6) and comes close to Ghent (6.7). There are also a number

of cities that score higher than Brussels. Paris does well with 8.5 shared bicycles per 1,000 inhabitants, but Antwerp does better with 10.2. According to the 2023¹ benchmark report by Cycling Industries Europe (CIE)², only Bordeaux does even better, with about 17 shared bicycles per 1,000 inhabitants³.

Number of shared bicycles per 1,000 inhabitants in Brussels and five other European cities



¹ CIE (2024). "Shared Ambition". The potential for bike sharing in Europe: Benchmarking 148 cities. <https://cyclingindustries.com/news/details/the-2024-edition-of-cies-bike-sharing-in-148-cities-report>

² Cycling Industries Europe (CIE) is voice of the cycling industry and actively promotes the sector in Europe. In its reports, CIE benchmarks 148 European cities in terms of the supply and use of shared bicycles. To do so, they rely on data from Fluctuo and from the respective cities. POLIS, the leading network of European cities and regions promoting transport innovation, is also involved in the preparation of these reports.

³ Sources of figures for European cities: Brussels-Capital Region: Way To Go figures // Ghent: Mobiliteitsbedrijf figures // Antwerp: Way To Go & Slim naar Antwerpen figures // London: Fluctuo & Santander figures // Rotterdam: Rotterdam municipal figures // Paris: Fluctuo figures

BELGIUM HAS MORE THAN 720,000 ACTIVE USERS OF SHARED BICYCLES AND 1,200,000 USING SHARED SCOOTERS

In 2024 there were **722,997 active users of shared bicycles in Belgium**. This is presumably an overestimate as individuals using multiple sharing systems appear multiple times in the figures. Around six in 10 active users use back-to-many shared bicycles without fixed stations (60.9%). Just over a third have chosen to use back-to-many shared bicycles with fixed stations in the past year (35.3%). The remaining 3.8% of active bicycle sharers used back-to-one vehicles. There are roughly as many active bicycle sharers in Flanders as in the Brussels-Capital Region, around 360,000 in both cases. Scarcely 0.3% of active shared bicycle users are found in Wallonia.

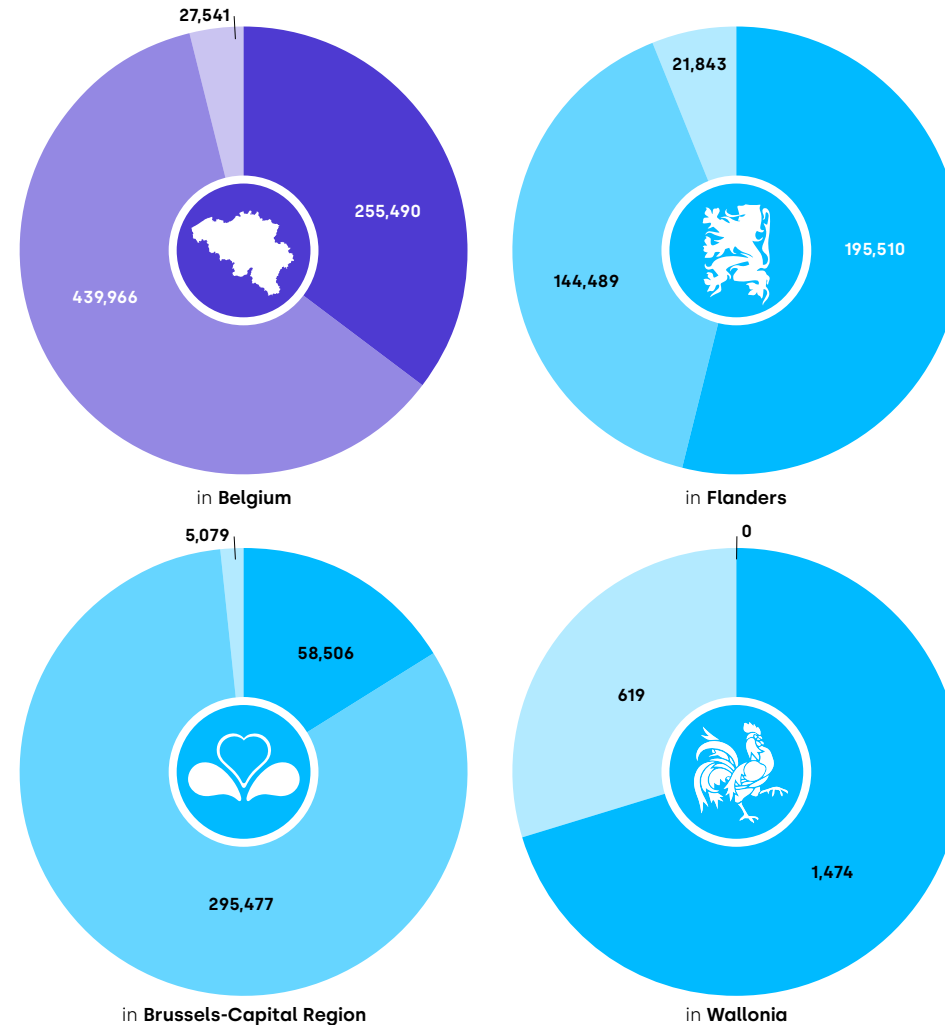
In **Flanders**, 54% of active bicycle sharers used back-to-many bicycles with fixed stations, 40% used back-to-many shared bicycles without fixed stations and 6% used back-to-one shared bicycles. The ratio is very different in **Brussels**. More than eight in ten used back-to-many bicycles without fixed stations (82%), 16% used back-to-many shared bicycles with fixed stations and 2% used back-to-one shared bicycles. In **Wallonia** seven users in ten used back-to-many shared bicycles with fixed stations, and three in ten used back-to-one shared bicycles.

In addition, the use of back-to-one shared bicycles and back-to-many shared bicycles with fixed stations is mainly concentrated in Flanders: just under 80% of active users of each type can be found in Flanders. Finally, the largest group of users of back-to-many

shared bicycles without fixed stations is found in the capital: two-thirds of active users live in the Brussels-Capital Region, and one-third in Flanders.

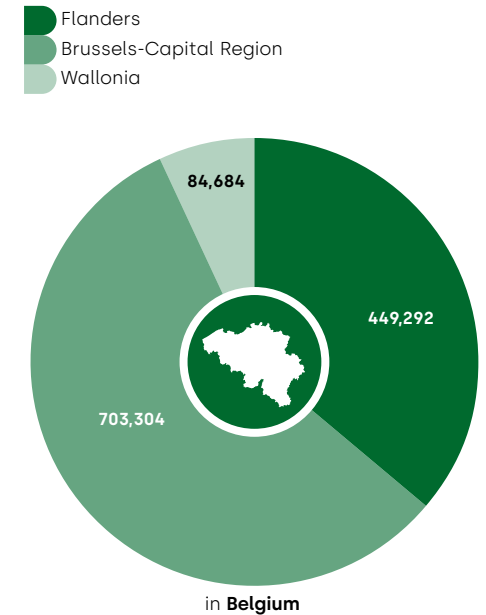
Belgium had **1,237,280 active shared scooter users** in 2024. The majority of these users are found in the Brussels-Capital Region (56.9%). Over a third can be found in Flanders (36.3%) and 6.8% use a shared scooter in Wallonia.

Number of active bicycle sharers by sharing type



- Back-to-one
- Back-to-many without fixed stations
- Back-to-many with fixed stations

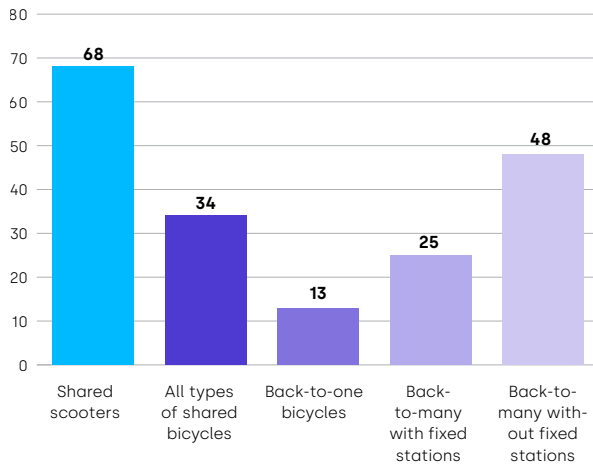
Number of active scooter sharers by region



THE NUMBER OF ACTIVE USERS PER VEHICLE IS HIGHEST FOR SHARED SCOOTERS AND BACK-TO-MANY SHARED BICYCLES WITHOUT FIXED STATIONS

The **average number of active users per shared bicycle or scooter** tells us something about how many different users are reached by a single shared vehicle. The ratio of active users per vehicle in **Belgium** is highest on average for shared scooters, at 68 users per scooter. This is double the average number of active users per shared bicycle, which stands at 34. For shared bicycles, the highest ratio is recorded for back-to-many shared bicycles without fixed stations – 48 active users per shared bicycle. For back-to-many shared bicycles with fixed stations, the Belgian average is 25. The ratio is lowest for back-to-one shared bicycles, at 13 active users per shared bicycle.

Average number of active users per shared vehicle in Belgium



NUMBER OF TRIPS USING SHARED BICYCLES AND SCOOTERS IN BELGIUM

ALMOST 24 MILLION TRIPS USING SHARED BICYCLES AND SCOOTERS IN BELGIUM

Taken together, shared bicycles and scooters accounted for almost **24 million trips in Belgium in 2024**. If we plot this figure against the active population, that represents 3.4 trips for every Belgian between the ages of 18 and 64¹.

The majority of the **12,076,412 trips by shared bicycle in Belgium** in 2024 were made using back-to-many shared bicycles with fixed stations, at 68.2%. However, this segment accounts for only 35% of all active users of shared bicycles. With 32 trips per active user annually, these are the most prolific cyclists. Back-to-many operators without fixed stations and back-to-one operators respectively accounted for 29.9% and 1.9% of all trips.

Almost eight in 10 of all shared bicycle trips in Belgium took place in Flanders (76.7%). This is striking, given that only half of all active users live in Flanders and some six in 10 of all shared bicycles are located in Flanders. The number of trips per shared bicycle and the number of trips per active user are thus both highest in Flanders (see below). 23.2% of shared bicycle trips were recorded in Brussels. The 15,000 trips made

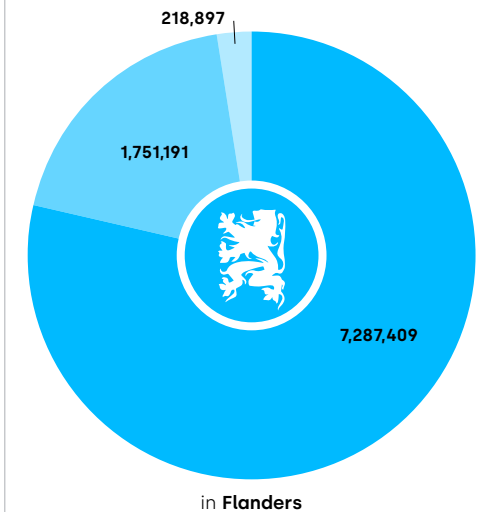
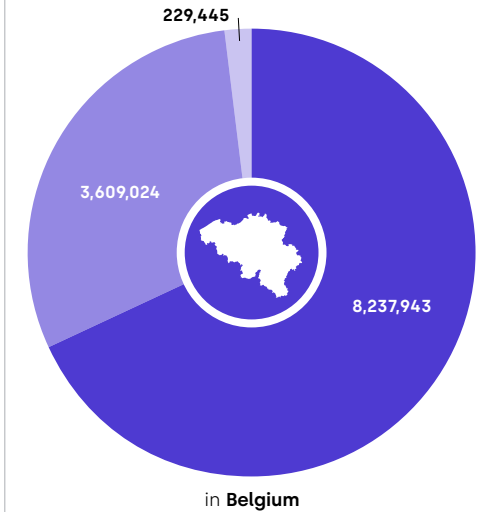
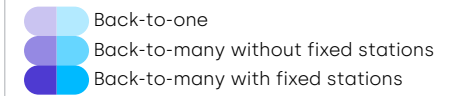
in Wallonia are negligible compared with the other regions (0.1%).

The great majority (79%) of the 9,257,497 trips by shared bicycle in **Flanders** in 2024 were made using back-to-many shared bicycles with fixed stations. Almost one in five trips used back-to-many shared bicycles without fixed stations (19%) and 2% used a back-to-one bicycle. In Brussels, we recorded 2,803,883 trips, of which two-thirds used back-to-many shared bicycles without fixed stations, one in three used back-to-many shared bicycles with fixed stations and 0.3% used back-to-one shared bicycles. Almost nine in ten trips in **Wallonia** in 2024 used back-to-many bicycles with fixed stations (88%). The remaining 12% of trips used back-to-one bicycles.

The number of trips made by **shared scooters** in Belgium in 2024 was just a little lower than for shared bicycles, at 11,880,543 trips. The emphasis, unlike for shared bicycles, very clearly lies in the Brussels-Capital Region. More than six in 10 shared scooter trips occurred in the capital region (63.6%), followed by 25.5% in Flanders. Shared scooters are better established in Wallonia than shared bicycles. The region represents 10.9% of all trips.

¹ January 2024 Statbel figures: 7,076,347 Belgians between the ages of 18 and 64

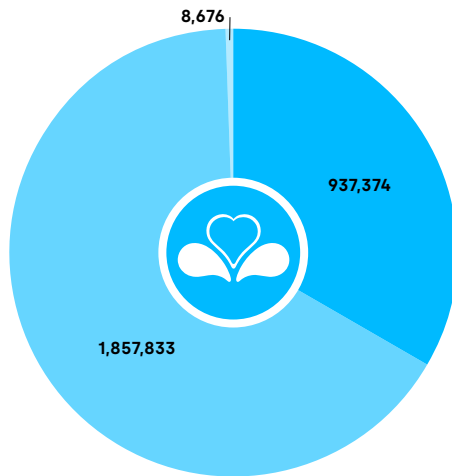
Number of shared bicycle trips by sharing type



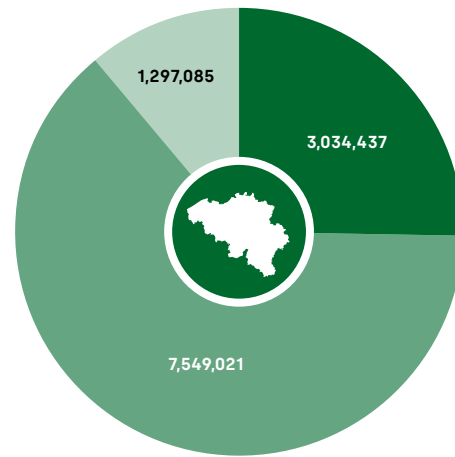
- Back-to-one
- Back-to-many without fixed stations
- Back-to-many with fixed stations

Number of shared scooter trips
by region in Belgium

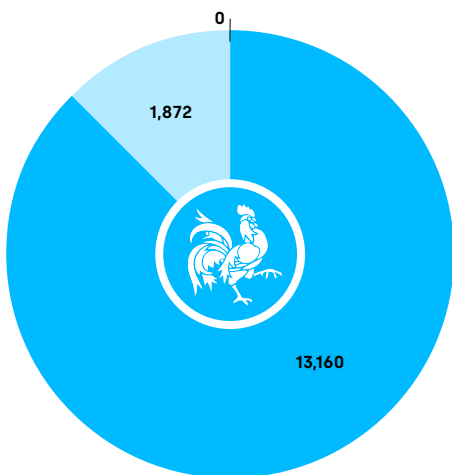
- Flanders
- Brussels-Capital Region
- Wallonia



in Brussels-Capital Region



in Belgium



in Wallonia

↓

**Almost eight in ten of all
shared bicycle trips
in Belgium took place
in Flanders**

MORE THAN ONE AND A HALF TRIPS PER SHARED BICYCLE AND PER SHARED SCOOTER PER DAY IN BELGIUM

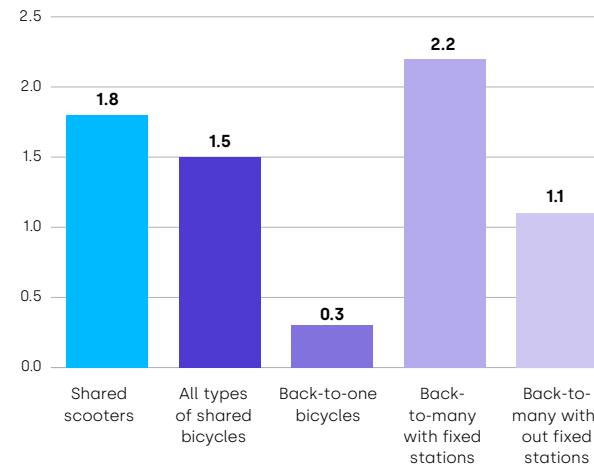
So far, we have focused on absolute trip numbers, but to get a good idea of the relative scale of use, it is relevant to look at the **number of trips per vehicle per day**. In 2024, each shared bicycle in Belgium made an average of 1.5 trips per day. Back-to-many shared bicycles with fixed stations registered the highest ratio, with 2.2 trips per bicycle per day. Shared bicycles in a back-to-many system without fixed stations achieve on average just over one trip per day (1.1). Back-to-one operators registered the lowest score, with 0.3 trips per vehicle per day.

Flanders has the highest number of trips per shared bicycle per day – 1.9, compared with

1.0 in Brussels and 0.2 in Wallonia. This can be explained by the extensive use of back-to-many shared bicycles with fixed stations in Flanders, since this is the type that records the highest number of trips per vehicle per day. The back-to-many shared bicycles with fixed stations in Flanders are used as often as 3.4 times a day on average.

In 2024, a **shared scooter** in Belgium made an average of 1.8 trips per day. The proportions across regions are different from those for shared bicycles and the differences are also smaller. Brussels (2.1) and Wallonia (2.0) have the highest number of trips per shared scooter per day, followed by Flanders (1.2).

Average number of trips per shared vehicle in Belgium



THE NUMBER OF TRIPS PER 1,000 INHABITANTS PER DAY IS HIGHEST IN BRUSSELS AND LOWEST IN WALLONIA

By analogy with the indicator in the Cycling Industries Europe (CIE) benchmark reports¹, we have calculated the **number of trips per 1,000 inhabitants** per day for each region and for each overall type of shared mobility. This figure tells us something about the number of trips per day controlled for population. In this way, it is possible to compare the use of shared mobility in regions of different population sizes.

In Belgium, the figure stands at 2.8 trips per 1,000 inhabitants per day for both shared bicycles and shared scooters. This indicator is by far the highest in the Brussels-Capital Region, both for shared bicycles (6.1 trips per 1,000 inhabitants per day) and for shared scooters (16.6). Flanders follows, with 3.7 shared bicycle trips and 1.2 shared scooter trips per 1,000 inhabitants per day respectively. In the case of shared scooters, Wallonia records a similar number of trips per 1,000 inhabitants per day as Flanders (1.0) but scores very low for shared bicycles (0.01).

There are more than one and a half times more trips per 1,000 inhabitants per day using shared bicycles in Brussels than in Flanders, and almost 14 times more using shared scooters. These figures closely mirror the distribution of the number of vehicles per 1,000 inhabitants in the two regions (see above). This shows the strong relationship between supply and trip numbers.

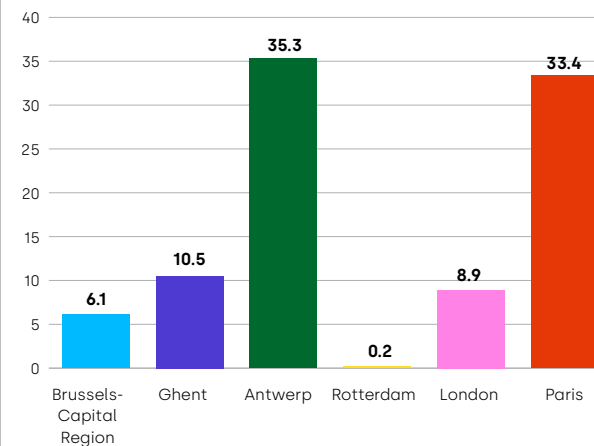


There are more than one and a half times more trips per 1,000 inhabitants per day using shared bicycles in Brussels than in Flanders

BRUSSELS-CAPITAL REGION COMPARED TO EUROPEAN CITIES

As with the number of vehicles per 1,000 inhabitants, we can also compare this indicator with a number of **other European cities**. We consider the Brussels Region a city here. In the 2023 CIE index, Brussels finished 37th in terms of the number of trips per 1,000 inhabitants per day. Among the list of cities compared here, Rotterdam scores the lowest with 0.2 trips per 1,000 inhabitants per day. Brussels has 6.1 trips; just above come London with 8.9 trips and Ghent with 10.5 trips. The absolute leaders in the 2023 CIE index also perform exceptionally well in our 2024 calculations. Paris accounts for a staggering 33.4 trips per 1,000 inhabitants per day, but Antwerp does even better with 35.3 trips².

Number of trips using shared bicycles per 1,000 inhabitants per day in the Brussels-Capital Region and five other European cities



¹ CIE (2024). "Shared Ambition". The potential for bike sharing in Europe: Benchmarking 148 cities. <https://cyclingindustries.com/news/details/the-2024-edition-of-cies-bike-sharing-in-148-cities-report>

² Sources of figures for European cities: **Brussels-Capital Region:** Way To Go figures // **Ghent:** press release figures // **Antwerp:** Way To Go figures. The actual number of trips per 1,000 inhabitants per day is higher due to incomplete data. // **London:** Fluctuo figures // **Rotterdam:** Rotterdam municipal figures // **Paris:** Fluctuo figures

THE LARGER THE SUPPLY, THE MORE TRIPS USING SHARED BICYCLES AND SCOOTERS

What can we learn from the figures in the preceding sections about the **relationship between the supply and use** of shared bicycles and scooters? To uncover that relationship, we compared the number of vehicles per 1,000 inhabitants with the number of trips per 1,000 inhabitants per day. These indicators enable us to compare regions or cities regardless of population size.

On the left graph on the next page, each point represents one type of **bike sharing in Flanders and Brussels**. We omit Wallonia because both supply and trip numbers there are very low compared with the other two regions. First, it is noticeable that the four points in the bottom half of the graph show a more or less linear relationship: greater relative supply of shared bicycles (horizontal axis) is associated with greater relative use of shared bicycles (vertical axis). The two back-to-one systems at the bottom left combine a low supply of shared bicycles with a low number of trips per 1,000 inhabitants. Back-to-many shared bicycles without fixed stations in Flanders score slightly higher for both parameters. The back-to-many shared bicycles with fixed stations in Brussels account for the highest supply per 1,000 inhabitants of all the systems we examined, and also register a higher relative number of trips than the first three systems.

Second, there are two outliers that stand above the trend line. Back-to-many shared bicycles with fixed stations in Flanders and back-to-many shared bicycles without fixed stations in Brussels 'overperform', with a higher ratio of trips per shared bicycle



The back-to-many bicycles with fixed stations in Flanders and the back-to-many bicycles without fixed stations in Brussels are particularly frequently used

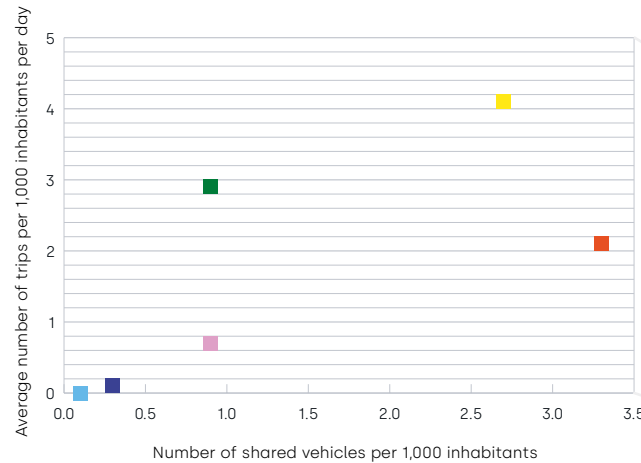
than we see with the other systems. What typifies both systems is the urbanised context in which bicycles are used. However, there are other reasons that explain their remarkable performance. The back-to-many shared bicycles without fixed stations in Brussels are all electrically assisted and thus better adapted to the topography of the capital than the non-electric version with fixed stations. Back-to-many shared bicycles with fixed stations in Flanders in turn have been steadily gaining ground for years and can count on a very loyal and active group of users in 2024.

Finally, **shared scooter performance in Brussels, Flanders and Wallonia** is also striking. The right graph on the next page provides the proportions of shared scooters in the three regions. We are struck at once by how far removed shared scooters in the capital are from the other sharing systems. With a ratio of 7.8 shared scooters per 1,000 inhabitants and 16.6 trips per 1,000 inhabitants per day, Brussels scooters score exceptionally well. As with shared bicycles, shared scooters follow the logic of supply and use: the relative supply of shared scooters in Flanders and Wallonia is quite a bit lower than in Brussels, which also translates into a much lower number of trips per 1,000 inhabitants.

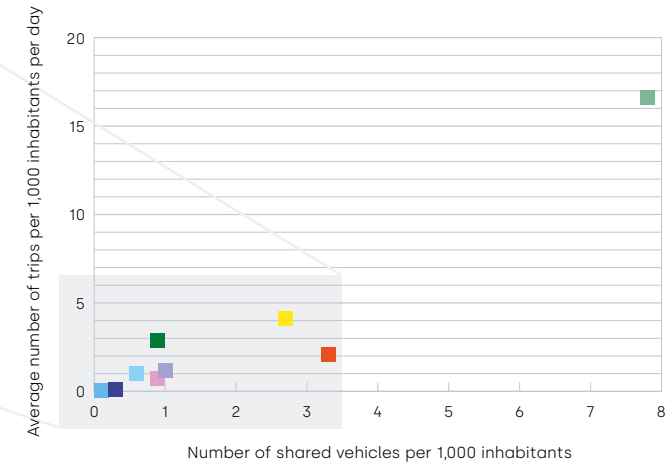


Brussels scooters score exceptionally well, with a ratio of 7.8 shared scooters per 1,000 inhabitants and 16.6 trips per 1,000 inhabitants per day

Relationship between the number of shared bicycles per 1,000 inhabitants and the number of trips per 1,000 inhabitants per day per bike sharing type in Flanders and Brussels



Relationship between the number of shared bicycles and scooters per 1,000 inhabitants and the number of trips per 1,000 inhabitants per day, per type of shared bicycle and for shared scooters in Flanders and Brussels



- BXL back-to-one shared bicycles
- FL back-to-one shared bicycles
- BXL shared scooters
- BXL back-to-many shared bicycles without fixed stations
- FL back-to-many shared bicycles without fixed stations
- FL shared scooters
- BXL back-to-many shared bicycles with fixed stations
- FL back-to-many shared bicycles with fixed stations
- WALL shared scooters

	SHARED BICYCLES						SHARED SCOOTERS		
	BXL back-to-one shared bicycles	BXL back-to-many shared bicycles without fixed stations	BXL back-to-many shared bicycles with fixed stations	FL back-to-one shared bicycles	FL back-to-many shared bicycles without fixed stations	FL back-to-many shared bicycles with fixed stations	BXL shared scooters	FL shared scooters	WALL shared scooters
Number of shared vehicles per 1,000 inhabitants	0.1	2.7	3.3	0.3	0.9	0.9	7.8	1.0	0.6
Number of trips per 1,000 inhabitants per day	0.02	4.1	2.1	0.1	0.7	2.9	16.6	1.2	1.0

BIKE AND SCOOTER SHARING IN BELGIUM: THE BACKGROUND

Bike sharing has seen a boom in recent years, but it is by no means a new phenomenon. It has been around in Belgium for almost 20 years. The first large-scale bike sharing systems arrived in Brussels in 2006 with Cyclocity (now known as Villo!) and in Antwerp in 2011 (Velo). From 2011 they were joined by another new player, Blue-bike, which is still active today. The supply was greatly expanded with the arrival of 'free-floating' operators who use shared bicycles that do not have to be returned to a fixed bicycle station. First there were Asian operators oBike and GoBeeBike, which launched their offerings in Brussels just after summer 2017. Less than a year later, however, the bicycles had disappeared. Billy, Cloudbike and Mobit, three Belgian companies, also saw the light of day during this period. Only Mobit still survives today.

Since 2020, two additional trends have emerged in the Belgian shared bicycle landscape. The first is the arrival of **shared cargo bikes** in our country: Cargoroo was the first to launch in early July 2020, soon followed by Baqme and Monkey Donkey. Unfortunately, Baqme has not operated in Belgium since early 2024 and it was announced in December 2024 that Cargoroo had filed for bankruptcy and that the company was immediately discontinuing its services in Leuven, Antwerp and Mechelen.



The number of electrically assisted shared bicycles has increased dramatically in Belgium over the past two years

The second trend is that of **regional shared bicycle systems**. This development cannot be seen in isolation from the creation of transport regions (VVRs) in Flanders and tenders for regional shared bicycle systems ('Vervoer op Maat'). Since spring 2022, it has been possible to pick up and leave Donkey Republic's shared bicycles throughout the entire Antwerp transport region. Since 2024, that zone has been further expanded to include the Mechelen and Waasland VVRs, and the number of available shared bicycles has been increased. This has been followed by further examples of regional projects with Hoppy in the Aalst and Flemish Ardennes VVRs, Mobit in Kortrijk and Blue-bike in Limburg and Ghent. Remarkably, most regional systems have opted for a partial or full supply of electric bicycles. Along with the arrival of international players like Bolt, Dott and Lime, the number of electrically assisted shared bicycles has thus increased dramatically in Belgium over the past two years.

The first **shared scooters** in Belgium appeared on the streets of Brussels around summer 2018, and a little later in Antwerp also. Launches also followed in smaller cities such as Mechelen, Hasselt, Liège, Namur, Charleroi, Kortrijk and several coastal municipalities in the next few years. The first shared scooters operated within a purely free-floating system: the scooters could be left anywhere in the public domain inside the operating zone. However, more and more cities gradually chose to set up drop zones, as in the case

of shared bicycles, where people can pick up and leave the shared scooters. In this way, authorities sought to curb the abusive or inconvenient parking of shared vehicles while at the same time clustering the supply more. Since its beginnings in Belgium in 2018, the shared scooter market has always been very volatile. Eight providers were operating in Brussels simultaneously in 2019, and as many as 12 shared scooter operators have been active over the years. Since 2023, new regulations have been in force in the Brussels-Capital Region, limiting the number of shared scooter operators to two. Finally, it is striking that large cities such as Ghent and Leuven, known as shared mobility pioneers, have deliberately issued no permits for shared scooter use, partly for safety reasons.

4 —

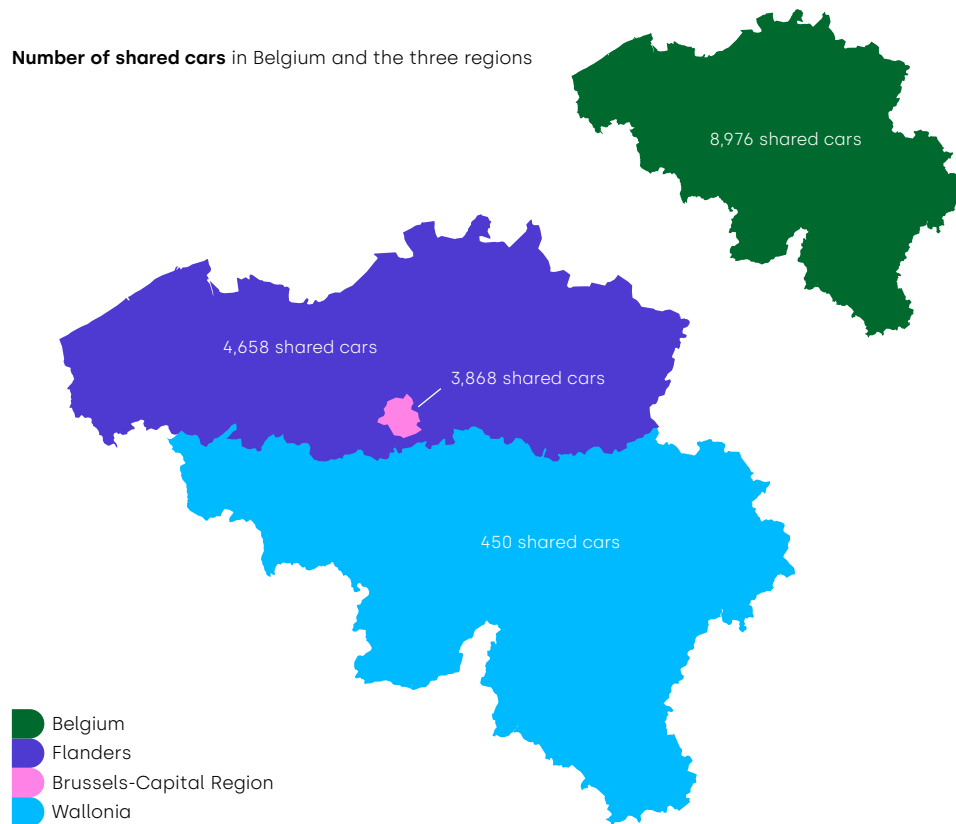
CAR SHARING

STATE OF PLAY

How many shared cars did Belgium have in 2024?

How many car sharers are there, and how many trips do they cover collectively? How do those figures differ by form of car sharing? (See 'What is shared mobility, and what types exist?') And what trends emerge if we consider the figures from the past few years? The answers to all these questions can be found in this section.

Number of shared cars in Belgium and the three regions



NUMBER OF SHARED CARS IN BELGIUM

BELGIUM HAS NEARLY 9,000 SHARED CARS WITH STRONG GROWTH IN ROUND-TRIP SHARED CARS

At the end of 2024 there were **8,976 shared cars in Belgium**. The number of shared cars has thus decreased by 7.3% from a year earlier (-706 shared cars). This decline is entirely due to a contraction in the free-floating market (-1,423 cars). On the one hand, the departure of the provider GreenMobility from Belgium plays a role in this. On the other, the remaining free-floating providers have scaled back their offerings and retreated to the largest markets, namely Brussels, Antwerp and, to a lesser extent, Ghent.

The supply of **round-trip shared cars** in Belgium increased by 20% in 2024 compared with 2023 to reach 3,757 vehicles or 41.9% of all shared cars in the country. The number of **free-floating shared cars** is not very different (3,660 cars or 40.7%), but it is significantly lower than a year earlier (-28%). In addition, there are 1,559 **private cars** in Belgium that are shared on a cost-sharing basis (17.4%). This category has grown by 6% since the previous year.

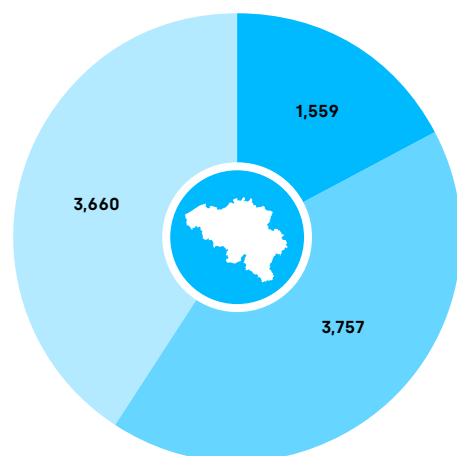
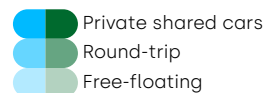
The number of shared cars in **Flanders** grew by 11% in 2024 over the previous year, rising to more than 4,600 vehicles. That represents 52% of Belgium's supply. More than half the shared cars in Flanders are owned by round-trip providers (52%). Over a quarter are private shared cars (26%) and 22% are free-floating shared cars. It is mainly the round-trip segment that is

recording solid growth: 32% extra shared cars in just one year, representing nearly 600 additional round-trip shared cars. This means that Flanders accounts for 95% of all the Belgian round-trip shared cars added in 2024. The general decline in the free-floating supply is also apparent in Flanders. The number of free-floating shared cars in Flanders fell by 17% in the space of the year.

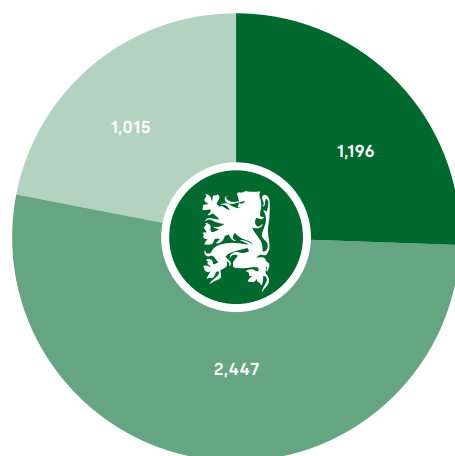
Brussels recorded over 3,800 shared cars in 2024, or 43% of the supply in Belgium. The number of shared cars fell by 22% over the year. This steep decline is largely due to the reduced supply of free-floating cars. In the space of a year, 1,138 free-floating shared cars disappeared from Brussels (-30%). Nevertheless, at 68%, this category continues to represent the largest share of the total number of shared cars in the region. This is followed by round-trip car sharing at 26% and private cost-sharing car sharing at 6%. The latter segment has incidentally also seen a slight fall in the number of shared cars since 2023 (-4%).

Finally, in **Wallonia** the number of shared cars fell (-14%) to 450 vehicles or 5% of the Belgian supply. Two-thirds are round-trip shared cars, while 34% are private shared cars. The departure of free-floating provider Poppy from Liège is driving the decline in the number of shared cars in Wallonia.

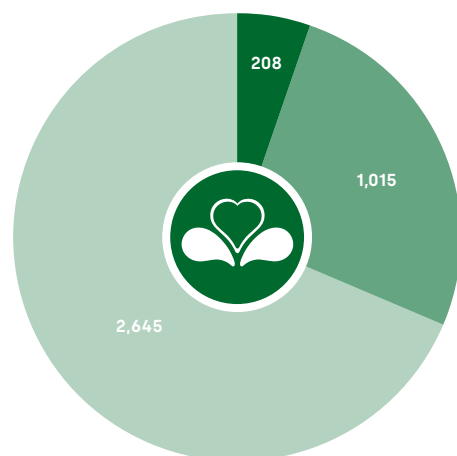
Number of shared cars by type of car sharing



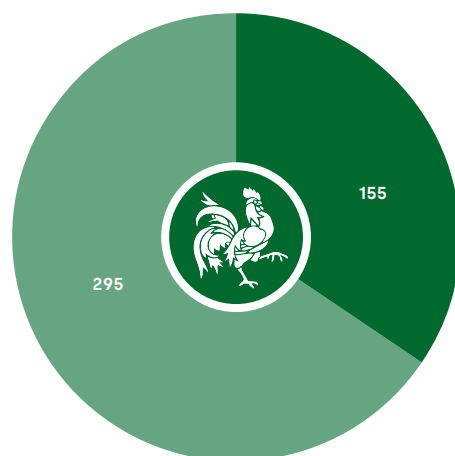
in Belgium



in Flanders



in Brussels-Capital Region



in Wallonia

CAR SHARING SUPPLY HAS MORE THAN DOUBLED IN THE LAST FIVE YEARS

Over the medium term, the overall supply of shared cars has continued to expand in **Belgium**. During the five-year period between 2020 and 2024, the number of shared cars increased 2.3 times (+5,102 shared cars).

Widely contrasting developments can be seen in the number of shared vehicles across the different types of car sharing. The fleet of **round-trip shared cars** has more than doubled in these five years (+1,953 cars vs 2020) and is experiencing stable year-on-year growth. The **private car sharing fleet** increased by 13% between 2020 and 2024 in Belgium (+179 shared vehicles). The number of **free-floating shared cars** has increased more than fivefold in the last five years, rising by 2,970 vehicles. It remains to be seen how the market will evolve after last year's sharp decline.

In 2020, Flanders accounted for 65% of all shared cars in Belgium. Five years later, that share has fallen to 52%. In contrast, Brussels has seen strong growth: from 27% of the supply in 2020 to 43% in 2024. The share in Wallonia decreased slightly from 8% to 5%.

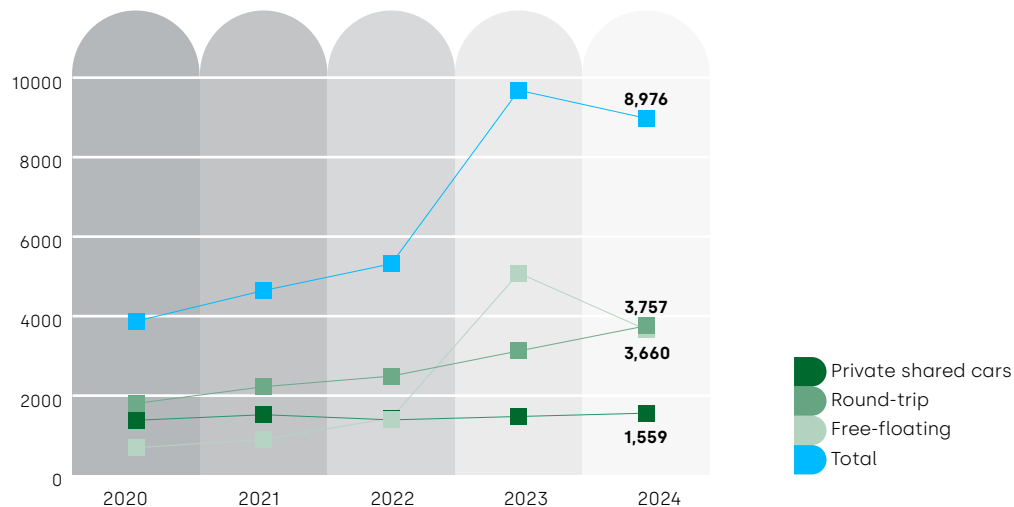
The three regions have experienced different growth trajectories in recent years. In **Flanders**, the overall balance is positive: the car sharing fleet has grown by 87% since 2020 (+2,171 shared cars). The fastest growers are free-floating and round-trip car sharing, with 131% and 124% growth in five

years, respectively. In absolute numbers, this represents an additional 575 and 1,355 shared cars, respectively. The number of private shared cars in Flanders has increased by 25% or 241 shared cars over the past five years.

Over this five-year period, the **Brussels-Capital Region** experienced the strongest overall growth of all Belgian regions in the number of shared cars. Between 2020 and 2024, 2,807 shared cars were added, representing an increase of 265%. This is mainly due to the sharp rise of free-floating car sharing in the capital. The free-floating offer has increased tenfold: 2,395 extra free-floating shared cars have been added. The round-trip segment saw steady growth: 443 additional cars or a 78% increase in five years. However, the number of private shared cars fell. There are now 31 fewer than in 2020 (-13%).

In **Wallonia**, 124 shared cars have been added in the past five years, an increase of 38%. The round-trip supply more than doubled between 2020 and 2024 (+155 vehicles). As in Brussels, the number of private shared cars has declined in Wallonia over the past five years (-17%). In 2023 and 2024, there was a supply of free-floating car sharing in Wallonia, more precisely in Liège. A year and a half later, however, these shared vehicles have been withdrawn and the counter is back to zero in the Walloon region.

Historical overview of the number of shared cars in Belgium



Almost a quarter of shared cars in Flanders are electric

In Flanders, 1,124 shared cars were **fully electric** by the end of 2024, representing 24.1% of all shared cars. More than nine in ten electric shared cars belong to a round-trip car sharing provider's fleet. In 2024, as many as 41% of all **round-trip** shared cars in Flanders were electric. This figure stood at 29% in 2020. Nine per cent are owned by **individuals** who share an electric car with others, while the remaining 1% are **free-floating** shared vehicles. The first two segments also recorded the strongest growth. The number of all-electric round-trip shared cars in Flanders increased by 73% in the space of a year. This is partly due to the Flemish electric vehicle incentive, which also applied to car sharing

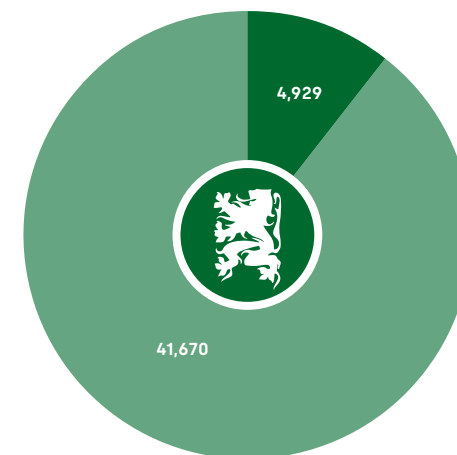
organisations. We expect this to continue to have an impact in 2025. Among private cost-sharing car sharing organisations, the number of electric shared cars increased by 60%. With the departure of free-floating provider GreenMobility, the supply of electric free-floating shared cars in Flanders virtually evaporated in 2024.

The number of electric shared cars in Flanders has almost doubled over the past five years, rising from 588 in 2020 to 1,124 in 2024. During the same period, the proportion of electric shared cars in the total fleet in Flanders increased much less: from 23.6% to 24.1%.

NUMBER OF ACTIVE ROUND-TRIP AND PRIVATE CAR SHARERS IN FLANDERS

NUMBER OF ACTIVE USERS OF ROUND-TRIP AND PRIVATE CAR SHARING ROSE BY 22% IN FLANDERS

As in the case of active car sharers, we only received data from round-trip and private car sharing organisations in Flanders (see Methodology). In 2024 there were **46,599 users of round-trip and private car sharing** in Flanders who had taken at least one trip¹. That means that 1% of Flemish driving licence holders are active users of these forms of car sharing². The number of active car sharers grew by 22% over the year. Almost nine in 10 of these active car sharers use shared cars offered by **round-trip car sharing providers** (89%). Round-trip car sharing saw the biggest increase. In 2024, there were 24.2% more active car sharers in Flanders than a year earlier. Just over one in ten use **private shared cars** (11%). This group of users has grown by 3% since the previous year.



Private
Round-trip

Number of active car sharers in Flanders by type of car sharing (round-trip and private car sharing)

¹ As explained in the Methodology, we received no figures from the free-floating car sharing organisations, so this figure underestimates the real number of active car sharers in Flanders.

² Calculation method: OVG 6: 85.5% of Flemish over-18s have a driving licence // Statistiek Vlaanderen: in 2024 there were 5,505,265 over-18s in Flanders. In 2024 therefore, around 4,707,002 Flemish people had a driving licence.

The first time that Way To Go had comprehensive figures on the number of active round-trip and private car sharers in Flanders was in 2021. At that time, there were just over 33,700. Two years later, there were 38,347 and by the end of 2024, the number had risen to 46,599. Between 2021 and 2024, an **additional 38% active round-trip and private car sharers** were added in Flanders. The car sharing market is thus far from reaching saturation point.

Between 2021 and 2024, the number of active **round-trip car sharers** in Flanders increased by 42%. In fact, last year's growth (+24%) was the strongest increase in the past four years. The number of **private car sharers** increased by 10% over the same period. After declining in 2023, the number of active users began to grow again (+3%) in 2024.

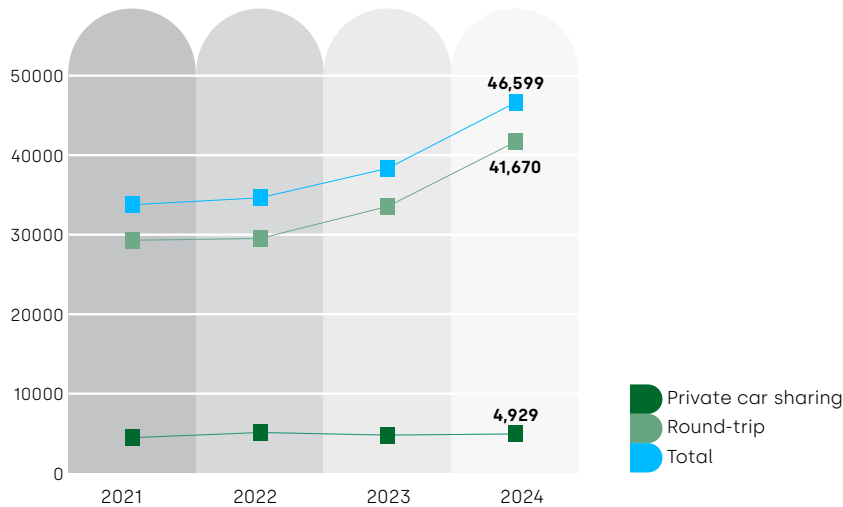
NUMBER OF ACTIVE USERS PER SHARED CAR IS HIGHEST FOR ROUND-TRIP CAR SHARING

On average, each round-trip or private shared car is used by 13 different active car sharers. However, the proportions vary greatly depending on the type of car sharing. A round-trip shared car is used by 17 different active customers, while for private car sharing, that ratio is four active users per shared car. Even within the round-trip segment, we observe significant differences between providers. The number of active round-trip car sharers per shared car ranges from 5 to 21.

	General	Round-trip car sharing	Private car sharing
Flanders	13	17	4

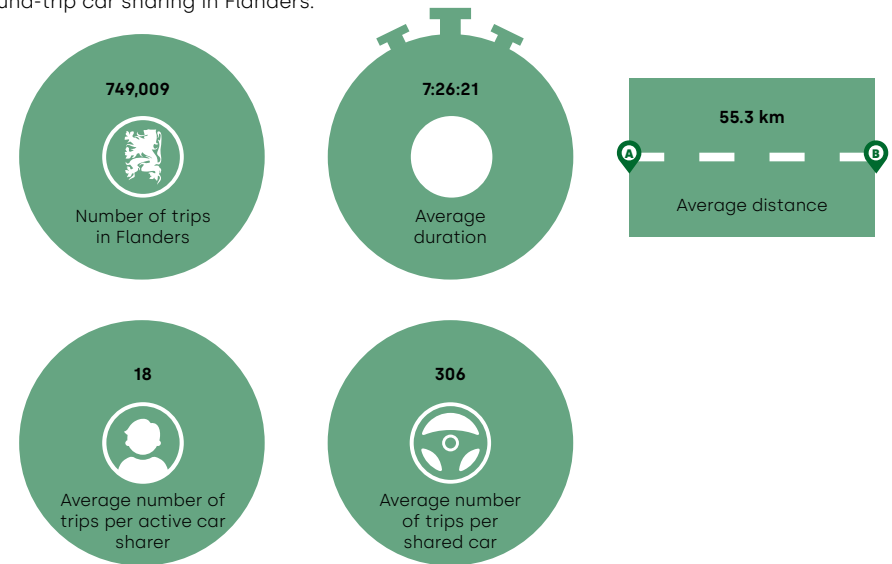
Average number of active users per shared car by type of car sharing (round-trip and private car sharing)

Historical overview of **active car sharers in Flanders** (round-trip and private car sharing)



NUMBER OF TRIPS, DURATION AND DISTANCE FOR ROUND-TRIP CAR SHARING IN FLANDERS

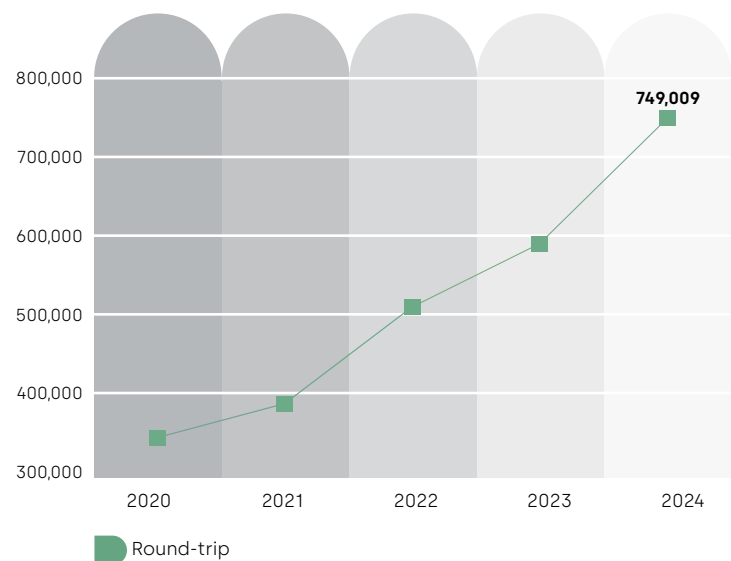
In Flanders, more than **749,000 trips** using a round-trip shared car were recorded between 1 December 2023 and 1 December 2024. That represents **27% more trips than in 2023**. As we received no data from free-floating providers and it is difficult to provide conclusive figures on the number of trips and their characteristics for private shared vehicles (see Methodology), this section will be limited to information on round-trip car sharing in Flanders.



Number of trips, average duration and distance of trips, and average number of trips per active car sharer and per shared car; in Flanders for round-trip car sharing

The number of trips made using round-trip shared cars in Flanders has almost doubled over the past five years. These have risen from 343,312 in 2020 to 749,009 in 2024. The growth in trip numbers in 2024 is the second largest in recent years. On average, the number of trips using round-trip shared cars has risen by 22% over the past five years. Round-trip car sharing thus continues to be the stable growth factor within the car sharing landscape.

Historical overview of the number of trips using round-trip shared cars in Flanders



The mean reservation period for a round-trip shared car was about 7 hours 26 minutes in 2024. A trip covers an average of 55 kilometres. As the mean is sensitive to outliers and shared cars are also used for longer trips, we also include the medians. The weighted average median for kilometres travelled per trip across providers is 35 kilometres. The median journey time is 3 hours 34 minutes.

In 2024, the **average number of trips for a round-trip shared car** in Flanders was 306. That represents 0.86 **trips per shared car per day**. In 2023 this figure was 319, or 0.90 per day. An active round-trip car sharer made an average of 18 trips in 2024, exactly the same number as in 2023.

In terms of estimated **daily use**, a round-trip shared car in Flanders appears to be used for an average of 383 minutes per day, equating to 27% of the time. Round-trip shared cars thus get quite a bit more use than the average private car in Belgium, which amounts on average to 34.5 minutes for the first car in the family, or 2% of the time¹.

¹ https://mobilite-mobiliteit.brussels/sites/default/files/katernen_mobiliteit_3_.pdf



A round-trip shared car in Flanders is used for an average of 383 minutes per day. That is more than ten times the use of an average Belgian private car, which amounts on average to 34.5 minutes per day

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SUMMARY OF KEY FIGURES

		USERS	VEHICLES			USE					
		Number of unique users with at least one trip between 01/12/2023 and 01/12/2024	Total number of vehicles	Number of electric vehicles	Number of vehicles per 1,000 inhabitants	Number of trips between 01/12/2023 and 01/12/2024	Average number of active users per vehicle	Average number of trips per vehicle	Average number of trips per vehicle per day	Average number of trips per active user	Average number of trips per 1,000 inhabitants per day
BE	TOTAL SHARED BICYCLES	722,997	21,725	9,061	1,85	12,076,412	33.63	561.77	1.54	16.7	2.81
	Back-to-one	27,541	2,324	244	0.2	229,445	13.2	110.2	0.3	8.3	0.1
	Back-to-many without fixed stations	439,966	9,117	6,954	0.78	3,609,024	48.3	395.9	1.08	8.2	0.8
	Back-to-many with fixed stations	255,490	10,284	1,863	0.87	8,237,943	24.8	801	2.19	32.2	1.9
	TOTAL SHARED SCOOTERS	1,237,280	18,764	18,764	1.6	11,880,543	68.1	654.4	1.79	9.6	2.8
FL	TOTAL SHARED BICYCLES	361,842	13,878	4,086	2.03	9,257,497	26.51	678.2	1.86	25.58	3.72
	Back-to-one	21,843	2,166	215	0.32	218,897	11.3	112.9	0.31	10	0.1
	Back-to-many without fixed stations	144,489	5,808	3,645	0.85	1,751,191	24.9	301.5	0.83	12.1	0.7
	Back-to-many with fixed stations	195,510	5,904	226	0.87	7,287,409	33.1	1,234.30	3.38	37.3	2.9
	TOTAL SHARED SCOOTERS	449,292	6,680	6,680	0.98	3,034,437	67.3	454.3	1.24	6.8	1.2
BXL	TOTAL SHARED BICYCLES	359,062	7,583	4,975	6.07	2,803,883	47.35	369.76	1.01	7.81	6.15
	Back-to-one	5,079	113	29	0.09	8,676	51.3	87.6	0.24	1.7	0.02
	Back-to-many without fixed stations	295,477	3,309	3,309	2.65	1,857,833	89.3	561.4	1.54	6.3	4.1
	Back-to-many with fixed stations	58,506	4,161	1,637	3.33	937,374	14.1	225.3	0.62	16	2.1
	TOTAL SHARED SCOOTERS	703,304	9,721	9,721	7.78	7,549,021	72.3	776.6	2.13	10.7	16.6
WAL	TOTAL SHARED BICYCLES	2,093	264	0	0.07	15,032	7.93	56.94	0.16	7.18	0.01
	Back-to-one	619	45	0	0.01	1,872	13.8	41.6	0.11	3	0.001
	Back-to-many without fixed stations	/	/	/	/	/	/	/	/	/	/
	Back-to-many with fixed stations	1,474	219	0	0.06	13,160	6.7	60.1	0.16	8.9	0.01
	TOTAL SHARED SCOOTERS	84,684	2,363	2,363	0.64	1,297,085	48.3	739.1	2.02	15.3	1

		CAR SHARERS	SHARED CARS				TRIPS			DURATION		DISTANCE	
		Number of active car sharers	Number of shared cars	Number of electric shared cars	Average number of active users per shared car	Average number of trips per shared car	Number of trips	Average number of trips per car per day	Average number of trips per active car sharer	Average trip duration	Median trip duration	Average trip distance (km)	Median trip distance (km)
BELGIUM	TOTAL	/	8,976	828	/	/	/	/	/	/	/	/	/
	Private car sharing	/	1,559	109	/	/	/	/	/	/	/	/	/
	Round-trip car sharing	/	3,757	683	/	/	/	/	/	/	/	/	/
	Free-floating car sharing	/	3,660	36	/	/	/	/	/	/	/	/	/
FLANDERS	TOTAL	46,599	4,658	1,124	13	/	/	/	/	/	/	/	/
	Private car sharing	4,929	1,196	96	4	/	/	/	/	/	/	/	/
	Round-trip car sharing	41,670	2,447	1,015	17	306	749,009	0.84	18	7:26:21	3:33:38	55.3	34.9
	Free-floating car sharing	/	1,015	13	/	/	/	/	/	/	/	/	/
BRUSSELS	TOTAL	/	3,868	30	/	/	/	/	/	/	/	/	/
	Private car sharing	/	208	7	/	/	/	/	/	/	/	/	/
	Round-trip car sharing	/	1,015	0	/	/	/	/	/	/	/	/	/
	Free-floating car sharing	/	2,645	23	/	/	/	/	/	/	/	/	/
WALLONIA	TOTAL	/	450	22	/	/	/	/	/	/	/	/	/
	Private car sharing	/	155	6	/	/	/	/	/	/	/	/	/
	Round-trip car sharing	/	295	16	/	/	/	/	/	/	/	/	/
	Free-floating car sharing	/	0	0	/	/	/	/	/	/	/	/	/

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GLOSSARY

Car sharing:

the alternating and systematic use of a car by different natural or legal persons at different times.

Bike sharing:

the alternating and systematic use of a bicycle by different natural or legal persons at different times.

Scooter sharing:

the alternating and systematic use of a scooter by different natural or legal persons at different times.

Car sharing provider:

a legal entity that provides and/or facilitates the sharing of cars to its members for their use on an alternating and systematic basis.

Bike sharing provider:

a legal entity that provides and/or facilitates the sharing of bicycles to its members for their use on an alternating and systematic basis.

Scooter sharing provider:

a legal entity that provides and/or facilitates the sharing of scooters to its members for their use on an alternating and systematic basis.

Registered user:

a person who is a customer or member of a car, bicycle or scooter sharing provider, whether or not by paying an entry fee and/or a periodic subscription fee. Membership gives the user access to the provider's shared vehicles.

Active user:

a registered user who has made at least one trip using a shared car, bicycle or scooter in the last year.

Car sharing trip duration:

the total time during which the user has exclusive access to the shared car, regardless of the actual driving time. This could also be described as **reservation time**. A typical trip using a round-trip or privately shared car consists of a journey from location A to location B, a time period during which the shared car is stationary and a journey back from B to A. Thus, the trip time or reservation time is longer than

the actual driving time. In free-floating car sharing, 'one way' trips (from A to B) are much more frequent, so the actual driving time more closely matches the journey time.

Average car sharing trip time and distance:

to calculate average trip time and distance for a given car sharing organisation segment we used weighted averages. This means that the relative share of a given car sharing organisation (based on the total number of trips) is taken into account.

Average number of active users per shared vehicle:

the quotient of the number of a car, bicycle or scooter provider's active users and the number of shared vehicles it offers.

Average number of trips per active user:

the quotient of the number of trips made using vehicles from car, bicycle or scooter sharing providers between 01/12/2023 and 01/12/2024 and the number of active users registered with the same organisation.

Average number of trips per shared vehicle:

the quotient of the number of trips made using vehicles from car, bicycle or scooter sharing providers between 01/12/2023 and 01/12/2024 and the number of vehicles registered with the same organisation.

Number of vehicles per 1,000 inhabitants:

the quotient of the number of shared vehicles present in a city, district or region and the number of inhabitants in the same area, multiplied by 1,000.

Number of vehicles per 1,000 inhabitants per day:

the quotient of the number of shared vehicles present in a city, district or region and the number of inhabitants in the same area, multiplied by 1,000. The result of these operations is divided by 365.

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ANNEXES



SUMMARY OF SHARED MOBILITY PROVIDERS IN BELGIUM SINCE STARTING DATE

TYPE OF SHARED MOBILITY	PLATFORM	REGION	STARTED	ENDED
ROUND-TRIP CAR SHARING	Autosphère	Wallonia	2022	
	Battmobility	Flanders	2017	
	Bolides	Flanders	2012	2020 (still only B2B)
	cambio Brussel	Brussels	2003	
	cambio Vlaanderen	Flanders	2004	
	cambio Wallonië	Wallonia	2002	
	Claus2you	Flanders	2021	
	CoopStroom	Flanders	2019	
	Flexigo	Flanders	2021	
	Justdrive	Flanders	2019	2020
	Klimaan	Flanders	2021	
	Mobilize Share (previously Share Mobility)	Flanders and Wallonia	2020	
	Partago	Flanders	2015	2023
	Stapp.in	Flanders	2016	
	Ubeeqo	Brussels	2016	2019
	Wibee	Belgium	2014	
Zen Car	Brussels and Flanders	2011	2020	
FREE-FLOATING CAR SHARING	Drivenow	Brussels	2016	2019
	GreenMobility	Flanders	2020	2024
	GreenMobility	Brussels	2020	2023
	MILES	Flanders and Brussels	2022	
	Poppy	Flanders	2018	
	Poppy	Brussels	2019	
	Poppy	Wallonia	2023	2024
	Zipcar	Brussels	2016	2019
PRIVATE COST-SHARING CAR SHARING	Cozywheels	Belgium	2003	
	Dégage!	Flanders and Brussels	1998	
BACK-TO-ONE SHARED BICYCLES	Blue-bike	Belgium	2011	
	cambio	Flanders and Brussels	2012	
	Cargoroo	Flanders	2020	2024
	CoopStroom	Flanders	2022	
	Cozywheels	Belgium	2021	
	Dégage!	Flanders	2018	
	Monkey Donkey	Flanders and Brussels	2021	
	Stapp.in	Flanders	2023	
	Trapido	Flanders	2017	2019
	Urbee	Flanders	2018	2022

TYPE OF SHARED MOBILITY	PLATFORM	REGION	STARTED	ENDED
BACK-TO-MANY SHARED BICYCLES WITHOUT FIXED STATIONS AND FREE-FLOATING SHARED BICYCLES	Baqme	Flanders	2022	2024
	Billy	Brussels	2017	2022
	Bolt	Belgium	2022	
	Cloudbike	Flanders	2018	2022
	Donkey Republic	Flanders	2019	
	Dott	Flanders and Brussels	2021	
	GoBee Bike	Brussels	2017	2018
	Hoppy	Flanders	2023	
	Lime (JUMP/Uber after takeover)	Brussels	2021	
	Mobit	Flanders	2017	
	oBike	Brussels	2017	2018
	Poppy	Brussels	2022	2023
	Smove.City	Flanders	2022	2023
	Voi	Brussels	2023	
BACK-TO-MANY SHARED BICYCLES WITH FIXED STATIONS	Blue-bike	Flanders	2023	
	Li Bia Velo	Wallonia	2021	
	Velo	Flanders	2011	
	Villo!	Brussels	2006	
BACK-TO-MANY AND FREE-FLOATING SHARED SCOOTERS	Bird	Flanders and Brussels	2018	2024
	Bodaz	Brussels	2023	2024
	Bolt	Belgium	2021	
	Circ	Flanders and Brussels	2019	2020
	Dott	Belgium	2019	
	Gliize	Brussels	2023	2024
	Hive	Brussels	2019	2019
	Hoppy	Flanders	2020	
	Lime	Flanders and Brussels	2018	
	Pony	Brussels and Wallonia	2021	
	Poppy	Flanders and Brussels	2018	2024
	TIER	Brussels	2019	2024 (merger with Dott)
	Troty	Flanders and Brussels	2018	2019
	Voi	Flanders and Brussels	2021	
Wind	Brussels	2019	2019	

COLOPHON

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