



PDE / MWP

(PLANS DE DEPLACEMENTS DES ENTREPRISES / MOBILITY WORKPLACE PLANS)

In three years time, the obligation of Mobility Workplace Plans (MWP) brought a 5% decrease of the share of cars in the modal split for commuters (workplace – home).

The Brussels-Capital Region currently provides employment to about 680,000 people. More than half of these workers live outside the Region and 57% of them travel to work by car, most of them driving alone. To improve mobility, a decree imposing the MWP on any company and organisation with more than 200 workers or employees came into effect on 1st July 2004.

A MWP is the study, implementation and follow-up within a company or group of companies, of measures which aim to promote the sustainable management of mobility linked to the activity of this or these company(ies). This tool allows each company:

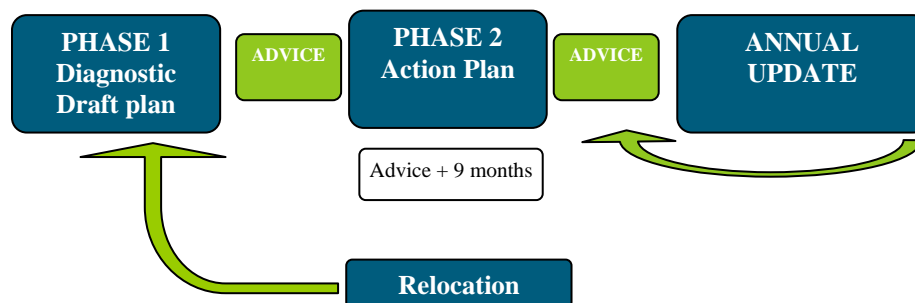
- to analyse the transport modes of the company's workers and goods;
- to analyse the transport modes of visitors;
- to evaluate past measures taken in order to improve mobility;
- to encourage the use of alternatives to the car whilst still retaining compatibility with the activities and the well-being of workers.

The aim of the MWP is to initiate a long-term process, characterised by the progressive implementation of concrete mobility measures.

The plan is to be achieved within two initial phases, followed by an annual update. In order to draw up their MWPs, companies are guided by a questionnaire which is sent to the Follow-up Cell, which in turn provides advice about each phase.

The first stage of the MWP therefore consists of a mobility diagnosis and drawing up a draft action plan, which consists of an initial selection of foreseeable measures and the modal shift objective.

The second phase consists of the presentation of action plans: describing all the means used to improve mobility and air quality. The legislation stipulates an annual update of the main areas of the plan.





270 phase 1 MWP (representing 240,000 workers) had been implemented as of 31st December 2009. Among these, 215 sites (200,000 workers) have currently implemented their phase 2 (81%) and 69 sites have already completed their actualization phase. Various sectors (private, public...) are involved in this.

The federal diagnosis of commuting shows that the share of the car in the modal split has fallen in Brussels, decreasing from 44.7% in 2005 to 40.8% in 2008; representing a drop of 3.9% (5% for companies covered by a MWP). In parallel, the use of public transport to reach Brussels has increased, reaching 34% for the train (+2.5%) and 15.7% for the Brussels' public transport system (+1.2%).

One of the explanations is certainly the obligation of MWP. Other activities that have been implemented by enterprises include the improvement of information about site accessibility by public transport, the increase in the reimbursement of public transport passes and encouragement to use bicycles and car-pooling.

The obligation to implement MWPs will be extended to enterprises employing more than 100 people (instead of 200 as before). This means that an additional 300 sites representing 40,000 additional workers will be covered by MWPs.

Similarly, mobility plans will soon also be compulsory for schools (640 schools comprising 235,000 children), as well as for all events attracting more than one thousand people (site managers and event organisers will be contacted).

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For more in [FR](#) or [NL](#).

